

Strategic Planning Board

Agenda

Date:	Wednesday, 26th February, 2014
Time:	10.30 am
Venue:	The Assembly Room - Town Hall, Macclesfield SK10 1EA

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

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

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

1. Apologies for Absence

To receive any apologies for absence.

2. Declarations of Interest/Pre Determination

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

3. Minutes of the Meeting (Pages 1 - 10)

To approve the minutes of the meeting held on 23 January 2014 as a correct record.

4. Public Speaking

A minimum period of 1 hour will be allocated for public speaking and this period may be extended, at the discretion of the Chairman of the Board. Each public speaker will be allowed to speak for a maximum period of 2 minutes. Depending on the number of speakers this may be extended to 3 minutes.

5. Cheshire East Local Plan Strategy-Submission Version (Pages 11 - 60)

To consider a report on the Cheshire East Local Plan Strategy-Submission Version.

The items listed 6-14 are appendices to item 5 and not separate agenda items.

6. Appendix A (i)-Local Strategy Submission (Chapters 1-14) (Pages 61 - 244)

7. Appendix A (ii)-Local Strategy Submission (Chapter 15) (Pages 245 - 412)

8. Appendix A (iii)-Local Strategy Submission (Chapters 16 and 17 and Appendices A-H) (Pages 413 - 500)

9. Appendix B-Report of Consultation: Local Plan Consultation-Pre-Submission Core Strategy (Pages 501 - 590)

10. Appendix C -Pre-Submission Core Strategy - Consultation Response Proformas (Pages 591 - 1024)

11. Appendix D-Non-Preferred Sites - Consultation Response Proformas (Pages 1025 - 1128)

12. Appendix E-Pre-Submission Core Strategy - Summary of Proposed Changes (Pages 1129 - 1168)

13. Appendix F Pre Submission Core Strategy - Habitats Regulation Assessment (HRA) - Consultation Responses (Pages 1169 - 1174)

14. **Appendix G Pre Submission Core Strategy - Sustainability Appraisal (SA) - Consultation Responses** (Pages 1175 - 1196)

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CHESHIRE EAST COUNCIL

Minutes of a meeting of the **Strategic Planning Board**
held on Thursday, 23rd January, 2014 at The Assembly Room - Town Hall,
Macclesfield SK10 1EA

PRESENT

Councillor H Davenport (Chairman)
Councillor D Hough (Vice-Chairman)

Councillors Rachel Bailey, D Brickhill (Substitute) D Brown, J Hammond,
P Hoyland, J Jackson, P Mason, B Murphy and G M Walton

OFFICERS IN ATTENDANCE

Mr A Fisher (Head of Strategic & Economic Planning), Mr N Jones (Principal Development Officer, Mr D Malcolm (Interim Planning and Place Shaping Manager), Ms S Orrell (Principal Planning Officer), Mr N Scanlon (Locum Solicitor, Planning and Highways), Mr N Turpin (Principal Planning Officer) and Miss E Williams (Principal Planning Officer)

145 APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors P Edwards, C Thorley, S Wilkinson and J Wray.

146 DECLARATIONS OF INTEREST/PRE DETERMINATION

In the interest of openness in respect of application 13/3032C, Councillor D Hough declared that he was a member of Alsager Town Council, however he had not commented on the application, although he acknowledged he had expresses some concerns at the previous meeting when the application was considered.

In the interest of openness in relation to application 13/2954C, Councillor D Brown declared that he attended the Congleton Town Council Planning meeting where the application was discussed but only as an observer and had not taken any part in the debate.

147 MINUTES OF THE PREVIOUS MEETING

RESOLVED

That the minutes be approved as a correct record and signed by the Chairman subject to the insertion of the following paragraph at the end of the decision in respect of Minute No. 140:-

Should this application be the subject of an appeal, authority be delegated to the Interim Planning and Place Shaping Manager in consultation with the Chairman of the Strategic Planning Board to enter into a planning agreement in accordance with the S106 Town and Country Planning Act to secure the Heads of Terms for a S106 Agreement.

148 **PUBLIC SPEAKING**

RESOLVED

That the public speaking procedure be noted.

149 **13/2661M-ERECTION OF 167 DWELLINGS, LAND OFF, SPRINGWOOD WAY AND LARKWOOD WAY, TYTHERINGTON, MACCLESFIELD FOR P E JONES (CONTRACTORS) LIMITED**

Consideration was given to the above application.

(Kerren Phillips, the agent for the applicant attended the meeting and spoke in respect of the application).

RESOLVED

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

30% Affordable Housing = 65% social or affordable rent, and 35% intermediate tenure

□□A contribution of £70 000 towards highway improvements to be made to the A523, north of the application site and towards measures, which will result in a reduction in the traffic using Tytherington Lane.

□□A detailed scheme for the design and layout of the open space to be approved prior to commencement. A NEAP is also required.

□□A commuted sum would be required for Recreation / Outdoor Sport of £167 000 (which includes discount for the affordable housing based on the affordable dwellings). The commuted sums would be used to make improvements, additions and enhancements to the facilities at Rugby Drive playing field. The Recreation / Outdoor sports commuted sum payment will be required prior to commencement of the development

□□A 15 year sum for maintenance of the open space will be required IF the council agrees to the transfer of the open space to CEC on completion. Alternatively, arrangements for the open space to be maintained in perpetuity will need to be made by the developer, subject to a detailed maintenance schedule to be agreed with the council, prior to commencement

□□ Provision of art in public areas to be incorporated into the landscaping scheme

□ Green links and footpaths, which will provide a pedestrian/cycle link between the Middlewood Way, residential development, and adjacent existing residential areas;

□ £108,463 towards primary education

(It is noted that the highways improvements, distribution of affordable housing within the site and public art proposals will be agreed following consultation with the Chairman of the Board, Ward Councillors and Interim Planning and Place Shaping Manager).

And subject to the following conditions:-

1. A07EX - Sample panel of brickwork to be made available
2. A03FP - Commencement of development (3 years)
3. A03AP - Development in accord with revised plans (unnumbered)
4. A01GR - Removal of permitted development rights
5. A05EX - Details of materials to be submitted
6. A01LS - Landscaping - submission of details
7. A04LS - Landscaping (implementation)
8. A12LS - Landscaping to include details of boundary treatment
9. A15LS - Submission of additional landscape details
10. A06NC - Protection for breeding birds
11. A04NC - Details of drainage
12. A22GR - Protection from noise during construction (hours of construction)
13. A23GR - Pile Driving
14. A19MC - Refuse storage facilities to be approved
15. Trees - Arboricultural Impact Assessment
16. Existing and proposed site levels, contours and cross-sections
17. A Greenway / Green link of a minimum width of 20m in accordance with the outline application 11/3738M (It was noted that the a plan securing the link is required prior to any decision notice being issued. this will inform whether the final number of dwellings to be provided will be 171 or 172)
18. A programme for the implementation of the southern cycleway, public open space and footpath routes
19. Floor floating (polishing large surface of wet concrete floors)
20. Dust Control
21. Bin and Cycle Store in accordance with approved details
22. Compliance with noise mitigation scheme and acoustic insulation to obtain a 'good' standard
23. Contaminated land
24. To accord with Arboricultural Statement
25. Details of provision of access to Poole End site to be provided to link to Manchester Road

26. Phasing plan
27. Incorporation of features to house birds and
28. Construction Method Statement
29. Information on walking, cycling and public transport to be provided and electrical hook up points
30. Submission of lighting scheme
31. At least 10% of the energy supply of the development shall be secured from decentralised and renewable or low-carbon energy sources
32. Submission of a foul/surface water drainage scheme
33. Submission of SUDS
34. Verification of the remediation works, if required
35. Remediation strategy if contaminants are found during development phase
36. Compliance with Waste Management Plan
37. Hours of Construction
38. Affordable housing to be 'pepper potted'

It was agreed that a plan identifying the location of the affordable units and tenures shall be submitted to and agreed in consultation with the Chairman of the Board, Ward Councillors, Interim Planning and Place Shaping Manager and Housing Strategy and Needs Manager, prior to any consent being issued. This plan should include a high degree of 'pepper potting,' with no more than 10 affordable units permitted per cluster. In the event that a plan is not agreed, the application would be brought back to Board for reconsideration.

The developer shall submit a revised plan, which shows a minimum width of 20m for the Greenway / Green link. This will require the loss of plot 141 and potential loss of plot 142. The plan shall be submitted to and agreed in consultation with the Chairman of the Board, Ward Councillors and Interim Head of Planning and Place Shaping prior to any consent being issued.

(The meeting adjourned for a short break).

150 **13/2954C-PROPOSED OUTLINE APPLICATION FOR THE DEMOLITION OF HAWTHORNE COTTAGE, CANAL SIDE FARM, AND GAINING THE CONSENT FOR THE PRINCIPLE OF UP TO 49 NO. DWELLINGS. THE FORMATION OF A NEW VEHICLE AND PEDESTRIAN ACCESS FROM THE EXISTING GOREDALE CLOSE CARRIAGEWAY, HAWTHORN COTTAGE, HARVEY ROAD, CONGLETON FOR DR DAVID POYNER, DAVICO PROPERTIES UK LTD**

Consideration was given to the above application.

(Councillor A Thwaite, the Ward Councillor, Town Councillor P Bates, representing Congleton Town Council, Mike Tingle, an objector and Mr

Dooley, representing the applicant attended the meeting and spoke in respect of the application).

RESOLVED

That the application be refused for the following reasons:-

1 The proposal is an inappropriate form of development within the Green Belt, as defined by the Development Plan. The development is therefore contrary to policy PS7 of the Congleton Borough Local Plan First Review and would cause material harm to the openness of the Green Belt. The proposed development by reason of inappropriateness would be contrary to nationally established policy as set out in NPPF, and as a result would cause harm to the objectives of this guidance. There are no very special circumstances to outweigh this harm.

2 The proposed development, notwithstanding the contribution to economic and social activity associated with new residents, by virtue of its locational characteristics, impact upon trees and lack of information concerning protected species will cause environmental harm and thereby comprises unsustainable development contrary to the NPPF.

3 The proposed development by virtue of its size and siting of the proposed access would result in the direct loss of existing trees which are the subject of the Gordale Close are subject to TPO protection; The Congleton Borough Council (Goredale Close) TPO 1983. The loss of these trees is considered to be unacceptable because of the impact upon the general amenity and character of the area in which the application site is located contrary to Policy NR1 of the Congleton Borough Local Plan First Review and the provisions of the National Planning Policy Framework.

4 The application fails to provide sufficient information to quantify and mitigate any impact on species protected under the Wildlife and Countryside Act 1981 and Habitat Regulations in accordance with Policies NR3 and NR4 of the Congleton Borough Local Plan First Review and the provisions of the National Planning Policy Framework

5 Insufficient information has been provided to demonstrate that the proposed development can achieve an adequate quality of design to justify approval of planning permission. In reaching this conclusion regard was had to the indicative design and layout including the width of access and the characteristics of the site, contrary to the Policy GR1, GR2, GR3 and GR9 of the Congleton Borough Local Plan First Review and the provisions of the National Planning Policy Framework.

In the event of any changes being needed to the wording of the Board's decision (such as to delete, vary or add conditions/informatives/planning obligations or reasons for approval/refusal) prior to the decision being issued, the Planning and Place Shaping Manager has delegated authority to do so in

consultation with the Chairman of the Strategic Planning Board, provided that the changes do not exceed the substantive nature of the Board's decision.

Should this application be the subject of an appeal, authority be delegated to the Interim Planning and Place Shaping Manager in consultation with the Chairman of the Strategic Planning Board to enter into a planning agreement in accordance with the S106 Town and Country Planning Act to secure the Heads of Terms for a S106 Agreement.

(During consideration of the application, Councillor G Walton arrived to the meeting, however he did not take part in the debate or vote on the application.

(The meeting adjourned from 12.15pm until 1.00pm for lunch during which Councillor B Murphy left the meeting and did not return and Councillor Mrs R Bailey and P Hoyland arrived to the meeting).

151 **13/3032C-OUTLINE APPLICATION FOR RESIDENTIAL DEVELOPMENT, COMPRISING 110 HOMES, INCLUDING 33 AFFORDABLE HOMES TO INCLUDE AN AREA OF PUBLIC OPEN SPACE AND CHILDREN'S PLAY AREA, LAND OFF CREWE ROAD, ALSAGER, CHESHIRE FOR LUCY HAWLEY, PERSIMMON HOMES NORTH WEST**

Consideration was given to the above application.

(Councillor R Fletcher, the Ward Councillor, Honorary Alderman Derek Bould, representing Alsager Residents Action Group (ARAG), Mrs Dykes, an objector and Adele Snook, agent for the applicant attended the meeting and spoke in respect of the application).

RESOLVED

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

- 30% affordable housing (33no. units), split on the basis of 65% social rent and 35% intermediate tenure as per the requirements of the interim planning statement.
- Provision for a management company to maintain the on-site Open Amenity Space and LEAP (min 5 pieces of equipment) or provision of something within the town
- Provision of commuted sum of £216,926 towards primary education provision
- Highways contributions of £179,794 towards highways improvements in Alsager

And subject to the following conditions:-

1. Standard Outline Time limit – 3 years

2. Submission of Reserved Matters
3. Approved parameters Plan
4. Submission of an Environmental Management Plan, to include traffic signs and routing to site
5. Hours of construction to be limited
6. Scheme of noise mitigation for glazing and ventilation in accordance with 8233:1999 can be achieved and subject to the proposed mitigation for the gardens closest to potential noise sources will require the recommended design criteria of <55dB LAeq
7. Provision of Right turn lane into access from Crewe Road
8. Details of pile driving operations to be limited
9. Submission of details of bin storage
10. Details of drainage (SUDS) to be submitted
11. Scheme to limit surface water runoff and overland flow
12. Only foul drainage to be connected to sewer
13. Dwellings to be no more than 12m and be of brick construction
14. Tree and hedgerow protection measures
15. Buffer zone of 20m between houses and play space
16. Arboricultural Specification/Method statement
17. Landscape scheme to include replacement native hedgerow planting and boundary treatments
18. Implementation of landscaping scheme
19. Timing of the works and details of mitigation measures to ensure that the development would not have a detrimental impact upon breeding birds.
20. Implementation of a programme of archaeological work in accordance with a written scheme of investigation to be submitted
21. Landscaping scheme to retain existing hedging, where possible. When not, landscaping to provide replacement hedge planting.
22. Minimum 10% reduction in energy use through a building fabric first approach (enhanced insulation or construction technologies).
23. Submission of a Travel Plan
24. Vehicle charging points
25. Affordable housing to be 'pepper potted'

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

(During consideration of the application, Councillor P Mason left the room and returned and therefore did not take part in the debate or vote on the application. In addition Councillor P Hoyland felt that he had pre determined the application by virtue of the fact that he had extensive knowledge regarding pylons as part of his professional employment and therefore he did not feel he could support the application given this knowledge. As a result he left the meeting and did not return until the

decision had been made. The Legal advice from the Officer was that Councillor P Hoyland had not pre determined the application however it was ultimately a decision for the Councillor to make. The meeting then adjourned for a short break).

152 **13/5037W-RETROSPECTIVE PLANNING PERMISSION FOR THE IMPORTATION OF INERT MATERIAL TO INSTALL COVER SYSTEM TO FORMER TIP AND RESTORATION SCHEME TO ALLOW CHANGE OF USE TO INFORMAL RECREATIONAL OPEN SPACE WITH ANCILLARY CAR PARK, FORMER TIP, ROUGHWOOD LANE, HASSALL GREEN, SANDBACH, CHESHIRE FOR PROFESSOR HAYS PLC**

Consideration was given to the above application.

RESOLVED

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

1. Standard conditions
2. Entrance gate to remain locked aside from when in use by visiting parties
3. No external lighting
4. Retention of defensive planting fencing
5. Submission of final landscape/nature conservation enhancement scheme

Members of the Board were extremely unhappy that the application was retrospective and it was requested that on behalf of the Board the Chairman write a letter to the applicant outlining the concerns the Board had regarding the fact that the application was retrospective.

153 **URGENT ITEM-APPLICATION 13/4382N: AFFORDABLE HOUSING DEVELOPMENT AT SIR WILLIAM STANIER COMMUNITY SCHOOL, LUDFORD STREET, CREWE CW1 2NU FOR RENEW LAND DEVELOPMENTS LTD**

In accordance with Section 100B (4)(b) of the Local Government Act 1972 the Chairman of the Board agreed to allow consideration of this item as a matter of urgency as the development of the site is reliant on Home & Community Agency funding which requires an urgent decision on the application before the end of January 2014.

Consideration was given to the report.

RESOLVED

That the approval be given subject to a Unilateral Undertaking for contributions of:-

- £30,000 towards public open space
- £65,000 towards education

And subject to the following conditions:-

1. Standard time limit
2. Approved plans
3. Construction of Access
4. Provision of parking
5. Implementation of Materials – No approval for buff bricks
6. All piling operations shall be restricted to: Monday – Friday 09:00 – 17:30 hrs Saturday 09:00 – 13:00 hrs Sunday and Public Holidays Nil
7. Submission, approval and implementation of piling method statement
8. Construction works taking place during the development (and associated deliveries to the site) restricted to: Monday – Friday 08:00 to 18:00 hrs Saturday 09:00 to 14:00 hrs Sundays and Public Holidays Nil
9. Submission, approval and implementation of details of any lighting prior to installation
10. The mitigation recommended in Noise Mitigation report number 90291r0 shall be implemented prior to the use of the development / first occupation.
11. Implementation of submitted Travel Plan
12. Implementation of submitted dust control measures
13. The development shall not be occupied until the remedial/protection measures included in the approved contaminated land report (REC Report Reference 02c45022, 28 November 2013) have been fully implemented and completed.
14. Once the development is complete, a Site Completion Statement detailing the remedial/protective measures incorporated into the development hereby approved shall be submitted to and approved in writing by the LPA in full prior to the first occupation and use of this development.
15. Detailed breeding bird survey for works in nesting season
16. Arboricultural Method Statement to include removal of areas of hard standing around trees, the reinstatement of the ground around retained trees, tree protection measures and an auditable system of arboricultural supervision.
17. Features for use by breeding birds and bats
18. Implementation of boundary treatment
19. Implementation of drainage scheme
20. Implementation of cycle parking within scheme
21. Implementation of landscaping
22. A revised landscape plan to include further tree planting.

23. Retention of the railings and for them to be made good where necessary to enclose the front garden areas of the proposed dwellings

The meeting commenced at 10.30 am and concluded at 3.50 pm

Councillor H Davenport (Chairman)

CHESHIRE EAST COUNCIL

REPORT TO: Strategic Planning Board

Date of Meeting:	26th February, 2014
Report of:	Head of Strategic and Economic Planning
Subject/Title:	Cheshire East Local Plan Strategy-Submission Version
Portfolio Holder:	Councillor David Brown

1.0 Report Summary

- 1.1 Following the decision of the Cabinet Member for Strategic Communities to approve a *Pre-Submission Core Strategy* for a further round of consultation at a meeting on the 1st November, 2013, this report makes recommendations for the next stage in the production of a Local Plan for Cheshire East.
- 1.2 This involves approving a *Submission Version* for the publication stage of the process prior to submission to the Secretary of State for formal examination later in the year. Members are being requested to approve the plan that the Council wants to adopt.

2.0 Decision Requested

Recommendations to Full Council:-

- To endorse the evidence base, including the Habitats Regulations Assessment (HRA) and Sustainability Appraisal (SA), which has informed the *Cheshire East Local Plan Strategy - Submission Version* ;
- To endorse the Officer responses to the consultations on the Cheshire East Local Plan *Pre-Submission Core Strategy* documents published in November, 2013;
- To approve the attached *Cheshire East Local Plan Strategy - Submission Version* (Appendix A) for publication and submission to the Secretary of State;
- To delegate authority to the Head of Strategic and Economic Planning, in association with the Portfolio Holder for Strategic Communities, to agree any minor modifications to the *Cheshire East Local Plan Strategy - Submission Version* during the publication phase and during its subsequent Examination; and
- To resolve that the *Cheshire East Local Plan Strategy - Submission Version* be given weight as a material consideration for Development Management purposes with immediate effect.

3.0 Reasons for Recommendations

- 3.1 It is an imperative to progress the plan-making process to submission of a Local Plan Strategy, which will be examined by an independent Inspector appointed by the Secretary of State.
- 3.2 The Council has made considerable strides in the production of a Local Plan, having prepared a significant amount of background evidence and research, but in the absence of a plan-led approach, the planning authority is still vulnerable to speculative planning applications for major housing and employment sites. The finalisation of an adopted Local Plan Strategy is therefore of the utmost priority in determining a sustainable development strategy framework for the Borough, following which more detailed work can commence on the *Site Allocations and Development Policies* and *Waste Development Plan Documents*.
- 3.3 Paragraph 216 of the *National Planning Policy Framework (NPPF)* states that, unless other material considerations indicate otherwise, decision-takers may give weight to relevant policies in emerging plans according to:
- the stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
 - the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
 - the degree of consistency of the relevant policies in the emerging plan to the policies in the *NPPF* (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).
- 3.4 In view of the level of consultation already afforded to the plan-making process, together with the degree of consistency with national planning guidance, it is appropriate to attach enhanced weight to the *Cheshire East Local Plan Strategy - Submission Version* in the decision-making process.
- 3.5 The Strategic Planning Board has already given due consideration to the public consultation responses received in respect of the *Shaping Our Future* documents which were then taken into account in finalising the *Pre-Submission Core Strategy*. This demonstrates that whilst the development strategy and policy principles have been subject to a lengthy public engagement process, the Council has had the opportunity to consider all representations in shaping the emerging plan proposals

Wards Affected

- 4.1 All Wards

5.0 Local Ward Members

- 5.1 All Ward Members

6.0 Policy Implications including - Carbon reduction & Health

- 6.1 **Health:** The Local Plan can make an important contribution to the health and well being of the Borough. The spatial planning framework will consider the new infrastructure requirements of the area, both existing and arising from new

developments. This enables health provision to be made in the right places to serve future generations.

- 6.2 In addition, the plan can help build healthier communities through the design of new villages and neighbourhoods. Provision of green infrastructure in particular can assist in promoting more active lifestyles – as well as contributing towards better mental health.

- 6.3 **Carbon reduction:** The Local Plan is a means of promoting more sustainable patterns of development, which in turn can reduce the Borough's carbon footprint. Moreover, the *Local Plan Strategy - Submission Version* contains policies dealing with renewable energy, of which Cheshire East has a variety of opportunities (eg, geothermal heating).

7.0 Financial Implications (Authorised by the Director of Finance and Business Services)

- 7.1 The preparation of the Local Plan is a time consuming and costly process; accordingly additional resources have been identified in the 2014/2015 budget to support its preparation. The costs associated with an Examination can be met within existing budget funds. Otherwise, this report does not raise any additional direct finance issues.

8.0 Legal Implications

- 8.1 The *Planning and Compulsory Purchase Act 2004* requires local planning authorities to prepare Local Development Frameworks, now known as Local Plans. The *Town and Country Planning (Local Planning) (England) Regulations 2012* set out the procedures to be followed in the preparation of such plans.
- 8.2 The consultation on the *Pre-Submission Core Strategy*, which was open for representations between 5 November and 16 December 2013, was carried out pursuant to Regulation 18 of the *Town and Country Planning (Local Planning) (England) Regulations 2012*, which requires Local Planning Authorities to engage with statutory consultees, other consultation bodies, the community and businesses regarding the preparation of the Local Plan. There is also a specific obligation on the part of a local planning authority to take into account any representations received in response to a consultation exercise [Regulation 18(3)].
- 8.3 The consultation process was therefore an important part of the Local Plan process and the results of the various consultation exercises have informed and added value to the *Cheshire East Local Plan Strategy - Submission Version*. The extensive work undertaken by the Council in consulting upon and preparing the *Cheshire East Local Plan Strategy - Submission Version* is considered to meet the statutory requirements of the Regulations. It is considered that the Council will be able to demonstrate to the Inspector who conducts the public examination not only that extensive consultation has been undertaken but that all reasonable alternative strategies have been considered.
- 8.4 Section 20(5) of the *Planning and Compulsory Purchase Act 2004* states that the purpose of an independent examination of a development plan document is not

only to determine the soundness of that document (and to ensure that the duty to cooperate has been complied with) but also to determine whether the submitted document “*satisfies the requirements of sections 19 and 24(1), regulations under section 17(7) and any regulations under section 36 relating to the preparation of development plan documents*”.

8.5 In respect of “soundness”, the requirements are as follows:

1. Positively Prepared: based on a strategy which seeks to meet objectively assessed development and infrastructure requirements
2. Justified: the most appropriate strategy when considered against the reasonable alternatives, based on proportionate evidence
3. Effective: deliverable over its period based on effective joint working on cross-boundary strategic priorities
4. Consistent with national policy: enabling the delivery of sustainable development

8.6 The preparation of the plan is guided by the *National Planning Policy Framework (NPPF)*, emerging *National Planning Policy Guidance (NPPG)* and other related advice. The implications of this have been fully assessed both in responding to consultations and preparing the *Cheshire East Local Plan Strategy - Submission Version*.

8.7 In addition to the foregoing, section 33A of the Act (introduced by section 110 of the *Localism Act 2011*) imposes a duty on local planning authorities to co-operate with neighbouring authorities and other parties on strategic issues of common interest in preparing local plans. This duty to co-operate pervades all stages of local plan preparation. A specific requirement is placed upon the Inspector appointed by the Secretary of State to consider whether the local planning authority has complied with its duty to co-operate. If the Inspector considers that the local planning authority has not complied with that duty, then the *Local Plan Strategy* will fail, irrespective of whether it is found to be “sound” in other respects.

8.8 Regulation 19 requires that prior to submitting a local plan to the Secretary of State for examination, the proposed submission document must be made available, together with a statement of the procedure by which any person may make representations to the Secretary of State. The Regulations also prescribe what information must be submitted to the Secretary of State. It is the content of this submission document which Members are being asked to agree today.

Pre-Determination

8.9 Various representations have been made as part of the consultation on the *Pre-Submission Core Strategy* that the Council has pre-determined the outcome of the consultation and thus the Local Plan Strategy. Primarily, the representations relate to an allegation that given the content of a letter issued by the Leader of the Council on 23 April 2013 and public statements made by him, the consultation process has been prejudiced and the Council has pre-determined the outcome of the Local Plan Strategy consultation.

8.10 As a number of such representations have been made, it is convenient to deal with them at this point in the report. For the avoidance of doubt, wherever reference is made to “pre-determination” or comments made by the Leader of the Council generally in the summary of responses received, this part of the report should be read into the Council’s response.

8.11 The requirements of Regulation 18 have already been referred to in earlier paragraphs in this section of the report. The purpose of this report is to enable Members to take into account the representations received in respect of *the Pre-Submission Core Strategy* when determining the final content of the *Local Plan Strategy- Submission Version*.

8.12 Section 25 of the Localism Act 2011 deals with predetermination and provides:

- (1) *Subsection (2) applies if—*
 - (a) *as a result of an allegation of bias or predetermination, or otherwise, there is an issue about the validity of a decision of a relevant authority, and*
 - (b) *it is relevant to that issue whether the decision-maker, or any of the decision-makers, had or appeared to have had a closed mind (to any extent) when making the decision.*
- (2) *A decision-maker is not to be taken to have had, or to have appeared to have had, a closed mind when making the decision just because—*
 - (a) *the decision-maker had previously done anything that directly or indirectly indicated what view the decision-maker took, or would or might take, in relation to a matter, and*
 - (b) *the matter was relevant to the decision.*

8.13 The statutory footing for pre-determination reflects the position of the common law as set out in the *R (Lewis) v Redcar and Cleveland Borough Council* [2009] 1 W.L.R. 83; the test at common law is whether the Councillor had, or there was a real risk given the evidence that the decision-maker had, a closed mind. Section 25 respects the common law position and adds that a decision-maker is not to be taken to have had, or to appear to have had, a closed mind “just because” the decision-maker has previously done anything that directly or indirectly indicated what view the decision-maker took or what view he would or might take.

8.14 The law places responsibility for all of the powers and duties relating to development plan documents on full Council, not on the Executive or indeed any committee or individual councillor. What is clear is that, despite whatever may have been said or written by any individual member of the Council, no decision has, as yet, been taken by the Council as regards the final content of the Local Plan Strategy.

8.15 Since the matters and events complained of, the Council has conducted a further round of consultation on all of the potential strategic policies, core strategy sites and core strategy strategic locations. This round of consultation has been open to all and there is nothing to suggest from the number of representations received that there has been any evidence of non-participation on the part of

interested parties on the grounds that the Council has already “made its mind up”.

- 8.16 The fact that the Council has not approached matters with a closed mind is made clear in the *Pre-Submission Core Strategy* document itself which states in the section entitled “Your Views and How to Comment” that “*the Council will consider the consultation responses received to this pre-submission version and make any changes to the document as considered appropriate*”. As a consequence of the representations received, your officers are proposing that a number of amendments be made as detailed in this report and the accompanying papers. In addition, Council is free to accept or reject those officer recommendations and / or make such other modifications as they think appropriate in light of the representations received.
- 8.17 For all of the above reasons, it cannot therefore be said that the Council has predetermined the decision as to the content of the *Cheshire East Local Plan Strategy – Submission Version*.
- 8.18 That having been said, it is a matter for each individual Councillor, having taken advice from the Monitoring Officer, to determine whether any action which they may have taken in connection with the process towards the adoption of the submission version of the Local Plan Strategy is sufficient as to give rise to pre-determination on a personal level, such that they should not participate in the decision-making.

9.0 Risk Management

- 9.1 **Local Plan Examination-** Following its approval, the *Cheshire East Local Plan Strategy - Submission Version* will be submitted for formal examination. As set out earlier, the key test at examination is one of ‘soundness’. For a plan to be considered sound, it must be:
- Positively prepared
 - Justified
 - Effective
 - Consistent with National Policy
- 9.2 Failure at examination has serious negative consequences for any Local Planning Authority and the proper planning of its area. However, by preparing and consulting on a *Draft Development Strategy* and *Pre-Submission Core Strategy* and by undertaking a significant degree of evidence-based studies and background research, including sustainability appraisals at each key stage, it is considered that the Council has significantly reduced the risk of this outcome.
- 9.3 **Planning Applications and Appeals-** Whilst Cheshire East is able to demonstrate the availability of a five-year supply of housing land, as evidenced by the *Housing Land Supply Position Statement* published in February, 2014, the Council is still experiencing a number of planning applications for housing on sites that are not allocated in the development plan; some of these are currently subject to appeal.

- 9.4 Members will be aware that some strategic sites, which meet clearly defined parameters, are being granted planning permission and are making important contributions to the 5-year housing land supply. An up-to-date local plan will not only provide new policies that are fully compliant with the *National Planning Policy Framework (NPPF)*, but will also identify, through a housing trajectory, a continuing five-year supply of deliverable housing sites over the remainder of the plan period. Consequently, completion of the Local Plan will greatly assist the processing and determination of planning applications in the Borough.

10.0 Background and Context

National Guidance

- 10.1 In the absence of a *Regional Spatial Strategy for the North West*, which together with the 'saved' policies of the *Cheshire Structure Plan*, was revoked on 20th May, 2013, the statutory framework for preparing a local plan for Cheshire East is contained in the *National Planning Policy Framework (2012)*, the *Planning and Compulsory Purchase Act 2004 (as amended)*, the *Planning Act 2008*, the *Localism Act 2011* and associated Regulations.

- 10.2 At the present time, there is no adopted planning policy framework in Cheshire East with the only point of reference being 'saved' policies from previously adopted Local Plans for the former Boroughs of Crewe and Nantwich, Congleton and Macclesfield and the Minerals and Waste Local Plans adopted by the former Cheshire County Council.

- 10.3 The *National Planning Policy Framework (NPPF)* states that:-

The purpose of the planning system is to contribute to the achievement of sustainable development, which has three dimensions: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- ***an economic role*** – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- ***a social role*** – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- ***an environmental role*** – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

10.4 It should be highlighted that these roles should not be undertaken in isolation, as they are mutually dependent. Hence, whilst economic growth can secure higher social and environmental standards, well-designed buildings and places can improve the lives of people and communities. Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system. The planning system should play an active role in guiding development to sustainable solutions and the *NPPF* sets out a set of 12 core land-use planning principles which should underpin both plan-making and decision- taking.

Plan Making in Cheshire East

10.5 During the initial consultative stage of the plan-making process in the autumn of 2010, the Council published an *Issues and Options* paper which considered different potential approaches to growth and development at a Borough-wide level. One of the consequences of this work was the realisation that an understanding of Cheshire East as a unified ‘place’ was still evolving. As a large County Borough, created via local government re-organisation in 2009, the area neither represented the historic County of Cheshire nor the individual Boroughs which had been in existence since the last major re-organisation in 1974.

10.6 Accordingly, the Council invested considerable effort into a *Place Shaping* consultation exercise in the summer of 2011 at a level which was more meaningful to the Borough’s residents. This provided a valuable platform for the subsequent production of *Town Strategies* for each of the larger settlements in Cheshire East in 2012. These were prepared according to neighbourhood planning principles and followed the award of government funding as a neighbourhood planning ‘front runner’. The *Shaping our Future: Development Strategy and Policy Principles* documents prepared for consultation in early 2013 brought together the findings of these strategies, as well as the findings of the earlier *Issues and Options* paper and research and evidence base, to create a coherent plan for the future of the Borough.

10.7 A *Pre-Submission Core Strategy* was subsequently published in November, 2013 setting out the Council’s preferred approach to shaping the sustainable growth of Cheshire East, seeking to encapsulate the findings of all of the background work and evidence gathering to provide a clear steer to guide future development in the Borough up to 2030. The strategy focused on growth to create prosperous communities with the provision of new housing, employment areas and transport infrastructure being fundamental to its approach.

Delivering Wider Economic Growth

10.8 It is recognised that there are three strands of sustainability, namely economic, environmental and social and these are all equally important and mutually dependent. Delivering economic growth in Cheshire East remains a central tenet to the future prosperity of the Borough and is increasingly important to the future sustainability of the Council. The Local Plan is an essential building block necessary to deliver an overall vision for economic growth.

10.9 The economy is at the heart of the Council’s Corporate Plan, its principal objectives being to:

- Build stronger relationships with existing businesses and investors to stimulate growth, build new enterprises and deliver jobs;
- Build stronger relationships with local communities to support the local economy and create entrepreneurial towns and villages;
- Directly promote employment and housing growth through development of Council assets and land to deliver jobs and new homes;
- Focus education and skills investment to deliver a skilled workforce for the future and create opportunities for young people to build links with local businesses to encourage them to stay in Cheshire East;
- Build new partnerships with developers and funding bodies to create new models of investment to stimulate growth;
- Build a strong partnership with Government and the Local Enterprise Partnership (LEP) to bring investment in sites, infrastructure and influence a national economic growth strategy to recognise the significance of Cheshire East and the wider sub-region; and
- Maximise the impact that the Council can have on the local economy through directing our spending power locally, developing a local supply chain; generating employment opportunities for local people and ensuring the economic impact of major policy decisions is understood.

10.10 The Local Plan must set out the land uses required to deliver growth, as the spatial interpretation of the vision. It is considered that the key principles originally set out in the *Pre –Submission Core Strategy* and the consequent *Cheshire East Local Plan Strategy - Submission Version* reflect this wider vision for economic growth, whilst achieving the key principle of building sustainable communities.

Sustainable Community Strategy

10.11 The Local Plan will also deliver the place shaping aspects and objectives of *Ambition for All - A Sustainable Community Strategy (SCS)* approved by the Council in July, 2010.

10.12 The community strategy sets out how, over the next 15 years, the *Partnership for Action for Cheshire East (PACE)* will 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 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:

- 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 range of available high quality 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.

10.13 The *Ambition for All - A Sustainable Community Strategy (SCS)* may be viewed using the following link:-

http://www.cheshireeast.gov.uk/community_and_living/pace_strategic_partnerships/sustainable_community_strategy.aspx

11.0 The Evidence Base

11.1 The *Cheshire East Local Plan Strategy - Submission Version* is supported by a comprehensive evidence base. The studies and areas of work that have informed the strategy include:-

POPULATION AND HOUSING

11.2 Population Projections and Forecasts (September, 2013)

11.2.1 Determining how much new housing should be provided and where it should be located is an important element of the Local Plan. This paper is intended to give background information on the work done to date on revised population projections and forecasts. Some of these projections also incorporate information from past economic trends and baseline projections of expected future economic growth. A wide range of outputs from fourteen scenarios were modelled, depending on whether a narrow view is taken that provides for the likely needs of the existing population only, or a wider view is taken that allows for continued economic growth in the area and takes account of underlying demographic trends. The national trend of an ageing population is particularly

marked in Cheshire East, with all the scenarios forecasting a significant increase in older people during the Plan period. Hence a higher level of housing growth is needed than there would be if the population were not ageing.

- 11.2.2 The outputs from the modelling work represent only some of the elements that have been considered by the Council in determining the level of housing growth in the *Cheshire East Local Plan Strategy - Submission Version* up to 2030.

- 11.2.3 The *Population Projections and Forecasts* paper may be viewed using the following link:-

http://www.cheshireeast.gov.uk/planning/spatial_planning/research_and_evidence.aspx

11.3 South Cheshire Sub-Regional Study (July, 2010)

- 11.3.1 In July, 2010, in conjunction with adjoining local authorities in the North West, Cheshire East published a Draft Sub-Regional Strategy entitled *Unleashing the Potential*. In respect of housing, the vision was to provide a housing offer that supported the creation of balanced, sustainable communities and the regeneration of the sub-region's most deprived neighbourhoods. This involved effective lobbying, partnership working and community engagement, to create a sub-region where all residents could achieve independent living in good quality, affordable homes that are appropriate to their needs.

- 11.3.2 The *South Cheshire Sub-Regional Study* may be viewed using the following link:-

http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/research_and_evidence/south_cheshire_study.aspx

11.4 Strategic Housing Market Assessment (SHMA) - Update (July, 2013)

- 11.4.1 A *Strategic Housing Market Assessment (SHMA)* was originally produced by specialist consultants on behalf of Cheshire East Council in 2010 and was carried out in accordance with the '*Strategic Housing Market Assessments: Practice Guidance*' and with guidance from the Cheshire East Housing Market Partnership. This work superseded previous housing needs assessments prepared by the former Boroughs.

- 11.4.2 The *Strategic Housing Market Assessment (SHMA)* may be viewed using the following link:-

http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/research_and_evidence/strategic_housing_market_assmt.aspx

11.5 Strategic Housing Land Availability Assessment (SHLAA) - 2013

- 11.5.1 The 2013 *SHLAA* forms an integral part of the annual monitoring process and is an important evidence source to inform plan-making. It also provides

background evidence on the potential availability of land in Cheshire East for housing and the choices available for delivering housing. The *SHLAA* does not determine whether individual sites are acceptable for future housing development as this is determined via the *Local Plan Strategy and Site Allocations and Development Policies* DPD's and also through planning applications assessed against the adopted Development Plan.

- 11.5.2 The current *Strategic Housing Land Availability Assessment (SHLAA)* may be viewed using the following link:-

http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/research_and_evidence/strategic_housing_land_assmnt.aspx

11.6 Cheshire Partnership Area Gypsy and Traveller Accommodation and Related Services Assessment (2007)

- 11.6.1 Following the Housing Act of 2004, local authorities have been tasked with developing and implementing strategies to respond to the accommodation needs of the Gypsy and Traveller communities living in their areas as part of their wider housing strategies. Gypsy and Traveller Accommodation Assessments (GTAA's) are designed to provide the evidence needed to inform these strategies. However, as well as presenting evidence and information on accommodation needs at an immediate local level, the evidence collected and analysis produced has a wider regional role.

- 11.6.2 The *Cheshire Partnership Area Gypsy and Traveller Accommodation and Related Services Assessment (2007)* may be viewed using the following link:-

http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/research_and_evidence/gypsy_accommodation_assessment.aspx

SETTLEMENT HIERARCHY

11.7 Determining the Settlement Hierarchy (November 2010)

- 11.7.1 A background paper for the Local Plan entitled *Determining the Settlement Hierarchy* explained how the settlement hierarchy shown in the *Issues and Options* consultation document had been derived. The approach used and its outcomes were tested through the consultation processes associated with the development of the *Core Strategy Issues and Options* paper. This report therefore forms a fundamental element of the evidence base for the Local Plan and has been used as a basis for developing future spatial planning policy.

- 11.7.2 The *Determining the Settlement Hierarchy* Report may be viewed using the following link:-

http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/research_and_evidence/settlement_hierarchy_study.aspx

EMPLOYMENT AND COMMERCE

11.8 Employment Land Review (November 2012)

11.8.1 The *Employment Land Review* acknowledges that Cheshire East is a key economic driver for the North West. The local economy provided 6.4% GVA (Gross Value Added) of the North West's economic output in 2008 and contains 7.5% (in 2010) of its businesses, the highest proportion of any unitary district in the North West.

11.8.2 The *Employment Land Review* may be viewed using the following link:-

http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/research_and_evidence/employment_land_review.aspx

11.9 Crewe Vision - A Prospectus for Crewe (2012)

11.9.1 One of the principal economic initiatives in Cheshire East is *All Change for Crewe* which represents an ambitious strategy to support Crewe's economic development over the next 20 years. The strategy is being promoted by Cheshire East with an aspiration that by 2030, the wider Crewe area will be a nationally significant economic centre with a total population in excess of 100,000 people, a substantial increase on its current population. This initiative has now been updated in the form of '*High Growth City*' whereby the Council and its partners are committed to releasing the massive potential within the town, thereby delivering the future vision for Crewe.

11.9.2 The *All Change for Crewe - High Growth City* prospectus may be viewed using the following link:-

<http://www.allchangeformcrewe.co.uk/>

11.10 Cheshire Retail Study Update (April 2011)

11.10.1 White Young Green Planning & Design (WYG) were commissioned by Cheshire West & Chester (CWAC) and Cheshire East (CE) Councils in November 2009 to undertake a combined update of the *Cheshire Town Centre Study (CTCS, 2007)* and the *Chester Retail Study (CRS 2006)*. This study provides essential background information that forms part of the evidence base informing the production of Local Plans for both Boroughs. The Study drew on new empirical research in the form of a telephone survey (May 2010) of 4,000 households covering CWAC and CE and the surrounding area to assess shopping patterns within the sub-region and to provide comparisons with previous studies where possible.

11.10.2 The *Cheshire Retail Study Update* may be viewed using the following link:-

http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/research_and_evidence/cheshire_town_centres_study.aspx

GREEN INFRASTRUCTURE

11.11 Green Infrastructure Framework for North East Wales, Cheshire and Wirral (2010)

11.11.1 A partnership of local authorities and environmental agencies came together in 2010 to commission a framework looking at the planning and co-ordination of Green Infrastructure across North East Wales, Cheshire and the Wirral. The framework considered the natural environments of Denbighshire, Flintshire, Wrexham, Cheshire West and Chester, Cheshire East and the Wirral. It set out a vision of how a healthy natural environment can help sustain economic growth and thriving communities. A *Green Infrastructure Action Plan* for Crewe has now also been prepared as part of the framework (see below).

11.11.2 The *Green Infrastructure Framework for North East Wales, Cheshire and Wirral* may be viewed using the following link:-

<http://www.merseydealliance.org.uk/green-infrastructure/>

11.12 Green Infrastructure Action Plan for Crewe (2012)

11.12.1 Following on from its identification in the regional green infrastructure study as a priority area for investment, a finer grained *Action Plan* was produced for Crewe which identifies the benefits and opportunities for the implementation of Green Infrastructure within Crewe, where investment will support the growth of Crewe and deliver the widest public benefits, environmental improvements and the enhancement of the town's economy.

11.12.2 The *Green Infrastructure Action Plan for Crewe* may be viewed using the following link:-

http://www.merseydealliance.org.uk/wp-content/uploads/2013/04/small_IN2764.01_Crewe_Green_Infrastructure_Action_Plan_Final_Low_Res.pdf

11.13 Green Space Strategy (January 2013)

11.13.1 The *Green Space Strategy* is a 'living' document that will require updating as more evidence emerges and more projects are envisaged, but it is an important tool to promote green space across Cheshire East to create sustainable communities. It can help co-ordinate the various sections of Cheshire East Council involved in green space, as well as partners and local communities, to ensure that resources are effectively used and further investment in green space is secured.

11.13.2 The *Green Space Strategy* may be viewed using the following link:-

http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/research_and_evidence/green_space_strategy.aspx

11.14 Open Space Assessment (March 2012)

11.14.1 The Cheshire East *Open Space Assessment* combines existing data sources from previous surveys and carries out a new comprehensive survey of all the sites within the main settlements listed in the Council's *Determining the Settlement Hierarchy* study. All the sites are contained within a database with corresponding digital mapping. Summary reports have been prepared for each

settlement that are 'living documents' and an addendum will be produced every year with any corrections, new information and new sites. The evidence contained in the summary reports informs the Cheshire East Local Plan.

11.14.2 The *Open Space Assessment* may be viewed using the following link:-

http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/research_and_evidence/open_spaces_assessment.aspx

11.15 Local Landscape Designations Study (May 2013)

11.15.1 The *Local Landscape Designations Study* adds value to the work previously undertaken by Cheshire County Council in 2007 in its *Landscape Character Area Assessments* which informed the identification of *Areas of Special County Value (ASCV's)* as part of its background work on the *Cheshire 2016: Replacement Structure Plan*. Pending the adoption of a Local Plan, the study highlights that planning policies for local landscape designations (ASCVs) currently consist of 'saved' policies from the *Cheshire Structure Plan* (since revoked) and development plans for the three former Boroughs. However, a robust re-appraisal concludes that nine local landscape designations should be retained for the purposes of preparing the Cheshire East Local Plan.

11.15.2 The *Local Landscape Designations Study* may be viewed using the following link:-

http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/research_and_evidence.aspx

11.16 Green Belt Assessment (September, 2013)

11.16.1 The *Green Belt Assessment* forms an integral part of the evidence base, but does not identify areas that are suitable for development and does not recommend whether any site should or should not be allocated for development. It simply seeks to establish whether exceptional circumstances exist that would justify the alteration of Green Belt boundaries and also assesses land against the five purposes of Green Belt as set out in the *National Planning Policy Framework (NPPF)*. The results of these assessments are an important consideration in determining future land allocations through the Local Plan. As a pure Green Belt assessment, it is acknowledged that it is beyond the scope of the study to make recommendations on suitable locations for development. However, the results of the assessment have been considered alongside all the other planning considerations and evidence collected when drawing up the Local Plan.

11.16.2 The *Green Belt Assessment* may be viewed using the following link:-

http://www.cheshireeast.gov.uk/planning/spatial_planning/research_and_evidence.aspx

11.17 New Green Belt and Strategic Open Gap Review (September, 2013)

11.17.1 In 2013, the Council commissioned work on a peer review of the new Green Belt and amendments to the 'Strategic Open Gaps' which were advocated in the original *Draft Development Strategy*. This work highlighted three options for the Council to consider and concluded that strong policy protection continues to be necessary to safeguard the existing gaps between settlements that are at risk of coalescence resulting from the future growth of Crewe. It considered that a proposal to extend the existing North Staffordshire Green Belt, which already extends into South Cheshire between Crewe and Stoke, around the southern, eastern and western edges of Crewe, would provide more effective policy protection than the proposed Strategic Open Gap indicated in the earlier *Draft Development Strategy*.

11.17.2 It further considered that, on the eastern edge of Nantwich, there is sufficient justification to carry forward the previous Green Gap policy as a new area of Green Belt. This designation, if connected into the proposed Green Belt extension around the southern and eastern sides of Crewe, would ensure that the openness of the remaining narrow gap between Crewe and Nantwich would be safeguarded in the long term, beyond the plan period, as a permanent measure to prevent the merging of these two important towns and adjoining villages.

11.17.3 The *New Green Belt and Strategic Open Gap Review* may be viewed using the following link:-

http://www.cheshireeast.gov.uk/planning/spatial_planning/research_and_evidence.aspx

ENERGY

11.18 Climate Change and Sustainability Energy Study (September 2011)

11.18.1 The *Climate Change and Sustainable Energy Study* was produced to inform the development of energy efficiency and renewable energy policies within the Local Plan. The study assesses the feasibility of delivering various types of renewable energy and the total implementable renewable resource, taking account of constraints within the Borough. It also identifies potential planning policies that could be included within the Local Plan to ensure that new development is energy efficient and promotes the implementation of renewable energy across the Borough.

11.18.2 The *Climate Change and Sustainable Energy Study* may be viewed using the following link:-

http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/research_and_evidence/climate_change.aspx

11.19 Renewable Energy Policy Study (2010)

11.19.1 The *Establishment of a New Renewable Energy Policy Study* was produced in 2010, recommending a range of actions for the Council to be applied to both domestic and non-domestic properties as well as new initiatives related to low carbon emissions and products.

- 11.19.2 The *Establishment of a New Renewable Energy Policy Study* may be viewed using the following link:-

http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/research_and_evidence/renewable_energy_policy_study.aspx

INFRASTRUCTURE

11.20 Strategic Flood Risk Assessment (June 2013)

- 11.20.1 The *Strategic Flood Risk Assessment (SFRA)* provides a single planning tool relating to flood risk and development in Cheshire East. The flood risk information, assessment, guidance and conclusions of the *SFRA* provides strategic planners with the evidence base required to apply the sequential and exception tests in the preparation of their development plans and documents. The *SFRA* therefore provides the necessary links between spatial developments, wider flood risk management policies, local strategies and on-the-ground works by bringing flood risk information into one location.

- 11.20.2 The *Strategic Flood Risk Assessment (SFRA)* may be viewed using the following link:-

http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/research_and_evidence/strategic_flood_risk_assmnt.aspx

11.21 Local Transport Plan (2011-2026)

- 11.21.1 Cheshire East's *Local Transport Plan (LTP)* relates directly to the seven priorities of the *Ambition for All-The Sustainable Community Strategy (SCS) 2010* which illustrates how transport contributes to the achievement of wider aspirations and ambitions for the area over the next 15 years (2011-2026). Cheshire East's first *Local Transport Plan (LTP) Implementation Plan* is aligned with the Coalition Government's four- year spending review period (April 2011 to March 2015) and contains details of the initiatives which will be delivered in order to meet the objectives and priorities for transport set out in the 15 year *LTP* strategy.

- 11.21.2 The *Local Transport Plan (LTP)* may be viewed using the following link:-

http://www.cheshireeast.gov.uk/transport_and_travel/local_transport_plan.aspx

11.22 Infrastructure Delivery Plan (February, 2014)

- 11.22.1 As part of the Core Strategy, the Council must identify what infrastructure of strategic significance is needed to support the scale of development proposed and how such infrastructure can be provided. Infrastructure of strategic significance is defined as that which is over and above the normal provision that is part and parcel of developing a site.

- 11.22.2 The information collated from infrastructure providers has been brought together in the *Infrastructure Delivery Plan*. This document outlines in broad terms what infrastructure is needed when, who is responsible for providing it, how much it is estimated to cost and how it can be funded; any shortfalls in currently identified funding are also highlighted. The document builds on the work contained in the Local Infrastructure Plan Baseline Report produced by the Council in 2011.
- 11.22.3 The *Infrastructure Delivery Plan* is a supporting document for the *Local Plan Strategy – Submission Version* and covers the period 2014 to 2030. However, its content will be monitored and periodically reviewed to assist in the delivery of the identified infrastructure. The infrastructure requirements set out in the Delivery Plan are attributed to the relevant Strategic Sites and Strategic Locations in the *Local Plan Strategy – Submission Version* and have also informed viability assessment work.
- 11.22.4 The *Infrastructure Delivery Plan* concludes that there are very few schemes that are fully funded, therefore there are significant funding gaps, this being the difference between the cost of the infrastructure and the amount of funding received for the proposed level of development. A preliminary estimate suggests that over the various category types (eg transport, education, open space etc), there is a shortfall in the range of £210m to £260m, but it is acknowledged that not all of this can be achieved through developer contributions, so other funding sources will need to be investigated.
- 11.22.5 The *Infrastructure Delivery Plan* may be viewed using the following link:-

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

SUSTAINABILITY AND VIABILITY

11.23 Habitats Regulation Assessment (HRA) Report (February, 2014)

- 11.23.1 The report summarises the *Habitats Regulations Assessment (HRA)* undertaken of the *Local Plan Strategy - Submission Version* produced by Cheshire East Council, as part of the development of the Local Plan. It identifies, describes and assesses the likely significant effects of implementing the strategy and policies on European designated sites (Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites, and also any candidate SACs and potential SPAs) within and around Cheshire East.
- 11.23.2 European Directive 92/43/EEC of the *Conservation of Natural Habitats and Wild Flora and Fauna (Habitats Directive)* provides legal protection to habitats and species of European importance. The Directive is transposed into English legislation through the *Conservation of Habitats and Species Regulations 2010*.
- 11.23.3 It is a requirement of these regulations that where a plan is likely to have a significant effect on a European site (either alone or in combination with other plans or projects), and where it is not directly connected with or necessary to

the management of the site, the plan-making authority must, before the plan is given effect, make an appropriate assessment of the implications of the plan in view of the site's conservation objectives. The plan-making authority must give effect to the plan only after having determined that it will not adversely affect the integrity of the European site (subject to considerations of overriding public interest).

- 11.23.4 The *HRA* process is underpinned by the precautionary principle. If it is not possible to rule out likely significant effects on the evidence available, then it is assumed that a risk may exist and it needs to be addressed in the assessment process, preferably through changes to the proposed measure or through options such as avoidance or mitigation. Only once this assessment has been completed can it be concluded that there is no adverse risk to a European site resulting from the plan. As the *Local Plan Strategy - Submission Version* is not connected with or necessary to the management of European sites, it is necessary to undertake a *HRA* of these strategies.
- 11.23.5 The purpose of the Appropriate Assessment is to assess whether Cheshire East Council's Local Plan Strategy has the potential to result in significant adverse effects on the integrity of identified European sites, either alone or in combination with a number of other plans and projects. The Habitats Regulations requires the competent authority, in this case Cheshire East Council, to make an Appropriate Assessment of any plan or project which is likely to have a significant effect on a protected European site. This report outlines the process which has been undertaken for the Appropriate Assessment.
- 11.23.6 The most likely effects of the Local Plan Strategy on European Sites are related to pressures from new development including water abstraction, changes to surface and ground water levels/quality (surface run-off, pollution events), air pollution and increased recreational pressures arising from new housing developments and increased tourism.
- 11.23.7 The existing policies and provisions in the Cheshire East Council Local Plan Strategy and other plans and strategies (as set out in the assessment tables at Appendix C in the main document) should ensure that potential significant adverse effects on the integrity of all identified European sites are avoided. However, as the Local Plan Strategy is a high tier plan, this means that it is difficult to devise more specific mitigation measures as the precise nature, scale, timing and location/layout of development is not known. Therefore, it will be necessary that Construction Environment Management Plans, landscaping, green infrastructure and open space proposals are submitted to the Council during the planning application process as part of sustainable development proposals for any sites in close proximity to European sites.
- 11.23.8 The *Habitats Regulation Assessment (HRA) Report* may be viewed using the following link:-

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

11.24 Sustainability Appraisal (February, 2014)

11.24.1 Planning legislation requires that the Local Plan is subject to Sustainability Appraisal (SA). SA is a systematic process designed to evaluate the predicted social, economic and environmental effects of development planning. European and UK legislation require that the Local Plan is also subject to Strategic Environmental Assessment (SEA); a process that considers the effects of development planning on the environment. Government guidance advises that these two processes should be carried out together and outlines a number of stages of SA work that need to be carried out as the Local Plan is being prepared. These stages are:

- Stage A: Setting Context and Scope
- Stage B: Preparing and Developing Options
- Stage C: Preparing the SA Report
- Stage D: Consulting on the Plan and the SA
- Stage E: Monitoring the Implementation of the Plan

11.24.2 Details on the performance of each of these stages in relation to the preparation of the Cheshire East Local Plan are contained in Section 2 of the full report which will accompany the *Local Plan Strategy – Submission Version*. In addition to the SA/SEA requirement, the Integrated Appraisal of the Local Plan Strategy has also incorporated the following:

- Equality Impact Assessment (EIA) (A statutory requirement for Local Plans)
- Health Impact Assessment (HIA) (Non-statutory)
- Rural Proofing Assessment
- Accessibility Assessment

11.24.3 At each stage of the Local Plan's development, all options and any reasonable alternatives to policy and allocation proposals have been considered and assessed. Options for the level of growth and spatial distribution were considered at the Issues and Options stage in 2010. These included consideration of low, medium and high growth strategies and three options for the spatial distribution of development around the Borough as well as a Rural Dispersal variant. Further alternatives were considered for policies and strategic site allocations as part of the *Development Strategy and Policy Principles* stage in 2013 and the *Pre-Submission Core Strategy* in 2013. These included the consideration of policies that seek to protect and enhance the environment, promote economic prosperity, create sustainable communities and reduce the need to travel. The reasons for selecting or rejecting options are provided in Sections 4, 5 and 6 of the report.

11.24.4 The SA has helped to inform the selection and rejection of options and forms part of the evidence supporting the Local Plan Strategy. However, it should be noted that the SA findings are not the sole basis for a decision; other factors, including planning and feasibility, play a key role in the decision-making process.

11.24.5 A key function of the SA and overall Integrated Appraisal (IA) process is to provide advice and recommendations to the plan-maker in order to mitigate negative effects and enhance positive effects identified through the process.

These can then be carried forward in the remainder of the plan-making process and can include further recommendations for other Development Plan Documents (for example Area Action Plans) and for processes including development control and site master planning.

- 11.24.6 The Integrated Appraisal (IA) process found that on the whole, the mitigation provided through the Local Plan Strategy policies would address identified potential significant effects. Where necessary, the IA made recommendations for lower level planning. For example, the IA recommends that development proposals for certain strategic sites are accompanied by construction plans, Transport Assessments and Travel Plans to address potential negative effects on health.
- 11.24.7 The SA is an iterative and ongoing process that has been undertaken at each stage of the Local Plan Strategy, both during the internal production and external consultation of the document, helping to influence its development. The issues identified in initial SA's have led to additional mitigation measures for sites proposed and the tightening of policies to create appropriate conditions for sustainable development. The SA has also influenced the selection of sites included in the Local Plan Strategy.
- 11.24.8 The SA has identified that more detailed policies relating to waste management, contaminated land, recycling and reuse of water, resilience to extreme weather events and longer term rising temperatures and site remediation are needed, which can be looked at in the forthcoming *Site Allocations and Development Policies* and *Waste Development Plan Documents*.
- 11.24.9 The *Sustainability Appraisal* may be viewed using the following link:-

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

11.25 Draft Core Strategy and CIL Viability Assessment (October, 2013)

- 11.25.1 This study provides an appraisal of the viability of the Cheshire East Local Plan in terms of the impact of its policies on the economic viability of development that was proposed to be delivered by the *Pre-Submission Core Strategy*. The study considered policies that might affect the cost and value of development (Affordable Housing and Community Infrastructure Levy, Design and Construction Standards) as well as site specific cost constraints identified in the site allocations process (eg contamination, access issues, flood defence etc). The study also considered delivery over a 15 year plan period. In accordance with advice in the *NPPF*, the study should be seen as a strategic overview of plan level viability rather than as any specific interpretation of Cheshire East Council policy on the viability of any individual site or application of planning policy to affordable housing, CIL or developer contributions.
- 11.25.2 The *Draft Core Strategy and CIL Viability Assessment* may be viewed using the following link:-

http://www.cheshireeast.gov.uk/planning/spatial_planning/research_and_evidence.aspx

12.0 Duty to Co-operate

- 12.1 The *National Planning Policy Framework (NPPF)* highlights that public bodies have a duty to co-operate on planning issues that cross administrative boundaries, particularly those which relate to strategic priorities. The Government clearly expects joint working on areas of common interest to be diligently undertaken for the appropriate planning of the wider area.
- 12.2 Local planning authorities should therefore work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly co-ordinated and clearly reflected in individual Local Plans. Joint working should enable local planning authorities to work together to meet development requirements which cannot wholly be met within their own administrative areas – for instance, because of a lack of physical capacity or because to do so would cause significant harm to the principles of sustainable development
- 12.3 Local planning authorities are expected to demonstrate they have effectively co-operated to plan for issues with cross-boundary impacts when their Local Plans are submitted for examination. This could be by way of plans or policies prepared as part of a joint committee, a memorandum of understanding or simply a statement of common ground (which may be no more than an exchange of letters), which is presented as evidence of an agreed position. It is stressed that co-operation should be a continuous process of engagement from initial thinking through to implementation, resulting in a final position where plans are in place to provide the land and infrastructure necessary to support current and projected future levels of development.
- 12.4 Previous consultations and ongoing discussions with our neighbouring authorities have raised a number of potential Duty to Co-operate matters including accommodating high development growth in Cheshire East with implications for loss of Green Belt separation, undermining urban regeneration in neighbouring authority areas, sharing housing requirements, protecting the character of the Peak District National Park, possible wider than Plan area impacts on important wildlife habitats, strategic infrastructure proposals, the operation and future development of Manchester Airport, the provision of school places, Gypsy and Traveller provision, the use and safeguarding of mineral resources and the management of waste.
- 12.5 The main strategic issue that has potential cross boundary implications is catering for the significant development growth requirements of the Plan area (especially housing), particularly in view of the extensive areas of Green Belt across the Borough. Before changing Green Belt boundaries in Cheshire East to accommodate at least part of this development, the possibility of a neighbouring authority being able to meet any of these requirements needed to be considered by the relevant local planning authorities. New housing will be the main land take of future development and the question of assistance with meeting Cheshire East's requirement has been asked of those neighbouring authorities that exhibit significant cross boundary housing linkages such as commuting to work and/or migration flows. These flows are particularly significant to/from the Borough and

South Manchester and between the Borough and the Potteries. Following detailed discussions, it is clear that these neighbouring authorities are not in a position to assist Cheshire East with its housing requirements.

12.6 Housing associated linkages occur with other adjoining areas. The Cheshire East town of Middlewich is surrounded on three sides by the Cheshire West and Chester Council area. However, close working between the two authorities has concluded that the housing needs of Middlewich can be best met wholly within Cheshire East Borough. Further east, following an approach from High Peak Council for assistance with their housing needs, it has been accepted that a relatively small contribution of 500 dwellings towards their requirements can be appropriately met in Cheshire East in the 2020-30 period. This decision takes account of the landscape and topographical constraints on development in High Peak, the need to avoid unwarranted housing in the Peak District National Park (an important tourism asset spanning the boundary of the two authorities), the mutual benefit of containing (to a degree) transport impacts on the A6 corridor and a recognition of cross boundary inter-dependence in the vicinity of Macclesfield, an area of former housing restraint.

12.7 Associated with this issue, Stockport Council has previously expressed concerns about any reduction of the Green Belt gap with Handforth as a result of the North Cheshire Growth Village proposal at Handforth East. The land to be allocated has been drawn to minimise the coalescence effect, retaining a significant extent of Green Belt and incorporating a landscape buffer. Similarly, the Potteries authorities objected at the previous Plan consultation stage that development proposed south east of Crewe and in the Alsager area would undermine regeneration efforts, particularly in Stoke-on-Trent. The reduced scale of development proposed in the vicinity of Crewe and Alsager, as well as provisions to improve cross boundary connectivity, have largely met the concerns of the Staffordshire authorities.

12.8 Managing transport impacts is another factor in relation to Handforth East. Transport for Greater Manchester (another Duty to Co-operate partner) asks for these effects to be fully evaluated and the subsequent transport modelling work that has been done has led to a series of sustainability measures that are now incorporated in the new village proposal. In terms of the other cross boundary issues referred to in paragraph 12.4 above, all these remaining matters have been resolved through detailed changes to the Plan now presented for Member approval and/or a commitment to deal with these aspects in forthcoming parts of the Local Plan. Memoranda of understanding/statements of common ground/exchanged letters will, as appropriate, set out the positions reached and the on-going collaboration committed to.

13.0 Consultation Responses

13.1 The *Pre-Submission Core Strategy*, upon which comments were invited during a 6 week period from the 5th November to the 16th December, 2013, was accompanied by a concurrent consultation on the following documents:-

- *Sustainability Appraisal*
- *Habitat Regulation Assessment*
- *Non-Preferred Sites*

13.2 The consultation was subject to a considerable level of public and stakeholder engagement including the following:

- Consultation Documents
- Notification Via Cheshire East's Consultation Portal or Letter
- Events/Meetings
- Web Site and Cheshire East's Consultation Portal
- Publicity and Media Coverage
- Young People
- Consultation Responses
- Petitions and Standard Letters Received

13.3 With respect to the consultation process, 8,585 responses were received from 2,777 different people and organisations. 38% of comments were submitted online using the Council's consultation portal, 36% were submitted by e-mail and 26% were submitted on paper. About 21% of the representations registered support with 62% raising objections; the remaining 17% submitted general comments for consideration by the Council.

13.4 Proposed sites that received the most comments were:

- Site CS9 - Land East of Fence Avenue, Macclesfield
- Site CS10 - Land between Congleton Road and Chelford Road, Macclesfield
- Site CS11 - Gaw End Lane, Macclesfield
- Site CS24 - Land adjacent to junction 17 of M6, Sandbach
- Site CS30 - North Cheshire Growth Village, Handforth

13.5 Other site-related representations mainly focused on the following:-

- Disproportionate level of housing proposed around Crewe versus the rest of the Borough.
- Level of housing development is too low: additional sites should be considered.
- Shavington should not be treated as part of Crewe for housing allocation purposes.
- Objections to the removal of land from the Green belt. The exceptional circumstances for altering the Green Belt have not been demonstrated.
- Objection to possible inclusion of land around Crewe and Nantwich in the Green Belt.
- Level of housing is too great in Macclesfield.
- Level of development will give rise to additional traffic problems on congested roads. A full transport assessment is required.
- New housing sites are too far from employment areas.
- Some indicated development areas in Knutsford are subject to high levels of Aircraft Noise. The proposed housing numbers are too high and infrastructure will not cope.
- Local Infrastructure is inadequate for the level of development proposed.
- Development should occur on brownfield sites only.

- Congleton link road is only a partial solution to traffic problems and will result in imbalanced growth. Road should link to the A34.
- Growth in Middlewich will result in its shape being even more distorted.
- There has already been significant development within Nantwich area over the last 10 years and the Town cannot take this sort of increase.
- There is sufficient brownfield land in Wilmslow to accommodate the required development.
- North Cheshire Growth Village should be deleted from policy.
- The Council should be prioritising housing sites within or on the edge of settlements, and not entirely new settlements as is proposed.
- New housing in Sandbach will only be utilised by commuters.
- Sandbach an ancient town which could be destroyed for ever, resulting in urban sprawl and the danger of being flooded with applications.
- Basford East is not a sustainable site as demonstrated by the Sustainability Appraisal.

13.6 Policies that received the most comments were:

- Overall Development Strategy (Policy PG1)
- Settlement Hierarchy (Policy PG2)
- Green Belt (Policy PG3)
- Safeguarded Land (Policy PG4)
- Spatial Distribution of Development (Policy PG6)

13.7 Other policy-related representations mainly focused on the following:-

- Over-supply of employment land.
- A higher proportion of dwellings should go to Local Service Centres.
- Object to removal of sustainable villages from PG2.
- Support the objective of sustainable, job-lead growth.
- Support priority to greenbelt over housing and the focus on brownfield sites.
- Proposals are divisive and reinforce the North-South divide in the Borough.
- An assessment of viability is required in view of the level of developer contributions sought.
- Congleton should be identified as a Principal Town rather than KSC.
- Creation of green infrastructure amongst other measures to manage surface water and reduce run off helping to alleviate danger of flooding supported.
- Water is a precious resource and needs appropriate management e.g. reduce flood risk by the use of SuDS.
- Need to ensure there are suitable amenities/infrastructure available for the proposed level of development.
- Support the identification of safeguarded land which is a well established planning tool in forward planning an area.
- No need or justification to safeguard green belt land for development beyond the plan period.
- Welcome the inclusion of the provision for habitats for great crested newts and other protected species.

- It is essential to attract inward investment, provide more employment and retain young and qualified people.
- Priority should be given to infill and regeneration of old housing stock.
- Grade 2a and 3 agricultural lands should be protected in the Core Strategy.
- With higher densities now being achieved on brownfield sites, the number of dwellings which that land can support has grown considerably.
- Most of the materials used to build houses are imported into the UK.
- The case for growth needs to be tempered by a proper regard to other considerations such as the need to protect the Countryside for its own sake, to preserve long standing Green Belt.
- An ageing population can best be accommodated by ensuring that they can remain in employment as long as possible. The plan does not address this issue.
- The plan as it stands is for growth, not for sustainable development.
- The countryside of Cheshire East provides spaces of great tranquillity relative to the urban areas within and around the Borough. This tranquillity should be recognised as a specific asset and protected accordingly.
- The visitor economy is crucial to Cheshire East's identity and brand and to creating the conditions for sustainable growth.
- Any plan will, inevitably, attract widespread criticism and objection. It is essential for the future continued prosperity of the region that a formal development plan is implemented without further delay.
- A considerable degree of experience in IT and copious amounts of time are required in order to be able to find the Local Plan and navigate around the web site to identify the various elements.
- The consultation has not been accessible to those residents unable to visit libraries or access materials online.
- The number of consultations and the volume of information have been too great.
- Support putting people at the heart of decision making.

13.8 In addition to the responses received on the *Pre-Submission Core Strategy* and *Non-Preferred Sites*, the following petitions were also received:-

- **Site CS9 – Land East of Fence Avenue, Macclesfield** – Petition with 828 signatures, objecting to the inclusion of this site in the Pre-Submission Core Strategy. The petition states –

'We, the undersigned, object to the proposed development of Green Belt land at Fence Avenue. This site plays a key role in the landscape setting of our historic town. The Council's own Stakeholder Panel in 2012 rejected this Green Belt change and it has been strongly opposed in earlier consultation exercises. Insufficient evidence has been presented to justify the exceptional circumstances to warrant Green Belt change at Fence Avenue.'

- **Site CS9 Land East of Fence Avenue** – e-petition with 271 responses, objecting to the inclusion of this site in the Pre-Submission Core Strategy. The petition states –

'I object to the proposed development of Green Belt Land East of Fence Avenue, Macclesfield. This site plays a key role in the landscape setting of our historic town. The Council's own Stakeholder Panel in 2012 rejected this Green Belt change and it has been strongly opposed in earlier consultation exercises. Insufficient evidence has been presented to justify the exceptional circumstances to warrant Green Belt Change at Fence Avenue.'

- **Pre-Submission Core Strategy and Site CS24 – Land adjacent to J17 of M6, South East of Congleton Road, Sandbach** - Petition with 101 signatures, including comments and objections relating to the Pre-Submission Core Strategy and the inclusion of this site in the Pre-Submission Core Strategy.

'We, the under-signed submit the following comments/objections to be considered as part of the Public Consultation of the Local Plan Pre-Submission Core Strategy document. We are unable to participate via the on-line computer option.'

CONTEXT /INTRODUCTION.

a) Reduce the proposed housing figures to that issued by the Office for National Statistics 20,000 not 27,000 proposed by Cheshire East

SPATIAL PORTRAIT.

a) Much more limited development, especially housing, around the historic towns with development targeted evenly around the two major towns.

CONNECTIVITY.

a) Transport improvement should be based on a fully integrated Rail/Bus/Road/Cycle network.

VISION.

a) The vision needs to ensure the protection of heritage assets, including SBI's and woodland areas, from engulfment in unsuitable development

GREEN BELT.

a) The total absence of any reference to the protection of Green Gaps, previously included in the Core Strategy, is deplored.

INFRASTRUCTURE.

a) Roads infrastructure is already totally inadequate, the few proposals made relate to mitigation measures for what exists today and NOT the future.

SANDBACH.

a) Sandbach will become an M6 commuting dormitory, insufficient thought given to impact on employment, education, health and leisure facilities.

The CUMULATIVE impact of already COMMITTED sites, including the recent appeal losses, is UNSUSTAINABLE.

b) J17 will take the CUMULATIVE burden of developments OUTSIDE Sandbach. E.g. Winterley, Haslington, Moston, etc

J17 is Unfit for Purpose, needing much more than the few mitigation improvements proposed.

SITE CS24 - Land adjacent to J17 of M6, South East of Congleton Road, Sandbach

- a) This is an ideal site for employment and it was allocated for employment only in the Congleton Local Plan.*
- b) It was marked as employment only in the Sandbach Town Strategy and this was supported in the public consultation.*
- c) Housing was rejected on this site in the previous public consultation on the "Draft Development Strategy"*
- d) The wildlife corridor should be protected and enhanced. Houses should not be built immediately alongside it.*
- e) It is poorly located in terms of access to local services and facilities. There are no bus services on Old Mill Road.*
Residents would need to cross Old Mill Road (a 60mph A road) to get to parks, playgrounds, town centre and schools.
- f) By including this location, weight is knowingly being added to the current planning application, despite objections from the wider public.*
- g) The SHLAA contains more appropriate housing sites. This site should be promoted to attract valued and sustainable businesses.*
- h) Employment on this site has fewer problems than many of the other sites being promoted for employment. It simply needs the will to do it.*

- **Pre-Submission Core Strategy, objection to site CS25 – Adlington Road, Wilmslow and Non-Preferred Sites document - support for the inclusion of sites NPS 56 – Land at Dean Row (Western parcel) and NPS 57 - Land at Dean Row (eastern parcel):** E-petition from 'Friends of Dean Row' , with 273 names –

'We the undersigned petition the council to reject proposals to grant planning for any new houses in Dean Row, as proposed in Areas Ba, Bb, Bc, Ha, and Hb of the draft Wilmslow Vision document. The undersigned also call for all Green Belt in these areas to be retained, and for area Bc to be returned to Safeguarded status.

Friends of Dean Row is against the unnecessary and unsustainable developments proposed in the Dean Row area of Wilmslow, for the following reasons:

- Major questions regarding the sustainability for development on all sites*
- Lack of infrastructure to support a new conurbation (schools, health, utilities, shops, etc)*
- Relatively long distance to the town centre, making walking and cycling less viable compared to other potential development sites*
- Lack of public transport connections*
- Loss of Dean Row as a separate hamlet with its own character, which risks being subsumed into an urban sprawl*
- The planned development of a further 1,000 houses on the old Woodford airfield less than 2 miles away would mean chronic over-development of the area*
- Increased traffic congestion, with the likelihood of new traffic lights and/or roundabout on Adlington Road, Brown's Lane, Cross Lane, and/or Dean Row Road*
- Visual impact on the surrounding area*
- Destruction of areas of natural beauty and wildlife*

- Loss of open spaces in the Wilmslow area, including the children's playground and playing fields off Brown's Lane
- Drainage and flood risk
- Over reliance on this area of Wilmslow for new housing: the area to the west of Dean Row has already been subjected to considerable development over the last 10 years'

- **Non-Preferred Sites Document Site NPS53 - Land at junction of Town Lane and Smith Lane, Mobberley and site NPS54 – Ilfords, Mobberley** – e-petition with 79 signatures, supporting the inclusion of the sites within this document. The e-petition has been logged as a resubmission of the e-petition which included 52 signatures which was received earlier in the year and was logged in relation to the 'Possible Additional Sites' consultation. The petition states –

'We the undersigned petition the council to reject the two large housing developments (Sites 'O' and 'P') that have been put forward for possible inclusion in the Cheshire East Local Plan. In particular we urge the council to reject any plans submitted in the future to build 375 homes on the 39 acre Ilford Way site, currently being proposed by LPC Living.

Justification:

Our village school is already oversubscribed having absorbed the intake from Ashley Primary School and according to Cheshire East's own estimates this will become significantly worse by 2016 without any new housing. Our local amenities are already overstretched and will not be able to cope with the hundreds of new families these developments will bring to the area. Both sites border onto Smith Lane, a road that narrows to a single track in places that is completely unsuitable for the amount of traffic these developments will create. The planned entrance to the Ilford Way site is on a dangerous bend. The residents understand the need for new housing in the borough and Mobberley has expanded significantly in recent years. These proposed developments are simply too large for the local infrastructure and will permanently destroy the character and identity of the village.'

- **Site NPS53 - Land at junction of Town Lane and Smith Lane, Mobberley and site NPS54 – Ilfords, Mobberley** - petition with 170 signatures, supporting the inclusion of the sites within this document. The petition states –

'We the undersigned petition Cheshire East Council to reject the two large housing developments (sites O and P) that have been put forward for possible inclusion in the Cheshire East Local Plan. In particular we urge the Council to reject any plans submitted in the future to build 375 homes on the 39 acre Ilford Way site, currently being proposed by LPC Living.'

- **Support for the inclusion of sites NPS 56 – Land at Dean Row (Western parcel) and NPS 57 - Land at Dean Row (eastern parcel):** E-petition from 'Friends of Dean Row', with 273 names (see details above.)

13.9 Officers have given due consideration to all of the responses received and these have informed the preparation of the *Cheshire East Local Plan Strategy* –

Submission Version. Responses to the consultation documents, together with the methodology adopted in engaging with local communities are set out in the Appendices to this report.

- 13.10 A copy of all responses received on the *Pre-Submission Core Strategy* and supporting documentation are available to view on the Council's Consultation Portal using the following link:-

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

14.0 Strategy and Policy

14.1 The Context for the Plan

- 14.1.1 Cheshire East is one of the most successful economies outside of the South-East of England and remains a highly desirable place to live and work. The Borough has a strong industrial heritage from rail engineering in Crewe to silk manufacturing in Macclesfield and retains an entrepreneurial business base which has shown resilience during the recent recession.
- 14.1.2 Though manufacturing employment is reducing, reflecting the national picture, Cheshire East still has a higher presence of manufacturing than the North West or the UK. This is indicative of a strong industrial heritage and a growing number of local manufacturing businesses, some of whom are expanding at a rapid rate. High-skill sectors such as pharmaceuticals, automotive and research and development also have a strong presence. Whilst Cheshire East accounts for 5.6% of the North-West's total employment, 36.9% of the region's scientific Research and Development jobs are located in the Borough.
- 14.1.3 There are many factors which underpin the economic success of the area, including its connectivity into major infrastructure. Cheshire East lies at the heart of the country's major road and rail network, connecting the North West into the Midlands and South East, with Crewe to London journey times of 1hr 40mins by rail. The rich and diverse natural environment and close proximity to the Peak District and major cities make Cheshire East a very desirable place to raise a family. There are low levels of crime and a strong education offer.
- 14.1.4 Cheshire East is made up of a number of very distinctive market towns that provide a vital economic and social hub for rural communities and many towns are currently facing the same challenges in terms of vacancies on the high street and the threat of internet and out-of-town shopping.
- 14.1.5 The Council cannot be complacent about the future of its economy. In an increasingly competitive, global economic environment, Cheshire East must compete strongly to maintain its economic success and continue to build new enterprises that are able to compete in a global market place.
- 14.1.6 Over the next twenty years, there is a need to invest strongly in the Borough's infrastructure network, not only to improve local accessibility, but more importantly to ensure that Cheshire East is better connected to other economic centres such as Manchester and the South East. This means building new

roads, maintaining high speed broadband, improving rail stations and taking advantage of new national infrastructure such as HS2 and proposed A6 to Manchester Airport Relief Road.

- 14.1.7 The Borough must also have a supply of new, high quality employment sites that take advantage of the infrastructure network. This means not only identifying more land for development, but linking new sites with appropriate infrastructure to ensure future job creation.
- 14.1.8 The Council must protect, invest and reinvigorate its market towns through a 'Town Centre First' approach and create the rich and diverse retail and social offer that can continue to be at the heart of community life. It must also protect its natural environment, and where new development is necessary, limit the impact of new building by safeguarding the intrinsic quality of the Cheshire countryside.

14.2 Overall Spatial Strategy

- 14.2.1 Cheshire East is a high quality place to live and work, but it will only remain that way if changes evolve to meet the needs of future generations. That change needs to be managed so that it reinforces the advantages the area already possesses, rather than work against them.
- 14.2.2 The development strategy contained in the *Cheshire East Local Plan Strategy – Submission Version* clearly establishes the employment land, housing land, infrastructure and community facilities that the area will need in the future. It demonstrates that the Council is committed to a jobs-led growth strategy that places the prosperity of its citizens at the heart of everything it is seeking to achieve.
- 14.2.3 The strategy also recognises the distinctive character of different parts of the Borough, acknowledging that there is no single county town that dominates the area. The core principles are as follows:
- Concentrate development in the two Principal Towns of Crewe and Macclesfield by encouraging development that is necessary to support their regeneration and revitalisation;
 - Development of the Key Service Centres linked to their distinctive needs and characteristics. Those in the north of the central belt of the Borough will accommodate a greater proportion of development whilst those in the south of the Borough will accommodate correspondingly less development, recognising Green Belt constraints;
 - A new settlement at Handforth East (North Cheshire Growth Village), which will provide jobs and homes in a planned environment with good infrastructure, rather than loading onto the periphery of existing constrained settlements;
 - Significant new employment areas to underpin the growth strategy at Basford (Crewe), Radway Green and M6 J16 (Alsager), M6 J17

(Sandbach), Middlewich, North Congleton and at Wardle. Existing key employers will be supported to grow and develop; and

- Adjustments to the Green Belt to facilitate new employment and housing development, an extension to the South Cheshire Green Belt to prevent the coalescence of Crewe and Nantwich and to protect undeveloped areas adjacent to Crewe.

14.2.4 The strategy acknowledges that connectivity is the key to achieving growth, maximising the benefits of Crewe as a national rail hub and exploiting the potential of Wilmslow and Macclesfield Stations. Substantial new road infrastructure will therefore be required to open up the east of Cheshire and connect the M6 with main settlements and surrounding major roads.

14.2.5 The *Cheshire East Local Plan Strategy – Submission Version* also adopts a ‘Town Centre First’ approach to retailing and commercial development, supporting but changing the way existing Town Centres perform and function. In particular, there is support for the revitalisation of the principal Town Centres of Crewe and Macclesfield, which are identified as major growth points. In Crewe, this is complemented by urban regeneration based on the railway station as a further potential growth ‘hub’.

14.2.6 Apart from areas allocated for necessary development, the unique character and distinctiveness of the Cheshire countryside will be protected and enhanced within the overall spatial strategy. Hence, new Green Belt is proposed to separate the historic town of Nantwich from Crewe and surrounding settlements and to preserve undeveloped areas between the Crewe Urban area and adjoining settlements to the south and east. New Landscape Character policies will apply across the Borough and the periphery of the Peak District National Park will be protected.

14.3 Jobs and Employment

14.3.1 Jobs and prosperity are at the heart of the *Cheshire East Local Plan Strategy – Submission Version*. Accordingly, the strategy seeks to promote the right conditions for job growth by boosting the delivery of existing major employment sites, improving connectivity and identifying new areas for future investment and expansion. The starting point for this has been an assessment of current employment land and assets.

14.3.2 The *Employment Land Review 2012* considered the demand for and supply of employment land in Cheshire East between 2009 and 2030. The review considered 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). It demonstrates that Cheshire East is a key economic driver for the North West region with the local economy providing 6.4% of the North West's economic output and containing 7.5% of its businesses.

14.3.3 The *Employment Land Review 2012* forecasts a need to provide between 277.8 and 323.7 hectares of land for employment purposes between 2009 and

2030 across the whole Borough based on current or past trends. This equates to between 13.2 and 15.4 hectares per year.

- 14.3.4 A review of sites currently considered to be part of the supply of land for employment development indicates that 272.4 hectares of land from the existing employment land supply should be retained for employment in the future.
- 14.3.5 A review of current areas in use for employment demonstrated 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 suited for other purposes.
- 14.3.6 The *Employment Land Review 2012* therefore provides a key part of the evidence base upon which to plan for future economic growth. In order to ensure the future prosperity of the area and to assist in the national growth agenda, new employment land is identified in key locations to provide further economic opportunities. Some of these are phased to later in the plan period to allow existing sites to fully develop.
- 14.3.7 There are a number of key employment/technological locations in Cheshire East, of which eleven have been identified as being of particular significance to the economy in Cheshire East. These are:
- Alderley Park, Nether Alderley
 - Hurdsfield Industrial Estate, Macclesfield
 - Bentley Motors, Crewe
 - Radbroke Hall, Knutsford
 - Jodrell Bank, Holmes Chapel
 - Booths Hall , Knutsford
 - Midpoint 18, Middlewich
 - Crewe Green Business Park, Crewe
 - Waters Corporation, Wilmslow
 - Sanofi/Aventis, Holmes Chapel
 - Crewe Gates and Weston Road Industrial Estates, Crewe
- 14.3.8 As these are existing developments, 'saved' planning policies apply to any planned development, but as Astra Zeneca has announced plans to scale down its facility at Alderley Park, a new strategic policy has been included in the plan. It is recognised that the sites are significant for the Cheshire East economy and this is demonstrated by the fact that these key employment locations represent the major sectors of the Cheshire East economy, notably

chemicals and pharmaceuticals, advanced automotive engineering, logistics and finance.

14.4 Transport, Accessibility and Connectivity

- 14.4.1 Improved connectivity forms a vital part of the development strategy and provides the necessary links between land use and transport. Better transport is also a driver for economic growth with new development providing opportunities to secure new infrastructure. The strategy highlights the role that Crewe Station can play in leading the regeneration of the whole town; this position could also be greatly enhanced by the advent of HS2, which is fully supported by Cheshire East, subject to environmental considerations. Fast rail links to Manchester, Birmingham and London are also key advantages of Macclesfield and Wilmslow Town Centres.
- 14.4.2 New road infrastructure is also promoted and protected in the *Cheshire East Local Plan Strategy – Submission Version*. For example, the dualling of the A500 will support future growth in Crewe as will improvements to junctions 16 and 17 of the M6. A new northern link road is proposed around Congleton to both relieve existing congestion and also open up new land, especially for employment development. This in turn will facilitate links into Macclesfield, where a new link road is planned, again connected to new development. Similarly, a new Eastern By-Pass is planned for Middlewich; this will be instrumental in opening up additional employment land at Midpoint 18.
- 14.4.3 To maintain linkages with Greater Manchester, the *South East Manchester Multi Modal Study (SEMMMS)* route proposes a new highway link between the A6 and Manchester Airport; a Woodford-Poynton Relief Road is also planned.
- 14.4.4 Accessibility is another key feature of the strategy and this has been a fundamental principle in determining the settlement hierarchy, where proximity to local services by all modes of transport is important, particularly in a predominantly rural Borough.

14.5 Housing Growth

- 14.5.1 In Cheshire East, there are a number of factors that influence the scale and location of future housing. The *National Planning Policy Framework (NPPF)* advises that Local Plans need to meet the full, objectively assessed housing needs for their area. In addition there is the ongoing requirement to identify a five year supply of 'deliverable' housing sites and to identify a supply of specific, developable sites or broad locations for housing growth for years 6-10 and, where possible, for years 11-15.
- 14.5.2 Evidence from the *Census 2011* suggests a highly mobile population with considerable movement of people in and out of the Borough. Similarly, projections at the higher end of the scale oversimplify the picture. Hence, a more moderated projection has been preferred with an estimated population increase of about 40,000 over the plan period. Once account has been taken of an annual jobs growth scenario of 0.4%, this produces an annual average housing requirement of about 1,350 homes per year, a labour supply increase of around 17,300 people and an increase of about 15,000 jobs up to 2030.

- 14.5.3 On the supply side of the equation, the *2013 Strategic Housing Land Availability Assessment (SHLAA)* considered all potential housing sites. The results of this assessment suggest that a total of 49,645 dwellings could be delivered over the next 16 years, of which about 7,200 homes would be on brownfield sites with a further 4,800 on sites that are a mix of brownfield and greenfield.
- 14.5.4 Therefore, the demographic and housing market evidence currently available suggests that there is an ongoing need to provide additional housing in Cheshire East. This reflects population growth, changes in household size and composition, family breakdown and other societal changes in addition to patterns of UK migration. This evidence provides the base position against which the Council's economic development and jobs-led growth strategy has been derived. However, set against these 'elevating' factors are matters which serve to constrain potential growth; these include an economy recovering from recession, Green Belt, infrastructure limitations, highway capacity and environmental designations. The plan seeks to rectify many of these historic matters, but this indicates that full economic growth will take time to come to fruition.
- 14.5.5 Having factored the aforementioned issues into the supply calculation, it is proposed to increase housing provision from the (now revoked) *Regional Spatial Strategy (RSS)* annual build rate of 1,150 to an average provision over the plan period of 1,350 homes per year rising from 1200 per annum in the first phase (ie 2010-2015) to 1500 per annum in the last phase (ie 2025-2030) of the plan period. A further allowance of 500 new dwellings has been added during the period 2021 – 2030 to reflect the needs of High Peak Borough, a neighbouring authority that has asked for assistance with its housing needs under the Duty to Co-operate.
- 14.5.6 Advice in the *NPPF* is to '*boost significantly*' the supply of housing land, whilst recognising current low rates of housebuilding and the likely timescales involved in delivering new housing land allocations. The increased provision from the former *RSS* levels in Cheshire East should also assist in the delivery of affordable housing in accordance with the policy principles set out in the *Local Plan Strategy*.
- 14.5.7 Therefore, although the *Cheshire East Local Plan Strategy – Submission Version* establishes a minimum housing requirement of 27,000 new dwellings for the period between 2010 and 2030 with an additional overage to accommodate needs in High Peak Borough (ie 500 new dwellings) during the latter half of the plan period, housing land supply calculations have been tempered to reflect an under-provision in recent years. Therefore, acknowledging that higher levels of housing development should be adopted that '*boost significantly*' housing land supply in the future, the *Local Plan Strategy* advocates a 'stepped' approach to annualised housing targets (base date 31st March, 2010) as follows:-

2010-2015	1200 dwellings/year (6000 dwellings)
2016-2020	1300 dwellings/year (6500 dwellings)
2021-2025	1400 dwellings/year (7000 dwellings)

2026-2030 1500 dwellings/year (7500 dwellings)

2010-2030 Average = 1350 dwellings/year Total = 27,000 dwellings

(Note: This does not include the additional 50 dwellings/year during the period 2021 to 2030 to meet needs in High Peak Borough)

- 14.5.8 Once account is taken of committed housing sites, there is a requirement (base date of the 31st December, 2013) to identify sufficient land to accommodate a minimum of **16,594 new dwellings** (including an additional 500 for High Peak Borough) up to 2030. This residual balance will primarily be focused on the development sites identified in Section 17, though an allowance will also be made for further small-scale housing developments in the Principal Towns, Key Service Centres and Local Service Centres as defined in the *Cheshire East Local Plan Strategy – Submission Version*.
- 14.5.9 The sites identified in the *Cheshire East Local Plan Strategy – Submission Version* have been selected on the basis that they will make a significant contribution to meeting the housing needs of the area over the whole plan period and are economically viable in terms of deliverability. Moreover, they will significantly improve the supply of affordable, intermediate and market housing once the *Local Plan Strategy* has been formally adopted following examination. There will also be a greater range of housing sites available with further sites to be identified in the *Site Allocations and Development Policies* DPD in due course.
- 14.5.10 Prior to Examination, the Council will prepare a revised *Strategic Housing Land Availability Assessment (SHLAA)* with a base date of 31st March, 2014; this will inform and update the Housing Trajectory, as set out in Appendix E of the *Local Plan Strategy – Submission Version*.

14.6 Five-Year Housing Land Supply

- 14.6.1 The *NPPF* and the emerging *NPPG* require that Councils identify a five-year supply of ‘deliverable’ housing land in their development plans, plus a 5% ‘buffer’ to allow for choice and competition together with any under-supply arising since the plan’s start date (ie 2010). In the context of Cheshire East, set against an annual target of 1,200 dwellings per year (2010-2015) and 1300 dwellings per year (2016-2020), sufficient land to accommodate a minimum of 6,400 new homes is required over the period 2014-2019.
- 14.6.2 However, once account is taken of the shortfall in performance over the first 4 years of the plan period (ie 2010-2014), together with the 5% ‘buffer’, the 5-year land supply requirement under the ‘Liverpool’ method rises to **7230 new dwellings**. This requires that the shortfall is addressed over the remainder of the plan period (ie 2014 – 2030), an approach which has been supported by Inspectors in examining other local plans (eg Blaby District Council – Inspector’s Report – February, 2013). The target should include existing commitments, which are sites already having the benefit of residential planning consent, those subject to the signing of S106 agreements and those currently under construction.

- 14.6.3 Based on the range of sites allocated, and applying a 5% buffer in accordance with national planning guidance to allow for choice and competition, it is considered that in excess of a 5 years supply of 'deliverable' housing land is currently available in Cheshire East. Further flexibility will be afforded by 'windfall' development over the remainder of the plan period, which has not been accounted for in the overall supply calculations.

14.7 Landscape and Green Belt

North Cheshire Green Belt

- 14.7.1 When looking at future development needs across a wide area over a long time scale against the context of long-established, tightly-drawn boundaries with limited 'safeguarded land', it was considered appropriate to undertake a Green Belt review. As part of the local plan review, the Council has assessed the ongoing need for Green Belt in the north of the Borough, both locally and strategically.
- 14.7.2 The rationale for Green Belt in North Cheshire remains, as the need to provide open land around Greater Manchester and prevent adjacent towns merging is as strong as ever. Equally, there is a continuing need for regeneration in certain parts of the conurbation and these factors in tandem weigh heavily in favour of maintaining a strong green belt policy.
- 14.7.3 Where the issue of green belt policy becomes more pressing however is at the local level, particularly in terms of the sustainability of existing towns. For example, there is very little land that can be earmarked for new developments, should the need arise in the future. This creates difficult choices in these towns; either manage for the next 20-30 years within the confines of existing urban boundaries (essentially maintaining them for a period of well over half a century) or consider amending the Green Belt. Hence, thought was given as to whether needs could be met in towns beyond the Green Belt and whether Greater Manchester itself could accommodate future development needs.
- 14.7.4 The fundamental purpose of the planning system is to achieve sustainable development. As well as balancing social, economic and environmental objectives, 'development' is implicit as building and growth are part and parcel of sustainability. There are very limited opportunities for new development in the vicinity of Macclesfield, Knutsford, Poynton, Handforth and Wilmslow such that any new schools, businesses, housing or community facilities, all things normally considered necessary to sustain a town, must either be built as an 'exception' to the Green Belt or not at all. Hence, if 'sustainable development' is to be achieved in these towns, it follows that an adjustment of Green Belt must be considered. This, combined with the timing of a new local plan, is considered to be the exceptional circumstances that have warranted a Green Belt review.
- 14.7.5 Accordingly, the *Cheshire East Local Plan Strategy – Submission Version Core Strategy* proposes limited alterations to the North Cheshire Green Belt boundaries to accommodate new housing and employment growth together with areas of 'safeguarded land' to ensure the future sustainability of the northern towns. This approach should ensure sufficient land is available to

meet development needs beyond the plan period, thereby negating any further review of Green Belt boundaries in the medium-long term.

South Cheshire Green Belt

- 14.7.6 Green Belt also occurs in South Cheshire close to the North Staffordshire border. This forms part of the wider band that surrounds the various towns and settlements of the 'Potteries', principally Stoke-on-Trent and Newcastle-under-Lyme. In terms of the South Cheshire Green Belt, it is acknowledged that Crewe is the primary focus for regeneration and economic growth. The '*All Change for Crewe*' and '*High Growth City*' initiatives make a cogent case for the comprehensive revitalisation of the town.
- 14.7.7 To the west of Crewe, successive local planning authorities have sought to preserve the different identity of the historic settlement of Nantwich and Crewe and to maintain an area of open land between them. However, as Crewe has expanded, there remains continued pressure on the narrow 'green gap' that now separates the two towns, which looks set to continue into the future, especially as Crewe continues to be the pre-eminent economic growth point in the south of Cheshire; this is further endorsed in the spatial policy framework of the *Cheshire East Local Plan Strategy – Submission Version*.
- 14.7.8 Since the 'green gap' policy was first drawn up, circumstances have changed considerably, though it is worth noting that one of the key results of the public consultation stages of the plan-making process was the overwhelming local support for policies that retain the distinctive character of individual settlements and in the context of Crewe and for the 'green gap' policy that helps maintain this objective.
- 14.7.9 This inevitably lead to questions as to whether the 'green gap' was the right policy to deal with the planning challenges of the coming years and whether that alone was sufficient to stem the slow erosion of openness between Crewe and Nantwich. Hence, the separation of Crewe and Nantwich by an extension to the North Staffordshire Green Belt, as proposed in the *Cheshire East Local Plan Strategy – Submission Version* should allow each town to grow in parallel and at a pace commensurate with its particular scale and identity. Land is allocated to the north and south of Nantwich to ensure there is sufficient space to accommodate growth in future years and equally, Crewe retains capacity to grow and develop. Therefore, the proposed Green Belt should reinforce the sustainable future development of each town.
- 14.7.10 The final element of new green belt policy within the *Cheshire East Local Plan Strategy – Submission Version* is the proposal to prevent the spread of development in the arc between Leighton, Sandbach and Haslington, where there is a similar risk of erosion of countryside adjacent to Crewe. This results in a proposal to significantly extend the South Cheshire Green Belt within a broad area of search which includes large areas to the west, south and east of the Crewe urban area.
- 14.7.11 To summarise, the proposed adjustments to the boundaries in North and South Cheshire will result in a significant net gain in the overall amount of land designated as Green Belt within Cheshire East. This will underline and

reinforce the sensitivity of these areas, complimenting established open countryside policies. If these amendments are subsequently confirmed within an adopted *Local Plan Strategy*, detailed boundaries will be established within the subsequent *Site Allocations and Development Policies Development Plan Document* and associated *Policies Map*.

Peak District National Park

14.7.12 Cheshire East is also proud to encompass part of the second most visited national park in the world, the Peak District National Park. To ensure that the national designation is given the highest protection along its border, a new 'buffer zone' is proposed that will safeguard both its amenity and visual character.

15.0 Strategic Planning Policy Framework

15.1 The policies set out in the *Shaping our Future: Policy Principles* document published in early 2013 have now been embodied (as amended following public consultation), within the *Cheshire East Local Plan Strategy – Submission Version*.

15.2 The *Cheshire East Local Plan Strategy – Submission Version* is predicated on the following four 'Strategic Priorities' and it is upon these guiding principles that the planning policy framework for Cheshire East has been formulated:-

Strategic Priority 1

- Promoting economic prosperity by creating conditions for business growth.

Strategic Priority 2

- To create sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided.

Strategic Priority 3

- Environmental quality should be protected and enhanced.

Strategic Priority 4

- To reduce the need to travel, manage car use, promote more sustainable modes of transport and improve the road network.

15.3 **Policy MP1** relates to the '*Presumption in favour of Sustainable Development*'.

15.4 **Policies PG1- PG6** relate to the '*Planning for Growth*' objective broadly setting out the overall levels of growth, where new development will be accommodated within the settlement hierarchy and the strategic approach to Green Belt, Safeguarded Land and Open Countryside.

- 15.5 **Policies SD1 and SD2** relate to the '*Planning for Sustainable Development*' objective setting out the Council's approach to sustainable development and how those principles will be applied in the decision-making process.
- 15.6 **Policies IN1 and IN2** relate to '*Infrastructure*' setting out the infrastructure requirements to support new development together with the Council's expectations in respect of developer contributions and the mechanisms for commuting appropriate levies.
- 15.7 **Policies EG1- EG5** relate to the '*Enterprise and Growth*' objective setting out how the Council will promote economic prosperity in all its guises, including the rural economy, tourism and a 'town centre first' approach to retail and commerce.
- 15.8 **Policies SC1-SC7** relate to building '*Stronger Communities*' setting out the Council's approach to meeting the needs of local communities and providing the social infrastructure, services and facilities required to create sustainable communities such as leisure, a mix of house types, affordable housing, housing to meet local needs and those of gypsies and travellers.
- 15.9 **Policies SE1-SE15** seek to protect and enhance environmental quality by creating a '*Sustainable Environment*', acknowledging its role in contributing to a successful economy and the well-being of local communities. A range of policies include addressing the wise use of resources (such as minerals), energy efficiency, protecting historic and natural assets, promoting a low carbon economy and providing guidance on waste, pollution and water management.
- 15.10 **Policies CO1- CO4** relate to '*Connectivity*', capitalising on the strengths of the existing transport system in the Borough, including links to major centres and how the Council will seek to improve connectivity in the future. The policy framework therefore highlights the role of sustainable travel and transport, enabling business growth through improving transport infrastructure, the need for travel plans and digital communication networks.
- 15.11 A Summary of Proposed Changes to the planning policy framework is set out in Appendix E.

16.0 Saved Policies

- 16.1 Consideration has also been given to the 'saved' policies in the local plans adopted by the former Boroughs. Where appropriate, 'saved' policies have been deleted to ensure no overlap with the policies contained in the *Cheshire East Local Plan Strategy – Submission Version*. A list of previously adopted policies which the Council is seeking to retain/replace is therefore set out in Appendix B of the main document. These policies will continue to be used in the determination of planning applications in the Borough until superseded by the *Site Allocations and Development Policies* and *Waste DPD's*.

17.0 Development Sites

- 17.1 The *Cheshire East Local Plan Strategy – Submission Version* is supported by the identification of land for development, which falls into the following categories:

- **Strategic Sites** – where the boundaries of the site are clearly defined;
- **Strategic Locations** – where the broad locality is known, but where further work is necessary to identify appropriate site boundaries;
- **Areas of Search** - where there is a need to identify proposals that will take effect well into the future. Detailed policies will be brought forward through the *Site Allocations and Policies Development Plan Document (DPD)* or possibly an *Area Action Plan*; and
- **Corridors of Interest** - where new road proposals are under consideration, but a protected line has not yet been agreed. The strategy identifies 'Corridors of Interest' to illustrate land within which new roads are to be located.

17.2 The proposed 'Strategic Sites' and 'Strategic Locations' are located for the most part within the Principal Towns and Key Service Centres. These towns have the infrastructure and facilities best able to support new jobs, homes and other development. The Towns and Centres have also been the subject of *Town Strategies*, each prepared according to neighbourhood planning principles, with the majority of 'Strategic Sites' being the subject of preliminary consultation.

17.3 Where a *Town Strategy* has already been approved by the relevant Town Council, the *Cheshire East Local Plan Strategy – Submission Version* (wherever possible) reflects the preferred sites or options set out in those strategies. However, it should be noted that a number of sites have been proposed following more recent consultations which post-date the work undertaken on the *Town Strategies*.

Housing Distribution

17.4 The distribution of new housing development in the *Cheshire East Local Plan Strategy-Submission Version* broadly reflects the settlement hierarchy with the quantum of development, including existing commitments and completions, apportioned as follows:

- Principal Towns – 10,400 new dwellings
- Key Service Centres – 11,300 new dwellings
- New Settlement – 1,900 new dwellings

17.5 Additional housing development will be proposed in the emerging *Site Allocations and Development Policies DPD* amounting to about 3,000 new dwellings (see paragraph 17.11).

Strategic Sites

17.6 The proposed 'Strategic Sites' reflect the overall spatial distribution of both jobs and homes and would be supported in many cases by community benefits such as affordable housing, schools, open space and improvements to pedestrian and cycle networks. These sites have the capacity to accommodate about 11,800 new homes and about 210 hectares of new employment land.

17.7 The delivery of these sites, many of which are mixed use, will be phased over the plan period to accord with programmed infrastructure improvements. This should ensure that sustainable development is delivered in a timely manner with necessary improvements to local and strategic services. The *Cheshire East Local Plan Strategy – Submission Version* clearly highlights the necessary delivery mechanisms, often involving developer contributions towards essential infrastructure, without which many of the proposals would be deemed unsustainable.

Strategic Sites in Crewe

Site		Proposed Uses (Pre-Submission Version)	Proposed Change
CS1	Basford East	Employment - 24 Ha Residential - about 1000 homes	No Change
CS2	Basford West	Employment – 22 Ha Residential – about 370 homes	No Change
CS3	Leighton West	Employment - 5 Ha Residential – about 1000 homes	About 850 homes
CS4	Crewe Green	Residential - about 150 homes	No Change
CS5	Sydney Road	Residential- about 250 homes	No Change
CS6	Shavington/Wybunbury Triangle	Residential - about 350 homes	No Change
CS7	East Shavington	Residential - about 250 homes	No Change

Strategic Sites in Macclesfield

Site		Proposed Uses (Pre-Submission Version)	Proposed Change
CS8	South Macclesfield Development Area (SMDA)	Employment - 5ha Retail- up to 5000 sq metres (convenience goods) Residential- about 1100 homes	About 1050 homes
CS9	Fence Avenue	Residential -about 250 homes	No Change
CS10	Land between Congleton Road and Chelford Road	Employment - 5ha Residential - about 150 homes.	About 300 homes
CS11	Gaw End Lane	Employment- 5ha Residential- about 100 homes	Employment land deleted About 150 homes

Strategic Sites in Alsager

	Site	Proposed Uses (Pre-Submission Version)	Proposed Change
CS12	Twyfords and Cardway	Residential - about 550 homes	No Change
CS13	Former MMU Campus	Residential - about 350 homes	No Change
CS14	Radway Green	Employment - 10 ha	No Change
CS15	Radway Green Extension	Employment - 25 ha	No Change

Strategic Sites in Congleton

	Site	Proposed Uses (Pre-Submission Version)	Proposed Change
CS16	Giantswood Lane South	Residential - about 150 homes	No Change
CS17	Manchester Road to Macclesfield Road	Residential - about 550 homes	No Change

Strategic Sites in Knutsford

	Site	Proposed Uses (Pre-Submission Version)	Proposed Change
CS18	North West Knutsford	Employment - 5 ha Residential- about 300 homes	Employment land deleted
CS19	Parkgate Extension	Employment - 6 ha Residential - about 250 homes	About 200 homes

Strategic Site in Middlewich

	Site	Proposed Uses (Pre-Submission Version)	Proposed Change
CS20	Glebe Farm	Residential - about 450 homes	No Change

Strategic Sites in Nantwich

	Site	Proposed Uses (Pre-Submission Version)	Proposed Change
CS21	Kingsley Fields	Employment - 2 ha Residential - about 1100 homes	No Change
CS22	Stapeley Water Gardens	Residential - about 150 homes	No Change
CS23	Snow Hill	Mixed uses including offices,	No Change

		leisure/hotel, housing, retail, community facilities and parking.	
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Strategic Site in Sandbach

Site		Proposed Uses (Pre-Submission Version)	Proposed Change
CS24	Land adjacent to J17 of M6, south east of Congleton Road (Capricorn)	Employment - 20ha Residential - up to 450 homes	Up to 200 homes

Strategic Sites in Wilmslow

Site		Proposed Uses (Pre-Submission Version)	Proposed Change
CS25	Adlington Road	Residential - about 225 homes	About 200 homes
CS26	Royal London	Employment - 2 ha Residential - about 75 homes	Employment – 5ha
CS27	Wilmslow Business Park	Business – up to 25,000sq m-3ha	No Change

Strategic Site at Wardle

Site		Proposed Uses (Pre-Submission Version)	Proposed Change
CS28	Wardle Employment Improvement Area	Employment - about 31ha	Employment – 61 ha

Opportunity Site at Alderley Park

Site		Proposed Uses (Pre-Submission Version)	Proposed Change
CS29	Alderley Park	Masterplan to be developed and adopted as a SPD.	No Change

Proposed New Settlement

Site		Proposed Uses (Pre-	Proposed Change
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		Submission Version)	
CS30	North Cheshire Growth Village – Handforth East	Employment - 12ha Residential - about 1800 homes	About 1650 homes

Strategic Locations

17.8 Where only the broad locality of the proposed development is known, the *Cheshire East Local Plan Strategy – Submission Version* identifies ‘Strategic Locations’. Further work will be required to determine precise site boundaries, as some are affected by proposed highway improvement lines, which are yet to be finalised through public consultation and any necessary Compulsory Purchase Order procedures (eg Congleton Link Road). Other locations, such as Central Crewe and the wider Macclesfield urban area could accommodate development on a range of sites, which it would not be appropriate to separately identify in a strategic policy document. It is envisaged that the proposed ‘Strategic Locations’ are capable of delivering about 3,600 new dwellings, a further 90 hectares of employment land and up to 12,300 sq m of additional retail floorspace.

Proposed Strategic Locations

Strategic Location		Proposed Uses (Pre-Submission Version)	Proposed Change
SL1	Central Crewe	Residential - about 250 homes Retail – up to 5000 sq m	No Change
SL2	Leighton, Crewe	Residential - about 400 homes	No Change
SL3 (now CS37)	South Cheshire Growth Village , South East Crewe	Residential - about 900 homes, Retail - up to 1000 sq m.	About 800 homes
SL4	Central Macclesfield	Residential - about 850 homes	About 500 homes
SL5	White Moss Quarry (Alsager)	Residential - about 750 homes Retail - up to 1000 sq m	About 350 homes
SL6	Back Lane/ Radnor Park, Congleton	Employment - 10 ha Residential -about 500 homes	No Change
SL7	Congleton Business Park Extension	Employment - 10 ha Residential - about 450 homes Retail - up to 300 sq m	No Change
SL8	Giantswood Lane to Manchester Road, Congleton	Residential about 550 homes Retail - up to 3000 sq m.	No Change
SL9	Brooks Lane, Middlewich	Residential - about 400 homes Retail - up to 3000 sq m	No Change
SL10	Midpoint 18 Extension, Middlewich	Employment - up to 70 ha	No Change

- 17.9 All sites proposed in the *Cheshire East Local Plan Strategy – Submission Version* will be expected to be developed in accordance with the relevant policy principles, unless otherwise specified. One of the key challenges will be to connect sites into the existing urban and rural fabric. It is acknowledged that many communities are already established and new development, where appropriate, should take advantage of existing facilities and services. However, where new services are provided to support proposed developments, they will need to be accessible and integrated into existing communities.
- 17.10 In 2014, the Council will prepare a *Site Allocations and Development Policies Development Plan Document (DPD)* in accordance with its revised *Local Development Scheme 2014 - 2017*. This document will identify further smaller sites for different types of development, including housing and employment, which are not considered to be strategic in nature; these will be illustrated on a *Policies Map* to accompany the Local Plan
- 17.11 In terms of housing and employment, it is estimated that about 3,000 new dwellings and about 12 hectares of new employment land will be allocated in the *Site Allocations and Development Policies DPD*.

18.0 Safeguarded Land

- 18.1 In order to avoid the need for future reviews of the Green Belt, it is necessary, in accordance with advice in the *National Planning Policy Framework (NPPF)*, to identify 'safeguarded land' between urban areas and Green Belt boundaries as proposed in the *Cheshire East Local Plan Strategy – Submission Version*. Such land is intended to meet longer-term development needs stretching well beyond the plan period - in other words during the 2030's at the earliest.
- 18.2 It should be stressed that 'Safeguarded Land' is not allocated for development at the present time and should not be viewed as being potentially available for building in the near future. It is also not appropriate to propose any eventual use of the land at this time. Planning permission for the permanent development of 'Safeguarded Land' should only be granted following a Local Plan review which proposes development. Any such review will need to take account of the development needs arising at that time and the availability of other sources of land available at that point.
- 18.3 Accordingly, the proposed 'Safeguarded Land', which has been identified in Macclesfield, Knutsford, Poynton, Wilmslow and Handforth may be required to meet longer term development needs beyond the end of the plan period and equates to about 140 hectares. Some parcels of 'Safeguarded Land' adjoin existing proposals in the plan, whilst others are discrete and stand alone in nature. In all cases, any development of this type of land will be subject to a further Local Plan review dealing with needs post - 2030. In the meantime, the land will be subject to protective policies similar to those applying to the open countryside. This will ensure that for the duration of the plan period, existing uses of the land will continue and the area will be fully protected for the duration of the plan period.

18.4 In the case of Poynton, more detailed investigations to determine the precise quantum and boundaries of 'Safeguarded Land' will be carried out during the preparation of the *Site Allocations and Development Policies Development Plan Document* (DPD).

Proposed Safeguarded Land

	Site	Approximate Site Area (Pre-Submission Version)	Proposed Change
CS31	Gaw End Lane, Macclesfield	18 hectares	No Change
CS32	Land between Congleton Road and Chelford Road, Macclesfield,	137 hectares	46 hectares
CS33	Northwich Road/North West Knutsford	44 hectares	24 hectares
CS34	North Cheshire Growth Village	26 hectares	20 Hectares
CS35	Prestbury Road, Wilmslow	25 hectares	15 hectares
CS36	Upcast Lane, Wilmslow	14 hectares	7 hectares
	<i>Poynton</i>	<i>5-10 hectares</i>	<i>No Change</i>
	TOTAL	269-274 hectares	135-140 hectares

19.0 Next Steps

19.1 Once the *Cheshire East Local Plan Strategy – Submission Version* has been approved, the document will be published for a six week period to invite further representations on the 'soundness' and legal compliance of the plan and these will be logged and sent to the Planning Inspectorate prior to Examination. The Council does not need to formally respond to the representations, but a short report on the main issues arising from them needs to be submitted; this will assist the Inspector in deciding what matters are to be examined.

19.2 The document will then be formally submitted to the Secretary of State who will appoint an independent Planning Inspector to examine the legal compliance and soundness of the plan document. Prior to formal submission, a Programme Officer will be appointed to assist the Inspector in the efficient running of the Examination. This has already been budgeted for in terms of the management of resources together with the Inspector's costs, which will be principally determined by the number of sitting days and the hiring or use of a suitable venue.

19.3 The Examination process starts immediately after the plan is submitted. The Inspector will consider all the submitted written material including the representations and will decide which matters are discussed at the Examination hearing sessions. These sessions will be led by the Inspector, bringing in the Council and other participants to fully explore the matters, issues and questions that the Inspector wants answers to. However, formal cross-examination of participants by legal advocates will not normally take place.

- 19.4 Those persons or organisations that submit formal objections requesting changes to the *Cheshire East Local Plan Strategy – Submission Version* within the prescribed six week period will have the right to appear before and be heard by the Inspector. However, the Inspector is not precluded from inviting anyone to appear and be heard at a hearing where he thinks that person is needed to enable the soundness of the Plan to be determined.
- 19.5 As soon as is practically possible, the Inspector may arrange a Pre-Examination Meeting (PIM) to outline the procedure for the hearing sessions and establish the deadlines for the submission of papers responding to the matters that he or she wishes to examine. It is anticipated that the Examination will commence in the summer of 2014 with the Inspector's Report expected towards the end of the year.
- 19.6 The Inspector's main concern is to establish whether the plan is legally compliant and 'sound'. The Council can suggest minor modifications to improve the plan that do not affect soundness. If the Inspector considers the plan would be unsound without more major modifications being made, these will need to be consulted upon (normally six weeks) and the representations reported to the Inspector before the Examination is concluded.
- 19.7 During the Examination, the Inspector may request the Council's opinion on any possible changes to the plan. Therefore, in order to smoothly manage the process without recourse to seeking the Council's opinion on every minor change, it is considered that responses should be delegated to the Head of Strategic and Economic Planning, in association with the Portfolio Holder for Strategic Communities. The Portfolio Holder will exercise judgement as to whether such changes strike to the heart of the plan, but in appropriate cases, will report back to the Strategic Planning Board or Full Council for a formal decision.
- 19.8 The responsibility for adopting the *Local Plan Strategy* will ultimately rest with the Council and it is hoped that this can be achieved by late 2014. The document will then provide the necessary strategic planning framework for determining planning applications and provide a sound basis for preparing other Development Plan Documents, such as the *Site Allocations and Development Policies* DPD, *Waste* DPD and Supplementary Planning Documents (SPD's).

20.0 Access to Information

- 20.1 The background papers relating to this report can be inspected by contacting the report writer:

*Adrian Fisher, Head of Strategic and Economic Planning,
Cheshire East Council, Westfields, Sandbach, Cheshire*

E-mail: localplan@cheshireeast.gov.uk

Appendices:-

Appendix A *Cheshire East Local Plan Strategy – Submission Version*

Appendix B	<i>Pre-Submission Core Strategy - Report of Consultations</i>
Appendix C	<i>Pre-Submission Core Strategy - Consultation Response Proformas</i>
Appendix D	<i>Non-Preferred Sites - Consultation Response Proformas</i>
Appendix E	<i>Pre-Submission Core Strategy - Summary of Proposed Changes</i>
Appendix F	<i>Pre-Submission Core Strategy - Habitats Regulations Assessment (HRA) - Consultation Responses</i>
Appendix G	<i>Pre-Submission Core Strategy - Sustainability Appraisal (SA) - Consultation Responses</i>

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Cheshire East Local Plan

Local Plan Strategy Submission Version

March 2014





Foreword

Local Plan Strategy - Submission Version

It is three years since the consultation began on our Local Plan. So far we have received around 37,000 responses from members of the public about our draft proposals. This is an unprecedented amount of interest in a document that will be the blueprint for Cheshire East to the year 2030. The Local Plan is a keystone for the future of the area and supports our number one priority – jobs led growth. The plan has been developed to support the generation of jobs focused around Crewe High Growth City / M6 Corridor and the North Cheshire Science Corridor, for which we have been granted £800 million of central Government funding. In addition there is an allowance for extending employment sites in our Principal Towns, Key and Local Service Centres. Our challenge is to achieve this whilst ensuring the beauty and character of Cheshire East is retained.

This plan is about developing Cheshire East to maintain its reputation as the best place to live in the north west, whilst providing for our younger generation so they can live and work in the area they grew up in. It is about the future, job availability, excellent educational standards and a great quality of life. This plan, coupled with our five year housing supply, is also about protecting the residents of Cheshire East against unwanted, unsustainable and unplanned development.

Over the last three years, we have evaluated over 100 strategic sites to ensure sustainability. This has included their accessibility to public services, open spaces and transport as well as their potential impact on heritage and health. Contained in this document is the final list of 37 proposed sites and nine strategic locations that we want to adopt. In arriving at these sites we have considered comments from a large number of stakeholders including the residents of Cheshire East; Town & Parish Councils and developers. We have been grateful for the assistance and guidance from the Planning Advisory Service, Planning Officers Society and the Department for Communities and Local Government and their advice has been used to produce a robust plan that meets all statutory guidelines.

I believe it must be one of the most comprehensive and consulted Local Plans to have been produced in England. I would like to thank everybody who has contributed to this process and would especially like to thank the large number of people who have responded in support of our plans. Some people will be pleased with the result and others will be unhappy, this plan has taken all views into considerations and I believe it meets the requirements of Cheshire East residents both now and through to 2030.

This document is a key milestone in the process and any further representations/comments will be collated and forwarded to the Government Planning Inspector for consideration.

Following on from the submission of the Local Plan to the inspectorate our next task is to make site allocations for our small towns and villages. This will take the form of consultation with local Town & Parish Councils and voluntary organisations to ensure that we meet employment and housing requirements to meet local needs.

Thank you once again for your interest and continued involvement. Keep up to date with how the plan is progressing by visiting www.cheshireeast.gov.uk/localplan

Cllr David Brown

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





Preface - Preparing a New Local Plan

It has been no small task to bring this Local Plan to the threshold of submission to the Secretary of State. The process began with our three predecessor Boroughs – and good progress was made, only to be undone by the discord and disruption of Local Government Reorganisation. Cheshire East has had to grapple with not only the novel geography of a completely new Borough but also a much changed planning landscape, with the abolition of Regional Plans and the advent of the National Planning Policy Framework.

The preparation of this plan has responded to these circumstances by seeking to marry broad and strategic objectives with local issues that are relevant and familiar to individual communities. Engagement at all levels has been widespread. Some 36,000 responses to the developing Local Plan have been received since the work began in 2009 with the initial Core Strategy Issues and Options Paper consultation underway in November and December of 2010. This allowed us to gauge views on the appropriate quantum and distribution of growth for the area – and also highlighted the need for more work at a ‘grass roots’ level.

The following Place Shaping Consultation in the Summer and Autumn of 2011 entailed working with local communities, businesses and stakeholders to understand the future challenges we face, town by town, village by village. Three sets of Town Strategy consultations followed for each of the eleven Principal Towns / Key Service Centres. Town plans were drafted by local bodies (Town Council, community partnerships, business representative and other local bodies), consulted upon and approved by the relevant local bodies (mainly Town Councils). These helped shape the initial selection of Strategic Development sites.

Based on these proposals and the outcomes generated by the consultation work on them, we then embarked upon the next two key tasks in developing a well founded Local Plan. The first was the Development Strategy and Policy Principles consultation, of January and February 2013. This presented the Council's preferred policy and site options and its non-favoured alternatives. Responses to this Local Plan consultation revealed a number of additional possible strategic sites that developers and landowners considered suitable for inclusion in the Local Plan.

In order to address these, the subsequent Possible Additional Sites Consultation, in May 2013, had the purpose of giving members of the public and other interested parties a chance to have their say about these new sites prior to the Council making a decision on whether any of them should be included within the Local Plan. The outcomes of all of the preceding work, further informed by the consultation responses, culminated in the publication of the Pre-Submission Core Strategy. This set out the Local Plan's draft overall vision and strategy for planning in the Borough and draft allocation of strategic sites and locations for development. A major consultation on this pivotal document ran between 5th November and 16th December 2013.

There followed the penultimate tasks of logging, analysing, and applying to the developing Local Plan, the many thousands of responses we received on the draft from individuals, local communities, developers, organisations and partner agencies. This document is the culmination of this work and represents the product of over 4 years of Plan making at Cheshire East.

Adrian Fisher

Head of Strategic and Economic Planning, Cheshire East Council



Your Views and How to Comment

This document is the Cheshire East Local Plan Strategy – Submission Version. It sets out the case for sustainable economic growth and represents the strategy the council wishes to adopt to deliver a vibrant sustainable community and for the management of development in Cheshire East up to 2030. It also presents the evidence to support that position.

This Submission version has been informed by a number of information sources including:

- The involvement of key stakeholders and local communities during various consultation phases
- National and Local Planning policies
- Evidence from a number of studies about the Borough
- Recommendations from appraisals, assessments including the Sustainability Appraisal and Habitats Regulations Assessment, amongst others

At the public examination, the Inspector will be considering the 'soundness' of the Local Plan in the context of the requirements of the Planning and Compulsory Purchase Act 2004, the Localism Act 2011, the Town and Country Planning (Local Plan) (England) Regulations 2012 and other relevant regulations and government guidance.

You now have the opportunity to make representations on this submission document. Representations at this stage should only be made with respect to the legal compliance of the Local Plan and to its soundness. Representations should specify in what respect(s) the Plan is considered to be "unsound" and what change(s) would be needed to be made to make it sound.

The grounds of 'soundness' are:

- **Justified** (founded on a proportionate evidence base and the most appropriate strategy when considered against the reasonable alternatives);
- **Effective** (deliverable and based on effective joint working on cross-boundary strategic priorities);
- **Consistent with national policy** (predominantly set out in the National Planning Policy Framework);
- **Positively prepared** (the plan should be based on a strategy which seeks to meet objectively assessed development and infrastructure requirements).

Viewing the Local Plan Strategy - Submission Version

If you would like to view copies of the Local Plan Strategy you can do so online at www.cheshireeast.gov.uk/localplan or at our Customer Service Centres, libraries, Cheshire East Council's headquarters at Westfields, Middlewich Road, Sandbach and the Planning Helpdesk, Municipal Buildings, Crewe.

Making Comments

Comments on the Local Plan Strategy – Submission Version should be made using the online consultation portal at www.cheshireeast.gov.uk/localplan. You can also pick up a paper comments form from your local library and return it to the Council's Headquarters at Westfields, Middlewich Road, Sandbach, CW11 1HZ.

The representations period runs from:

14th March 2014 to 25th April 2014

Only representations received during the representation period will be considered. Anonymous representations cannot be accepted. The Council asks that representations are made



electronically where possible, to save time and money. However, representations made using the paper forms will, of course, be accepted.

Contacting the Spatial Planning Team

You can contact the Spatial Planning Team via:

- E-mail: localplan@cheshireeast.gov.uk
- Website: www.cheshireeast.gov.uk/localplan
- Telephone: 01270 685893
- Post: Spatial Planning, Cheshire East Council, Westfields, Middlewich Road, Sandbach, Cheshire, CW11 1HZ

Please note that the Freepost address used in previous consultations is no longer in operation. If responses are sent to that address they will not be received by Cheshire East Council.

What Happens Next?

At the end of the representation period, the Council will collate any representations made during the appropriate period and will submit them along with the Local Plan Strategy and supporting documents to the Secretary of State. The Local Plan Strategy will then be considered at a public examination by an independent Planning Inspector. Only those persons proposing a change to the Local Plan Strategy can expect to be heard by the Inspector.

The Council may ask the Inspector to recommend additional changes that may be necessary to make the Local Plan Strategy 'sound' and will need to publish any main modifications for comment before the Inspector completes his report.

If the Inspector concludes that the Local Plan Strategy complies with the Planning and Compulsory Purchase Act and the associated Regulations; is sound in terms of section 20(5)(b) of the Act and meets the test of 'soundness' in the National Planning Policy Framework, with or without modifications, the Council will then be able to adopt the Local Plan Strategy.

Once the Local Plan Strategy is adopted by Cheshire East Council, work will continue on the Local Plan Site Allocations and Development Policies Document, which is the next part of the Local Plan. This document will allocate remaining sites for future development and provide detailed policies to be used when considering planning applications for new development across the Borough. A Local Plan Waste Development Plan Document will also be produced which will set out policies for dealing with waste and identify specific sites for waste management facilities.

Data and Statistics

The sources of data and statistics in this document are referenced using a footnote system. All data from the Office for National Statistics (ONS) is licensed under the Open Government Licence v.1.0.



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1

Introduction



1 Introduction

Key Diagram

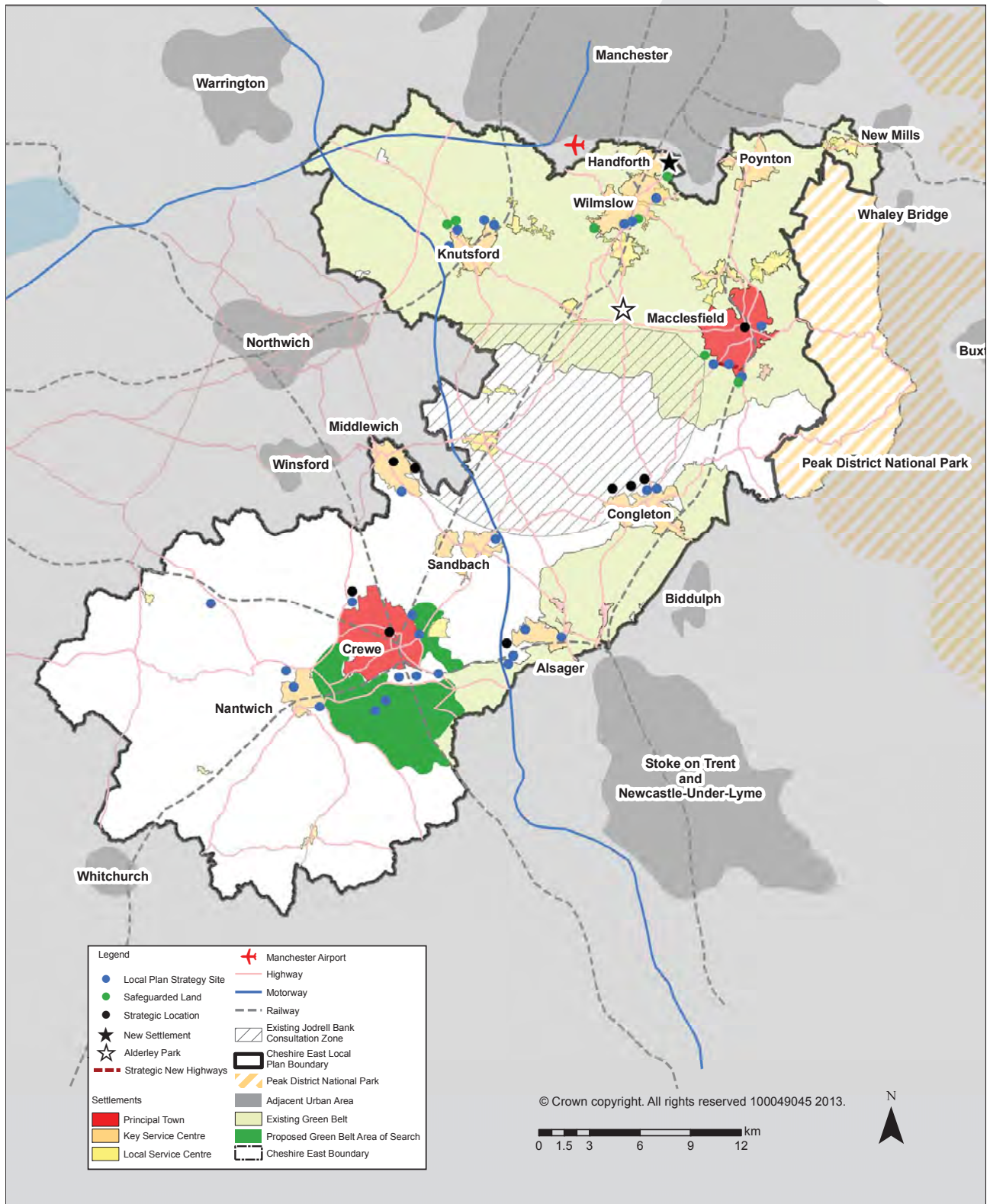


Figure 1.1 Cheshire East Local Plan Strategy Key Diagram



Overview

1.1 The Local Plan is the Statutory Development Plan for Cheshire East and is the basis for determining planning applications. This Local Plan Strategy document sets out the overall vision and planning strategy for development in the Borough and contains planning policies to ensure that new development addresses the economic, environmental and social needs of the area. It also identifies strategic sites and strategic locations that will accommodate most of the new development needed.

1.2 The Borough is a generally affluent area, especially in the north and is a sought-after place to live and do business. There are however some pockets of deprivation, particularly in Crewe.

1.3 The previous overall approach to accommodating development, as set out in the Regional Spatial Strategy, was one of development restraint reflective of the extensive coverage of Green Belt in the Borough and the intention to foster urban regeneration in Greater Manchester and Merseyside in particular.

1.4 Like the country as a whole the Borough was hit by the recent recession; house building rates in Cheshire East fell in the late noughties to less than half of those achieved earlier in the decade.

1.5 However Cheshire East remains well placed in terms of its inherent locational, environmental and labour force resources, to achieve significant economic growth in the medium to long term.

1.6 Due to its various attractions the Borough is a net importer of people from neighbouring areas.

1.7 The Local Plan seeks to meet the full objectively assessed needs for development. On top of this the Plan aims to accommodate a realistic element of economic growth-derived development need.

1.8 Although there are some inevitable overlaps with urbanised neighbouring places, particularly south Manchester and the Potteries, Cheshire East's housing market areas are largely contained within the Borough.

1.9 The Borough's housing needs arise across the whole Plan area. Those towns inset within the Green Belt have been constrained from growing for many years which has inevitably impacted on local retail and other services.

1.10 However good, justifiable reasons are needed to change the extent of the Green Belt. The pre-requisite question that needs to be asked is could places neighbouring Cheshire East accommodate any of the development needs arising in the Borough and so reduce the need to roll back Green Belt boundaries?

1.11 The answer from neighbouring local authorities is that they are not in a position to assist, however other than High Peak Borough Council, they have not asked Cheshire East Council to accommodate any of their development requirements.

1.12 There are no other significant restraints that can legitimately be cited to justify holding back development in Cheshire East. The north eastern extremity the Borough is within the Peak District National Park but that area is excluded from the Local Plan area as the Borough Council is not the Local Planning Authority there.

1.13 There are no significant flood risks in the Borough that are an impediment to new development nor are there any other naturally occurring environmental features within Cheshire East or nearby that present such constraints. The effective operation of the Jodrell Bank radio telescope does not pose a significant restriction on new development.



1.14 The Local Plan seeks to accommodate a proportion of the local development pressures at the Green Belt constrained towns by rolling back Green Belt boundaries around these settlements. Enabling development in this way also contributes to the overall sustainability of these places.

1.15 However overall there is some redistribution of the growth arising in the Green Belt towns to settlements elsewhere in the Borough – particularly to those in the centre and south.

1.16 A new area of Green Belt is proposed in the vicinity of Crewe and Nantwich to ensure settlements here do not coalesce whilst still leaving appropriate scope for further development in the Plan period and beyond.

1.17 Following the previous constraints on development in the Borough it is inevitable that there will be some delay in achieving economic growth and gearing up the delivery of new development.

1.18 Housing and employment development is proposed in the Plan in a variety of locations and sizes of site that provide an appropriate range and choice of opportunities. Some of these development locations are required to be serviced by significant new infrastructure.

1.19 The delivery of development sites is programmed to reflect their infrastructure requirements and the likely availability of associated funding.

1.20 The financial viability of the range of development sites is generally good across the Borough and the Council is committed to maximising developer contributions to infrastructure delivery by introducing the Community Infrastructure Levy.

Background

1.21 Its **vibrant and successful economy**, rich **natural environment** and **strong sense of community**, makes Cheshire East one of the **best places to live and work in the UK**.

1.22 The Borough has a strong **industrial heritage**: the Railway Industry in Crewe, the Silk Industry in Macclesfield and Congleton and the Salt Industry of Middlewich and Nantwich. Not only has that resulted in the distinctive physical and cultural landscapes that are seen today, but it has also set the foundations for the **strong entrepreneurial culture** which continues to permeate through the area.

1.23 In conjunction with historic industrial centres, vibrant and **historic market towns** located throughout the Borough, with their attractive and varied townscapes and concentrations of listed buildings, provide high quality living and working environments, and are a key part of the Borough's visitor economy. Many are also designated as conservation areas. Their rich historic environment provides the focus for vibrant and **locally distinct communities**, with a strong sense of place and self. They also provide a valuable link to **rural communities**, which are equally vital to the wider economy and local identity. Their conservation and enhancement is extremely important, to ensure that communities remain genuinely sustainable, retain their individual character and maintain their important economic function.

1.24 The richness and diversity of the built and cultural heritage, and highly attractive townscapes and landscapes provides **Cheshire East** with its own very **unique character and identity**.

1.25 The objective for the future of Cheshire East is to deliver:



Sustainable, Jobs-led Growth and Sustainable, Vibrant Communities

1.26 This Local Plan Strategy is the spatial interpretation of that vision and sets out how the economy can continue to thrive by providing **new land for development**, whilst **minimising the impact on the natural environment**.

1.27 The overall growth proposition is to deliver over **27,000 new homes** by 2030 and **20,000 jobs** in the longer-term. These figures represent a **pro-growth** policy position that is forecast to see the Borough's population grow by around 40,000 people. Policies in this Plan will also make sure that the right mix of new homes is provided to meet the needs of a growing workforce and support both current and future employers. This is set within the demographic context that Cheshire East will have a 26% increase in over 65s and a 35% increase in over 85s by 2021.

1.28 The Local Plan Strategy has been built up over many years of evidence gathering and following extensive consultation with residents. It aims to make the **most effective use of land** and development across the Borough to deliver the overall vision. The Plan has been guided by the extensive body of evidence detailed in Appendix D and the findings of Sustainability Appraisals and Habitats Regulations Assessments carried out at each key stage of the Plan's evolution.

1.29 The policy principles underpinning the vision are to:

- Develop brownfield sites, where possible, to minimise the use of greenfield, Green Gap, open countryside or Green Belt sites.
- Ensure a town-centre first policy to support our main urban centres and deter out of town development.
- Deliver new homes of the right quality, in the right location at the right price; providing access to low cost and affordable housing to support our growing economy.
- Support new development with the right new infrastructure; our plan proposes at least eight miles of new roads and substantial upgrades to our overall transport network.
- Focus new housing development in strategic locations through the creation of a new sustainable urban village and urban extensions, rather than a dispersed growth model that would undermine the well defined character and strengths of our market towns and smaller villages.

1.30 It is three years since the consultation began on developing this blueprint for Cheshire East to 2030. Since then, about **37,000 consultation responses have been received, and over 100 strategic sites evaluated**. There are **31 strategic sites, 10 strategic locations and 6 safeguarded sites proposed in this Plan**.

1.31 All the potential sites have been fully considered against policy principles and vision, the extensive evidence base in its entirety, national planning policy and the findings from the Sustainability Appraisal and Habitats Regulations Assessments as well as information received from the many consultation events. This is a complex process but the selection of sites and strategic locations proposed in this Plan are considered to be the most appropriate when considered against the reasonable alternatives and will facilitate the delivery of the overall vision and strategic priorities set out in the Plan.

1.32 The Council has carefully considered and taken account of, where appropriate, the wide range of comments received at each stage. Further detail on the preparation of the Local Plan is contained within Appendix F: 'The Local Plan for Cheshire East' and Appendix G: 'Evolution of the Local Plan Strategy'.

1.33 Cheshire East is part of the Cheshire and Warrington Local Enterprise Partnership (LEP), which is made up of business, local authority, academia and voluntary sector representatives. The



vision of the Cheshire and Warrington Local Enterprise Partnership is to make Cheshire and Warrington the best performing economy outside of the South East and the Local Plan Strategy seeks to contribute towards achieving that vision. The Local Enterprise Partnership can access funding from Central Government to deliver its objectives and overall vision.

1.34 Extensive dialogue and engagement from all neighbours has taken place over the course of the evolution and development of the Plan, thereby ensuring delivery on the Duty to Co-operate. Wide ranging partnerships with the Cheshire and Warrington Local Enterprise Partnership (LEP) and partners in Staffordshire and Greater Manchester are key to continued success and this Plan both complements those of our LEP neighbours in Greater Manchester and Staffordshire, and delivers fully towards the Cheshire and Warrington LEP ambitions.

1.35 This Plan sets out a core ambition, the overall strategic approach to accommodating growth including the identification of strategic sites and locations for development. It also sets out policy principles to be worked up in more detail at the next stage of the plan-making process. More detailed policies will flow as part of the next stage of the Local Plan through the development of the Site Allocations and Development Policies and Waste Development Plan Documents.

1.36 This Plan is strongly underpinned by a need to improve transport connections across the Borough. New projects are planned in all towns as part of the Plan, to address congestion issues. These include the Congleton Link Road, South Macclesfield Link Road, and improvements on the A51, A530 and A500 Barthomley Link.

1.37 The focus remains on protecting Green Belt, open spaces and the best agricultural land to make sure that growth is sustainable. However, some alterations to the detailed Green Belt boundary are required to provide the development land needed to deliver the vision.

1.38 The identification of Safeguarded Land between the urban area and the inner boundary of the Green Belt means that the permanence of the new Green Belt boundary will be secured. The safeguarded land is not proposed for development in this Plan but **may** be required post 2030 if a future review of the Plan identifies further needs for development.

1.39 In total, the Plan proposes detailed boundary amendments to the Green Belt that exclude an area of less than 1% of the total existing area of Green Belt in the Borough.

1.40 Following an extensive Green Belt Assessment, **a review of the extent and effectiveness of protection in and around Crewe and Nantwich is planned. A new settlement is also proposed to mitigate some of the impact on existing Green Belt.**

1.41 Protecting the **quality of the environment** is essential to the Plan. The Plan needs to make sure there are the right levels of Green Belt to protect from urban sprawl, and provide sufficient levels of **fertile agricultural land** to support the rural economy. The Plan also needs to nurture the local ecology and protect the natural **countryside and landscape** enjoyed by residents and visitors alike.

1.42 The Borough's **heritage and cultural** assets are key to the future as well as a trail to the past. They provide a vital contribution to the overall visitor economy, which has a turnover of £700m per year. They are also treasured by residents, and provide a valuable overall contribution to quality of life in the Borough. Key considerations incorporated in this Plan include continued protection of over **76 Conservation Areas, 47 Grade 1, 179 Grade 2* and 2,412 Grade 2 Listed Buildings**, and supportive policies in relation to the cutting edge science research and worldwide heritage associated with Jodrell Bank.

1.43 This Plan will provide for over 27,000 new homes by 2030. This does not mean house building to meet a false target, but a considered approach to meeting the needs of future demographic changes



and to make sure that current and future employers have a **skilled, local workforce who can support their growth**.

1.44 New homes are required to respond, not only to population increases and economic migration, but also to reflect the **changing nature of the way in which our communities are living**. People are living longer and whilst overall this is clearly desirable, it does mean we need to rise to the challenge of ensuring there is the right mix of accommodation, including Self Build and Key Worker Housing, to meet the needs of a changing population; particularly to make sure that as many people as possible remain independent for as long as possible. This is a core element of our vision for a vibrant, sustainable community, but it does also mean we need to provide the **right amount of future accommodation of the right type, in the right location**. At the next stage of the Local Plan process through Site Allocations and Development Policies document, there will be much more detailed policies about the quality, type, size and tenure mix of our proposed housing strategy.

1.45 Cheshire East currently benefits from **excellent quality health and education provision**, however this Plan will also make sure that our education and health provision is enhanced and developed to meet the growing and changing needs of our communities.

Only by ensuring through this Local Plan Strategy that all these elements are balanced and harmonised will we secure a healthy and prosperous future for the Borough

The Context of the Local Plan Strategy

1.46 Cheshire East is a Unitary Authority with Borough status; created as part of Local Government Reorganisation in 2009 it covers the eastern part of the historic county of Cheshire. As a Unitary Authority, the Council is responsible for all Local Government functions including education, housing, planning, highways, leisure and recreation, environmental health, adult and social services and through its Health and Wellbeing Board, responsibilities for health in partnership with the NHS and other agencies (Police, Fire and the voluntary sector).

1.47 The Borough of Cheshire East is bounded by Cheshire West and Chester to the west; Warrington and the Greater Manchester conurbation to the north; Shropshire and the North Staffordshire conurbation of Stoke-on-Trent and Newcastle-under-Lyme to the south; and the Peak District National Park to the east.

1.48 Cheshire East is a large Borough, with many towns, villages and rural areas with over 100 Town and Parish Councils. The towns and villages vary greatly in character and each face differing issues and needs for the future. The Borough also has an extensive rural area with a successful rural and agricultural based economy. Cheshire East as an entity currently has an emerging sense of place and identity that this Local Plan Strategy aims to address.

1.49 The Local Plan, when it is fully adopted, will be the complete Development Plan for Cheshire East (replacing earlier Plans prepared by the former Districts and the County Council) and its policies will form the basis for planning decisions in the Borough. The Local Plan will cover a range of matters including:

- How much employment land is needed and where it should be provided;
- Protecting and improving important open areas and providing new ones;
- How many new homes will be required and where they should be located;
- Providing new transport infrastructure including roads, cycle routes and footpaths; and
- How town centres and community facilities in the Borough could be improved.



1.50 The Local Plan Strategy is the first part of the Cheshire East Local Plan. It sets out the strategic priorities for the future development of the area together with a suite of planning policies and proposals designed to deliver sustainable development.

1.51 This document represents the strategy the Council wants to adopt for the management of development in Cheshire East. It is called the 'Cheshire East Local Plan Strategy - Submission Version' and will also be used as a material consideration in the determination of planning applications.

1.52 The Local Plan Strategy sets out how the Council will deliver sustainable, jobs led growth by making the most effective use of land and development across the Borough. The economy in Cheshire East is already one of the most successful in the North of England. The Local Plan Strategy will make sure the right foundations are in place to sustain this success over the next 17 years.

1.53 The Local Plan Strategy covers all of the Borough of Cheshire East with the exception of the area in the Peak District National Park. Figure 1.2 shows the Borough in context.

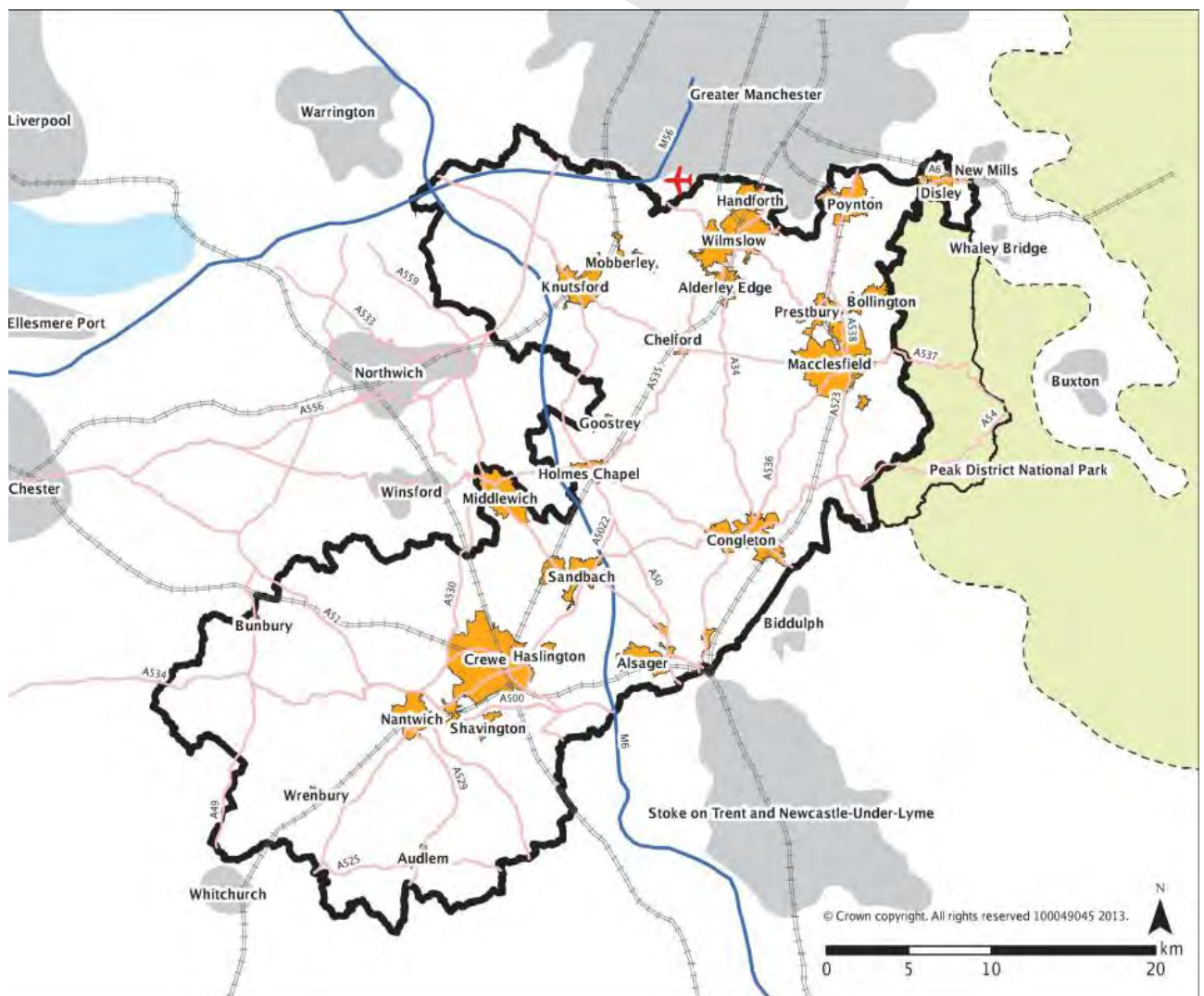


Figure 1.2 Cheshire East in Context

Diagrams and Maps

1.54 The presentation of this document is illustrated with a series of diagrams and maps. These have been produced to aid readers' understanding of the Plan area and the spatial application of the Plan's policies and proposals.



1.55 As this is the strategic part of the Local Plan, a number of the proposals are being put forward for broad locations with the precise, on the ground, boundaries to be defined later in the Site Allocations and Development Policies document.

1.56 Figure 1.1 'Cheshire East Local Plan Strategy Key Diagram' shows the approximate location of all the spatially specific policies and site proposals in the Plan.

1.57 In Chapter 15 there are Ordnance Survey based maps of each town showing the development related proposals, as well as commitments (strategic developments that already have permission) and larger scale maps of each site and strategic location. These maps are presented for illustrative purposes.

1.58 The definitive spatial application of the proposals that will be land allocations and consequential policy boundary changes are to be shown on the new Policies Map. This will be an update of the combined Proposals Maps produced as part of the previous Local Plans adopted by the former District and County Councils. At this stage the Policies Map is reproduced in an interim form showing the new proposed land allocations on top of the previously adopted designations using map extracts.



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2

Duty to Cooperate



2 Duty to Cooperate

2.1 In preparing the Local Plan Strategy, the Council is complying with the 'Duty to Cooperate', as introduced by the Localism Act 2011 and the NPPF. The Council has set this out in detail in its Duty to Cooperate Statement, which accompanies this document. Activities undertaken include:

- **Consultation with key stakeholders:** the Council has engaged and cooperated with the prescribed organisations and authorities, as set out in the legislation and regulations, and in compliance with its adopted Statement of Community Involvement;
- **Collaboration and cooperation in plan making:** the Council continues to work jointly with partners to address key planning issues across the area; and
- **Consideration of cross boundary impacts:** The Council has engaged proactively with neighbouring and other related authorities in considering and addressing strategic and site-specific cross-boundary impacts arising from both Cheshire East's plans, and others' plans.

2.2 It should be noted that this Duty is an ongoing process and does not stop with the adoption of the Local Plan Strategy. The on-going basis for future co-operation will vary according to the degree of cross-boundary synergy that exists and the related extent of collaboration that is appropriate. Where close joint working is needed on a number of fronts memoranda of understanding are being developed to formalise relationships and guide future actions.

2.3 The Council already has a strong and established record of commitment of collaboration and cooperation with neighbouring authorities and other key stakeholders. For example, the Council is actively involved with the Cheshire and Warrington Local Enterprise Partnership on a range of initiatives, has worked closely with Stockport Council in relation to the former Woodford aerodrome development, and will continue to play an active role on groups relating to Manchester Airport, HS2 and South East Manchester Multi Modal Study (SEMMMS).

2.4 Part of the role of the Local Plan Strategy is to address the wider implications of the local policy approach and to manage cross-boundary effects together with those plans and strategies of other authorities and agencies. A number of potential cross-boundary impacts have been taken into account of in the preparation of the Local Plan Strategy including:

- Housing growth and regeneration - to ensure that Cheshire East provides for its own housing needs, whilst limiting any impacts of this on the adjoining authorities' ability to regenerate their own urban housing areas.
- Gypsy and Traveller and Travelling Showpeople - to assess the need for and provision of accommodation.
- Employment development - to ensure that Cheshire East provides sufficient employment land to meet its own legitimate economic growth aspirations without undermining investment in neighbouring areas.
- Transport - to mitigate the congestion effects of development generated movements.
- Green Belt - to minimise the loss of Green Belt land in the Borough in ways consistent with the sustainable location of new development and balanced with retaining the openness of the countryside in the long term.
- Infrastructure -to establish the means to provide for all the infrastructure needed to help deliver the development proposed in the plan.
- National Park / Recreation - to protect the natural attractions of the area and cater sensitively for visitor trips.
- Minerals – to ensure an appropriate supply of Cheshire East's key mineral resources is planned for, including a contribution towards the North West's sub-national aggregate apportionment.



- Waste - the need to deal appropriately with locally-generated waste in ways that minimise dependence on neighbouring areas.
- Transport - to ensure effects of development generated movements are mitigated against.

2.5 Progressive iterations of this Plan have directly addressed specific cross boundary issues raised by neighbouring authorities and consultees. Full details of the changes / shared understandings are referred to in the Duty to Co-operate Statement and are summarised below:

- Reduced development proposed south east of Crewe with less land to be removed from the Green Belt and a proposed new Green Belt in the Crewe/Nantwich area.
- A housing requirement figure that does not adversely impact on neighbouring areas and assists with housing needs in High Peak.
- A consistent approach to new development in and around Middlewich.
- A consistent pan-Cheshire policy approach for accommodating travelling people.
- A commitment to improve transport connectivity between Cheshire East and North Staffordshire.
- An agreed position on cross boundary school place provision.
- A revised National Park fringe policy.
- Consistent cross boundary approaches to flood risk assessment and Habitats Regulations Assessment.
- Agreed understandings on planning for minerals needs and reserves as well as dealing with waste needs, movements and management facilities.
- A comprehensive understanding of the Plan area's infrastructure requirements that address any cross boundary implications.
- A commitment to improved transport connectivity between Cheshire East and North Staffordshire.



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3

Spatial Portrait



3 Spatial Portrait

3.1 The Spatial Portrait sets out what Cheshire East and the surrounding area is like in 2014. It looks at 'Cheshire East's Key Characteristics' before painting a picture of each of its 'Principal Towns', 'Key Service Centres' and 'Local Service Centres' followed by a brief overview of the 'Other Settlements and Rural Areas'. Finally, the Spatial Portrait looks at the characteristics of and linkages with the 'Surrounding Areas'.

Cheshire East's Key Characteristics

3.2 The key 'Economic', 'Social', 'Environmental' and 'Connectivity' characteristics of the Borough are set out in the sections below.

Economic

3.3 The economy of Cheshire East is diverse and generally vibrant. The Borough provides 7% of the economic output in the North West⁽¹⁾ and 7.6% of the region's businesses - the highest share of any North West Unitary or District authority⁽²⁾. Its residents make up a significant proportion of the 'knowledge economy' workforce that drives the region: around 68,000 of its residents work in managerial or professional occupations - which is higher than in any other North West unitary or district authority apart from Manchester⁽³⁾. Cheshire East performs better than the regional and UK averages in skill levels⁽⁴⁾, business start ups⁽⁵⁾ and knowledge-based employment⁽⁶⁾.

3.4 The number of people employed in the chemical and pharmaceutical industry and in Research and Development (R&D) is significantly above the Great Britain average with particular concentrations in the former Macclesfield district, for example AstraZeneca⁽⁷⁾. There is a relative abundance of jobs (significant net inflows of commuters, in other words) in Crewe, Handforth and Knutsford, whereas Alsager, Congleton, Middlewich, Poynton and Sandbach face a relative shortage of jobs (a significant net commuting outflow). Macclesfield and Nantwich have more modest net outflows, whilst Wilmslow's inflows and outflows are broadly equal⁽⁸⁾. The rural nature of the Borough is reflected in the relatively high number of people employed in agriculture which is above the England average⁽⁹⁾.

- 1 Regional GVA (Income Approach) NUTS3 Tables, Office for National Statistics (ONS), Dec 2013. Commentary based on data for 2012.
- 2 Business Demography 2012: Enterprise Births, Deaths and Survivals, Nov 2013. Commentary based on data for 2012.
- 3 Annual Population Survey, Oct 2012 – Sept 2013, ONS, NOMIS. Crown Copyright. Commentary relates to Standard...and 2 (Professional Occupations)
- 4 Annual Population Survey, Jan-Dec 2012, ONS. Based on the proportion of the working-age (16-64) population who had a qualification at or above NVQ Level 4 (first degree level) as of 2012
- 5 [1] Business Demography – 2012: Enterprise Births, Deaths and Survivals, ONS, Nov 2013. [2] ONS mid-year population estimates 2012. ONS Crown Copyright 2014. ONS licensed under the Open Government Licence v.1.0. Commentary based on data for 2012 and relates to the business birth rate (births...16+).
- 6 Annual Population Survey, Oct 2012 – Sept 2013, ONS, NOMIS. Crown Copyright. Commentary relates to the proportion of...Major Groups 1 and 2).
- 7 [1] AstraZeneca website information on its employment at local sites. [2] Local knowledge about other local pharmaceutical industry employment sites. [3] Business Register and Employment Survey (BRES) 2011 (for R&D) and 2012 (chemicals & pharmaceuticals), ONS, NOMIS. Crown Copyright. Chemicals & pharmaceuticals defined here as all activities that fall within SIC2007 codes 20 & 21 and R&D...72
- 8 [1] Business Register and Employment Survey (BRES) 2011, ONS. [2] 2011 Census data on the numbers of local residents (of each town) who are in employment. Net commuting flows were calculated by deducting residence-based employment (Census figures) from workplace-based employment (BRES figures)
- 9 [1] June 2010 Agricultural & Horticultural (A&H) Survey, Defra. [2] Business Register and Employment Survey (BRES) 2010, ONS. The BRES excludes farm-based agricultural employment from its Local Authority estimates, so Cheshire East's agricultural employment share was calculated by taking the June 2010 A&H Survey estimate and dividing by total employment (2010 BRES figure plus the A&H Survey estimate)



Labour Force

3.5 The 2013 Strategic Housing Market Assessment data shows that over two-thirds (69%) of Cheshire East's economically active residents place of work is in the Borough.

3.6 An estimated 173,500 people were working in Cheshire East in 2012, as either employees or working proprietors. Of those working as employees (167,000), 69% were full-time and 31% part-time. 13% of employees worked in the health and social work sector, with professional, scientific and technical activities (12%), manufacturing (11%) and retail (10%) also accounting for a large proportion of the employee total⁽¹⁰⁾.

Income Levels

3.7 The latest available average (mean) household income figure (2010) for Cheshire East is £39,900 per year, however there are significant differences in income levels across the Borough.⁽¹¹⁾ Seven towns and major settlements have a mean income below the Cheshire East average; of these, five (Alsager, Congleton, Crewe, Nantwich and Sandbach) are in the south of the Borough; only Handforth and Macclesfield are in the north. Conversely, high mean incomes are more prevalent in the north of the Borough; Knutsford, Poynton and Wilmslow are all above the Cheshire East average (as is Middlewich further south). Mean incomes are also above the Borough average in Cheshire East's rural areas. This is shown in Figure 3.1 below.

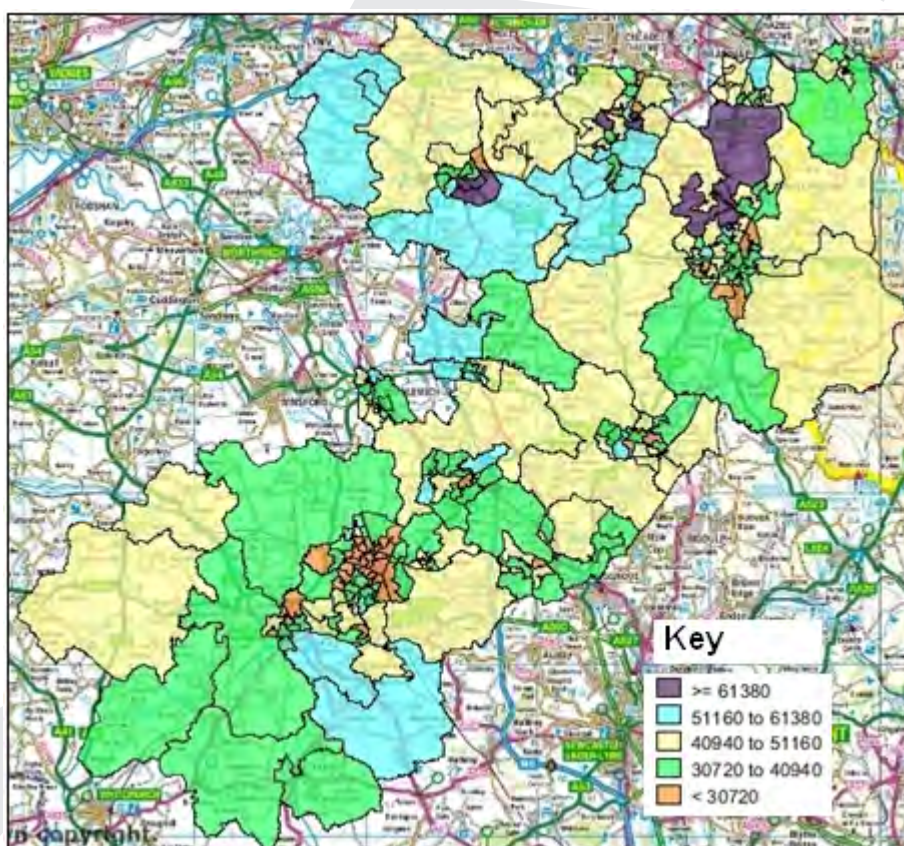


Figure 3.1 Mean Average Yearly Household Income in Cheshire East (£)

10 Business Register and Employment Survey (BRES) 2012, ONS, NOMIS. Crown Copyright.

11 2010 Paycheck data, CACI Limited.



Skills

3.8 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. Jodrell Bank is of great scientific significance as a leading facility for radio-astronomy and scientific research in the UK.

Manchester Airport

3.9 The closeness of Manchester Airport provides considerable economic benefits to the Borough by providing access to national and international markets as well as supporting a substantial number of jobs, both directly and indirectly. In 2011, the Airport was estimated to contribute £627 million of Gross Value Added for the North West Region, supporting over 17,000 onsite jobs and 40,000 in the wider sub-region⁽¹²⁾.

Mineral Working

3.10 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 3.2 below.

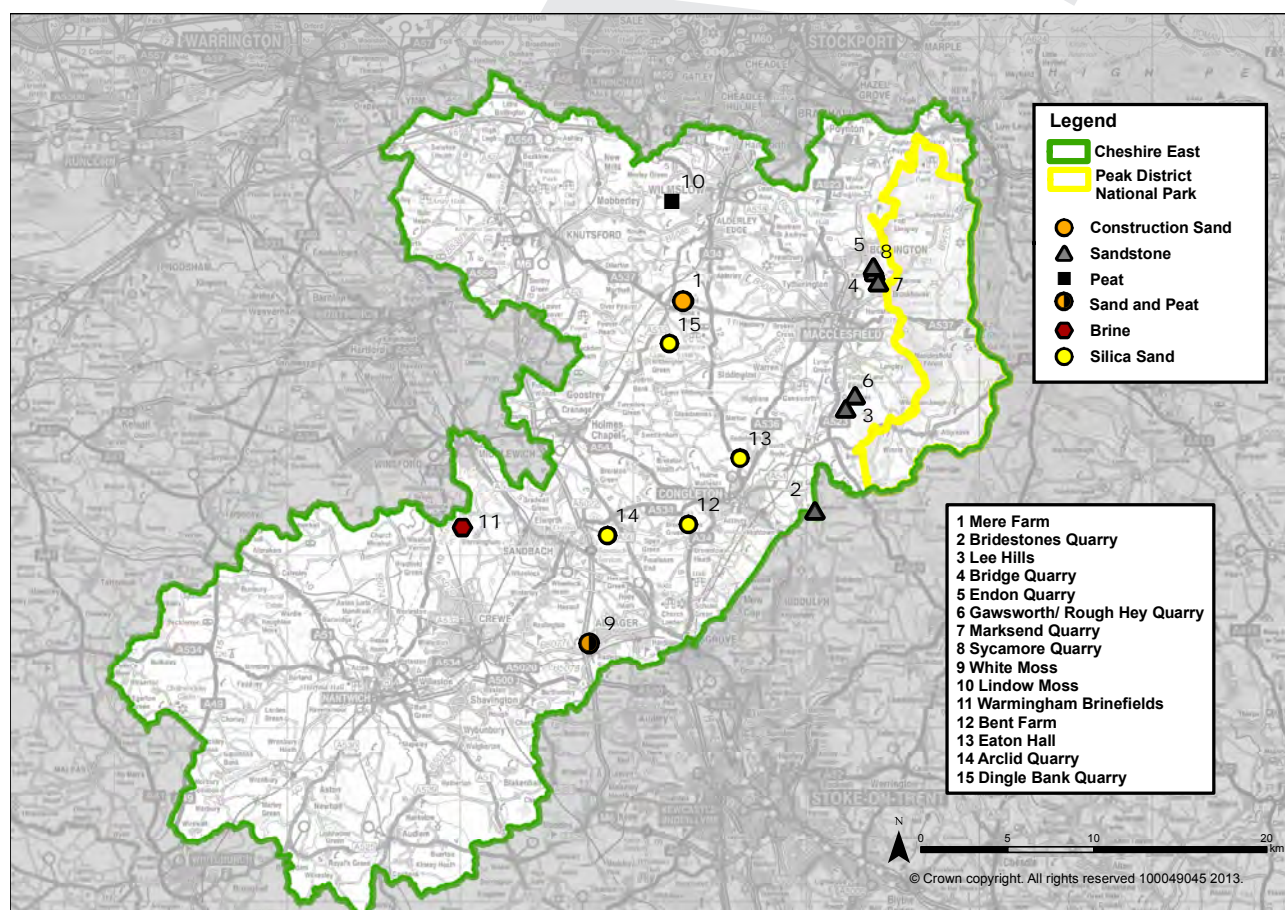


Figure 3.2 Mineral Sites in Cheshire East

¹² York Aviation Study (2011)



Waste Management

3.11 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⁽¹³⁾. The principal types of waste arising in Cheshire East are municipal (including household), commercial and industrial (C&I), construction, demolition and excavation (CD&E) and hazardous. The way in which waste is managed has been changing significantly with decreasing amounts being disposed of to landfill and increasing amounts being recycled.



Figure 3.3 Mineral Operations and Waste Collection in Cheshire East

Retailing

3.12 Cheshire East has a diverse retail offer, ranging from a mix of central and out-of-town multiple retailers in our larger towns, to stronger niche independent retailing in some of our smaller towns. In common with most of the country, some of our town centres have struggled in the face of changing consumer trends, particularly the growth in retailing via the internet and competitor destinations offering a larger mix of retail and leisure. However, there is evidence that new investment can recapture a larger share of local consumer expenditure and footfall, which is an approach being driven forward through regeneration programmes led by the Council with the support of our business communities.

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



Visitor Economy

3.13 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 £700 million⁽¹⁴⁾. Major attractions include Tatton Park, Jodrell Bank, Lyme Park, Quarry Bank Mill, the canal network and the Peak District National Park. There are 14 National Trust properties in Cheshire East and one partially located in the Borough. Little Moreton Hall, Nether Alderley Mill, Tatton Park, Lyme Park and Quarry Bank Mill are all examples of National Trust Properties. Additionally, the extensive footpath, cycleway and bridleway network is a key attraction of the Borough.

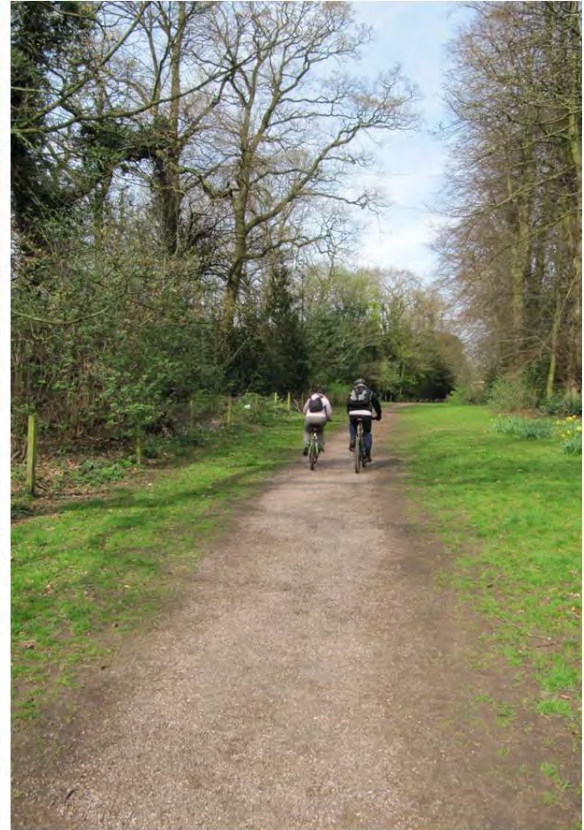


Figure 3.4 Tourist Destinations: The Canal Network, Jodrell Bank and Tatton Park

Social

Local Housing Market

3.14 The Strategic Housing Market Assessment (SHMA) 2010 and 2013 Update considers that, on the basis of migration and travel to work data, Cheshire East is an appropriate geography for planning purposes over which to assess and meet housing requirements and comprises of three functional housing market areas: one is focused on the former Macclesfield district and exhibits strong interactions with the South Manchester market; a second is focused on the former Crewe and Nantwich district and is largely self-contained; the third is centred around Congleton. At the Borough scale there are noticeable market interactions with North Staffordshire and South Manchester (see Figure 3.5)

14 STEAM Report 2012, Marketing Cheshire. The figures relate to 2012 and turnover is in 2012 prices. The jobs figures includes indirect job creation

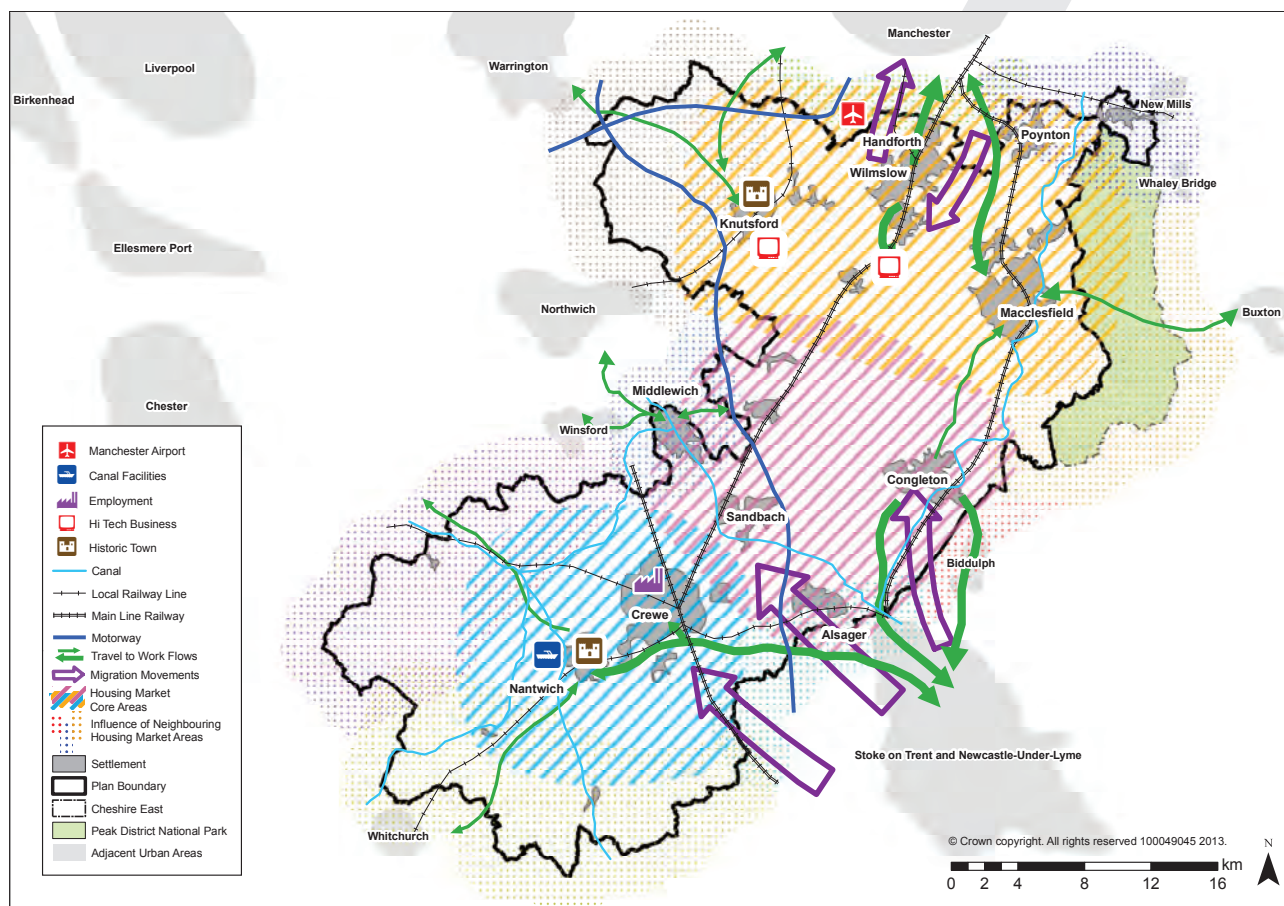


Figure 3.5 Cheshire East Functional Diagram

Population

3.15 Cheshire East has a population of 372,100, 51% (189,700) are female and 49% (182,400) are male⁽¹⁵⁾. This represents 0.66% of the population of England and Wales. The population pyramid in figure 3.6 shows the age distribution of Cheshire East residents. It reveals a lower than average proportion of both male and females for residents under the age of 40 compared to England and Wales. The proportions are particularly low (greater than one percentage point below the England and Wales average) for residents aged 20 to 34. Conversely, Cheshire East has an above average proportion of residents within each of the five year age bands 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.

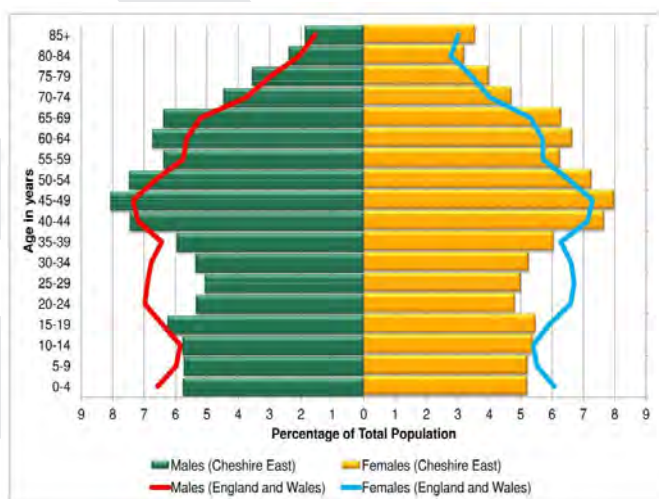


Figure 3.6 Population Pyramid for Cheshire East 2012 (Mid Year Estimates)

15 ONS mid-year population estimates 2012. ONS Crown Copyright 2014. Crown Copyright material is produced with the permission of the Office of Public Sector Information (OPSI)



3.16 Over the ten year period from July 2001 until June 2011, an estimated 157,000 people moved into Cheshire East and 141,800 people moved out of the Borough. These estimates include people immigrating and emigrating and those moving within the UK. The result is a net in-flow of 15,200 people (an average of around 1,500 each year). Net migration was higher in the early part of this ten year period: for example, the average net migration per year between July 2001 and June 2006 was around 1,900, compared to 1,200 between July 2006 and June 2011⁽¹⁶⁾.

Households

3.17 Information from the 2011 Census of population shows that in Cheshire East there were 159,400 households with an average household size of around 2.29 people. Housing need is expected to increase as a result of national trends, including predicted increases in the population and changes to household sizes resulting from an increased number of divorces and separations, and an ageing population. The 2011 Interim Household Projections show an increase in the number of households from 159,600 in 2011 to 170,000 in 2021. This equates to an average yearly increase of 1,000 households per year between 2011 and 2021.

House Prices

3.18 House prices across Cheshire East and its former Districts have increased dramatically over the period 1996 to 2012 from median house prices of £59,833 in 1996 to £174,950 in the autumn of 2012, with median prices peaking at £185,843 during 2007⁽¹⁷⁾. This represents an increase of 192% in median house prices over a 16 year period.

3.19 Cheshire East has a ratio of lower quartile house prices to lower quartile earnings of 6.51⁽¹⁸⁾. This means that the price of a house at the top end of the cheapest quarter of all houses costs 6.51 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⁽¹⁷⁾.

Deprivation

3.20 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 (LSOA) level.

3.21 There are 23 LSOAs in Cheshire East that are amongst the 25 per cent most deprived in England: most (fourteen) of these are in Crewe and three are in Macclesfield. Six other towns and major settlements each have a single LSOA that ranks among England's most deprived 25 per cent: Alsager, Congleton, Handforth, Knutsford, Nantwich and Wilmslow. Five LSOAs, all in Crewe, are amongst the 10 per cent most deprived in England. Conversely, there are 121 LSOAs in Cheshire East which are amongst the 25 per cent least deprived, which includes 71 that are amongst the 10 per cent least deprived⁽¹⁹⁾.

16 ONS mid-year population estimates 2002 to 2011: Components of population change. ONS Crown Copyright 2014. ONS licensed under the Open Government Licence v.1.0.

17 Cheshire East Strategic Housing Market Assessment (SHMA) update 2013

18 2012 Provisional Ratio of LQ Prices to LQ Earnings: Table 576, CLG

19 English Indices of Deprivation 2010, Department of Communities and Local Government



Environmental

Landscape Character

3.22 Cheshire East's landscape is characterised by the contrast between the extensive flat lowland plain and gently rolling farmland bordered to the west of the Borough with the distinctive sandstone ridge and to the east by the rising Pennine foothills. The landscape is characterised by glacial deposits, river valleys with wooded cloughs, unimproved features including mosses, heaths, meres and a number of designated parkland estates. There is also a diverse and valued range of flora and fauna in the Borough.

Nature Conservation

3.23 Key nature conservation sites are shown in Figure 3.7 below.

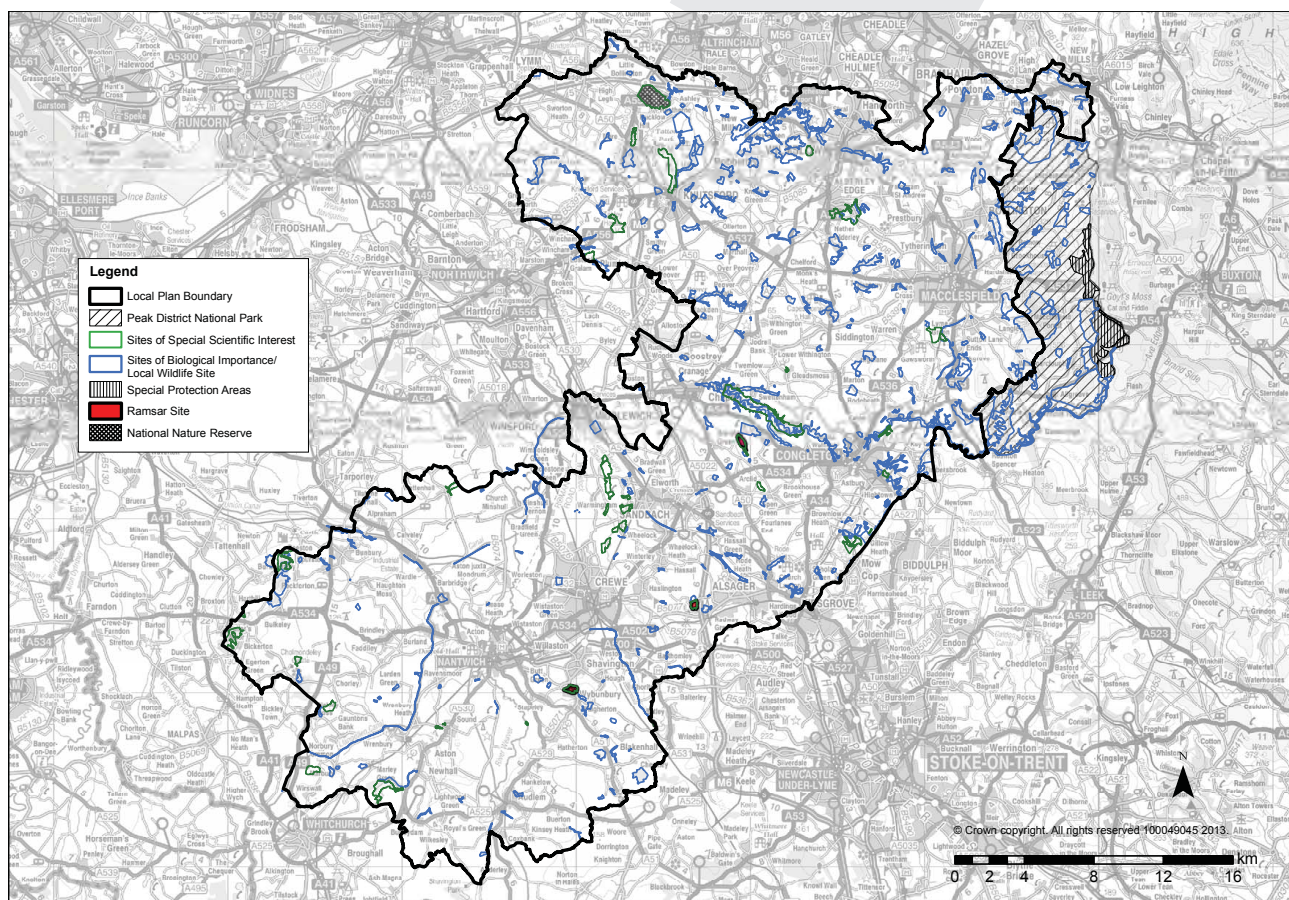


Figure 3.7 Key Nature Conservation Sites in Cheshire East

3.24 The most prominent environmental designations in 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 / Local Wildlife Sites;
- 21 Regionally Important Geological and Geomorphological Sites;



- 8 Local Nature Reserves; and
- 1,210 Tree Preservation Orders.
- The Meres and Mosses Nature Improvement Area

Historic Environment and Heritage

3.25 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, Crewe's railway heritage, Tegg's Nose Country Park, Lindow Man at Lindow Moss, Bickerton and Peckforton Hills, Beeston Castle, 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. 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. The Borough's historic built environment is complex due, for the most part, to the size and diversity of the area. Constituent areas are heavily influenced by their geological, landscape and topographical character, which invariably has heavily influenced their purpose, character and identity.



Figure 3.8 The Built Environment: Little Moreton Hall, Peckforton Castle and Nantwich Town Centre

3.26 Formal cultural designations present in Cheshire East include:

- 76 Conservation Areas of varying size and scale;
- 2,638 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.

Green Belt

3.27 Cheshire East has around 400 square kilometres of land designated as Green Belt, located in the northern and south eastern parts of the Borough. These form part of the Green Belts surrounding Greater Manchester and the Potteries conurbations.

Carbon Dioxide Emissions

3.28 Statistics indicate that, in 2011, Cheshire East's residents, commerce and industry and other non-residential energy uses resulted in carbon dioxide emissions of 3.159m tonnes. This equates to 8.5 tonnes of CO₂ emissions per person, which is more than the regional average of 7.0 tonnes per person. However, CO₂ emissions per person have fallen in recent years from 10.6 tonnes in 2005 and 9.2 tonnes in 2010⁽²⁰⁾. This has implications for local, regional and national air quality.

Connectivity

3.29 The extensive road network in the Borough includes the M6 Motorway, which runs north to south through the centre of the Borough and the M56 running east to west at the northern end of Cheshire East. The M56 links to the M6 in the north of the Borough.

3.30 The rail network is accessible from 22 railway stations across the Borough. Crewe and Macclesfield are on separate branches of the West Coast Main Line giving access to Greater Manchester and London Euston. Central Government has announced plans for a High Speed 2 rail route from London, through the Borough and up to Manchester and beyond. The initial preferred route from the Department for Transport follows the West Coast Main Line, via Crewe, before passing to the west of Middlewich and through the High Legh area before splitting, with a line going north over the M56 to Manchester Airport and a separate line towards Wigan. Cheshire East Council is supportive of the economic impacts of High Speed Rail but wants to keep environmental impacts to a minimum.

3.31 Historic transport routes crisscross the Borough in the form of canals, railways and historic roadways, further enriching the built heritage of the Borough and influencing aspects of the townscape and development of towns and villages. A number of landmark structures are associated with the canals and railways, not least the viaducts across the Dane Valley to the east of Holmes Chapel and at Bollington. Many canal structures are listed, including bridges, locks and mileposts. The Trent and Mersey and Macclesfield canals are both designated as extensive, linear conservation areas.

3.32 In addition, Manchester Airport lies immediately to the north of the Borough, offering worldwide services.

20 Local and Regional CO₂ Emissions Estimates for 2005-11, produced by Richardo - AEA for the Department of Energy and Climate Change, Jul 2013. www.gov.uk/government/organisations/departments-of-energy-climate-change/series/sub-national-greenhouse-gas-emissions-statistics

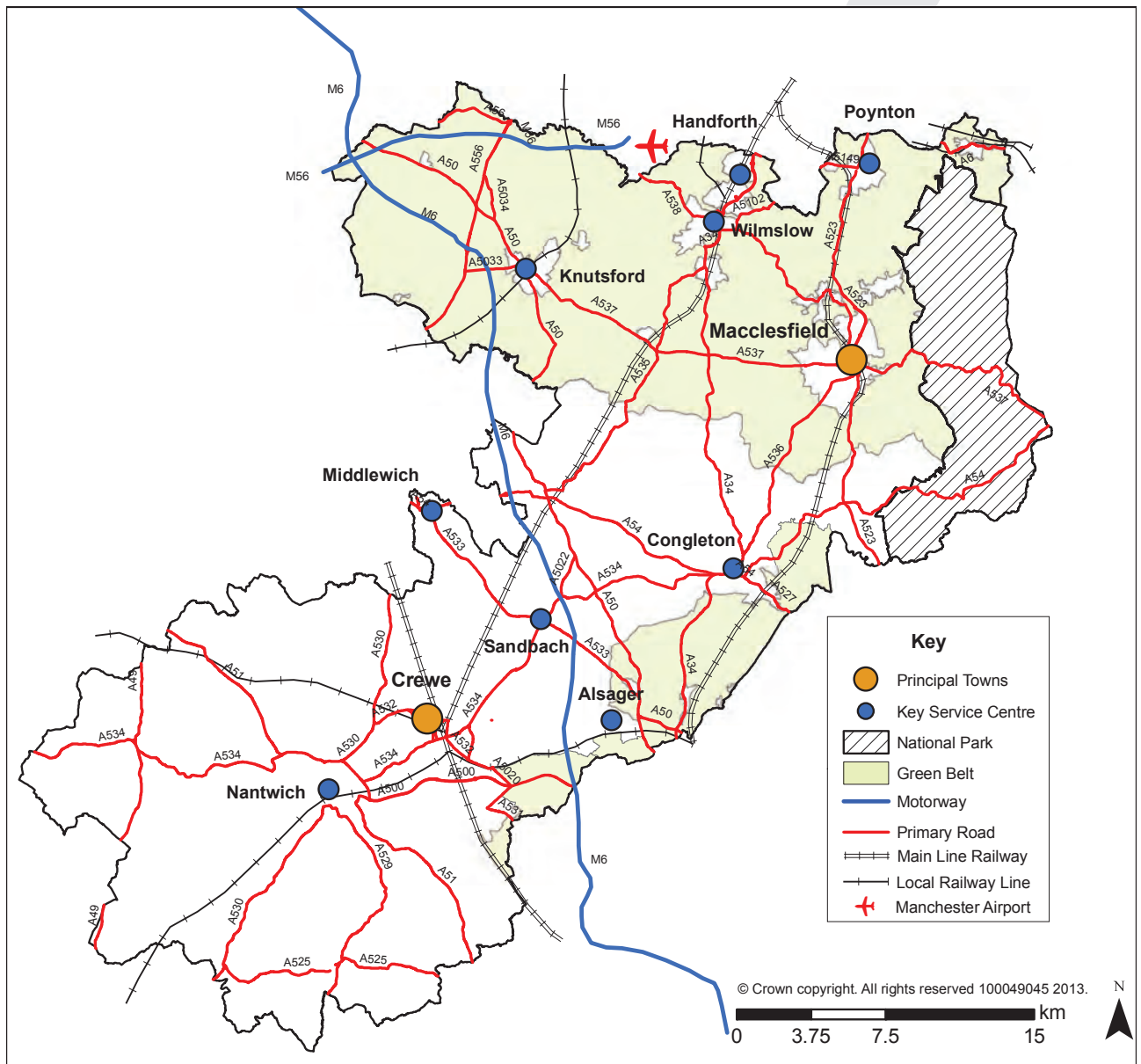


Figure 3.9 Connectivity Map of Cheshire East

Principal Towns

3.33 The Principal Towns of Crewe and Macclesfield are the largest settlements 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

3.34 Crewe is the largest town in Cheshire East, with a population of 73,400⁽²¹⁾. It is a major employment centre with a diversified base in education, manufacturing, services and distribution. Major employers include 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

21 ONS mid-year population estimates 2012. ONS Crown Copyright 2014. ONS licensed under the Open Government Licence v.1.0.



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'.

3.35 Crewe evolved around the growth of the railways, with the opening of the station in 1837 and the first works in 1840. Soon the industry was employing thousands of people and new housing was built alongside the expanding railway works. Within the centre of the town, the Town and Indoor Market Halls, churches and chapels and later, the Queens Park and Lyceum Theatre were all developed as part of the emerging social infrastructure of the burgeoning town.



3.36 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 with over 1.1 million passengers changing trains per year⁽²²⁾. As a consequence of the existing railway infrastructure, there are problems with railway lines forming significant barriers to connectivity within the town.

3.37 Crewe's unemployment rate is higher than the Borough average⁽²³⁾. In addition, Crewe residents have the lowest average (mean) income within Cheshire East⁽¹¹⁾. Several parts of Crewe are particularly disadvantaged⁽¹⁹⁾ and in parts of the town, male life expectancy is around 10 years less than in some of the more affluent areas of Cheshire East; for females, the gap is nearly 15 years⁽²⁴⁾.

Macclesfield

3.38 Macclesfield is the second largest town in Cheshire East, with a population of 52,500⁽²¹⁾. 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. Macclesfield is a unique town, with a proud history as a centre for commerce and business. This is best evidenced through Macclesfield's role in the silk trade and the town continues to play a leading role on the international stage through the science and pharmaceutical industries.



3.39 Macclesfield was established as a settlement in the 13th Century and later developed around the silk and textiles industries. Situated on the River Bollin, the early mills were located alongside the river, utilising the damp conditions and the power of the river for mill machinery. Present day industries include pharmaceuticals, plastics, architectural and engineering services and advertising and market research⁽¹⁰⁾. One of the world's largest pharmaceutical companies, AstraZeneca, is located at the Hurdfield Industrial Estate in Macclesfield and also at nearby Alderley Park. In addition, many residents work in Greater Manchester.⁽²⁵⁾

3.40 Today, Macclesfield stands as a bustling town centre with a number of unique attractions, including; the Silk Museum and the heritage centre, cobbled streets lined with independent shops and galleries, all on the doorstep of the rolling hills of the Peak District.

22 Station Usage Estimates 2011-12, Office of the National Rail Regulator, May 2013

23 December 2013 Claimant Count, ONS, NOMIS. Crown Copyright. [2] ONS mid-year population estimates 2012. ONS Crown Copyright 2014. ONS licensed under the Open Government Licence v.1.0.

24 Source: Life Expectancy at Birth, Department of Health. Figures relate to 2006-10

25 2001 Census, ONS. Crown Copyright. Note: At the time of writing, Census 2011 data were not yet available for commuting flows to and from individual Local Authorities.



3.41 Macclesfield has an important retail centre with just under 500 shops. The centre of Macclesfield characterised in part by its cobbled and meandering streets and narrow lanes is essentially a medieval street pattern, partly overlaid by later phases of the town's growth. The Cheshire East Strategic Planning Board granted consent in June 2013, subject to a Section 106 legal agreement, for the Silk Street Town Centre Redevelopment which proposes a cinema, shops, restaurants and offices. Although the northern part of Cheshire East is largely very prosperous, Macclesfield suffers localised problems, with some areas of the town experiencing multiple deprivation⁽¹⁹⁾. Its unemployment rate exceeds the Borough average⁽²³⁾.

3.42 There are a high number of listed buildings and structures concentrated in the centre of the town and also many that are quite widely distributed. Much of the town centre is designated as a conservation area and there are also several outlying conservation areas. A number of buildings are also locally listed. This illustrates the historic importance and significance of the town and reflects the strong identity, character and picturesque qualities of Macclesfield.

3.43 As a former mill town, Macclesfield's character and aesthetic are also proving to be its greatest burden; congestion, narrow roads and clear issues of connectivity between the rail station, town centre and a number of strategic employment sites mean that opportunities for development are limited.

3.44 The town is well served by bus routes. 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

3.45 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.

3.46 The Key Service Centres of Cheshire East are: Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow.

Alsager

3.47 Alsager is a small town in the south east of the Borough with a population of 11,800. 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, now with a range of occupiers, remains the town's largest employment location.

3.48 Alsager town centre stretches along the main street and has about 100 retail units. In addition, the town centre includes the recently remodelled Milton Park, a large area of public open space. Parts of the town are characterised by spacious tree-lined streets with attractive Villas and designated as Conservation Areas.



3.49 The number of jobs available within the area is low⁽⁸⁾, although the unemployment rate is lower than the Cheshire East average⁽²³⁾. Income levels are generally below the Cheshire East average⁽¹¹⁾. One of the major employers in the town, Twyford, has closed its manufacturing operation (although its distribution operation remains open).



3.50 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 motorway is a short distance away.

Congleton



3.51 Congleton is a large market town with a population of 26,700⁽²¹⁾. 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 many of the town's residents work in Manchester, Macclesfield and Stoke-on-Trent⁽²⁶⁾.

3.52 Congleton has a reasonably vibrant town centre with about 260 retail units. Planning permission was granted in February 2012 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 Bridestones Centre through to Mill Street, providing a new home for the town's market.

3.53 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 motorway is a short distance away.

Handforth

3.54 Handforth is a suburban area on the northern edge of Cheshire East with a population of 6,600⁽²¹⁾. In the 1950s, two overspill housing estates were built in the area to re-house people from inner city Manchester.

3.55 The town has a small shopping centre containing about 70 retail units. The Handforth Dean Retail Park to the east of Handforth contains a number of large format retailers.

3.56 Average (mean) household income levels are the third lowest in Cheshire East (out of 25 settlement areas)⁽¹¹⁾. A large proportion of jobs in Handforth are located at the Stanley Green industrial estate and the Handforth Dean Retail Park. There is a very high level of in-commuting, particularly from Stockport.⁽²⁷⁾ There is a smaller, but still substantial volume of out-commuting (with the majority of residents working outside Handforth)⁽²⁸⁾.



3.57 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 motorway, about 4 km to the north-west. Handforth has its own railway station with two trains per hour serving Crewe and Manchester. Regular buses serve Macclesfield, Manchester, Stockport and Wilmslow.

26 2001 Census, ONS. Crown Copyright. Note: At the time of writing, Census 2011 data were not yet available for commuting flows to and from individual Local Authorities.

27 2001 Census, ONS. Crown Copyright. Note: At the time of writing, Census 2011 data were not yet available for commuting flows to and from individual Local Authorities

28 Sources for information on overall net commuting flow: [1] BRES 2011, ONS. [2] 2011 Census data on the numbers of local residents (of each town) who are in employment, ONS. Net commuting flows were calculated by deducting residence-based employment (Census figures) from workplace-based employment (BRES figures). Source for information on commuting flows to and from individual Local Authorities, such as Stockport: 2001 Census, ONS (2011 Census commuting data not yet available)



Knutsford



3.58 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 has a distinctive character and identity and contains a number of employment areas including Parkgate Trading Estate, Longridge Trading Estate, Booths Park, Radbroke Hall and others. The town has a population of 13,300⁽²¹⁾. It lies in the north east of the Borough approximately 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. The town has one localised pocket of deprivation which ranks among England's most deprived 25%⁽¹⁹⁾.

3.59 Within the town centre, there are over 200 retail units, making it an important shopping centre in the Borough. There is a linear high street aligned by historic buildings of various periods, but principally Georgian, many of which are Listed and within the Conservation Area. The town thrived due to its close relationship with nearby Tatton Park, one of the key heritage assets in Cheshire East and the ancestral home of the Egerton family. Knutsford contains many buildings of architectural and historic importance.

3.60 There are 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, Trafford and Cheshire West & Chester⁽²⁶⁾.

Middlewich

3.61 Middlewich is a market town with a population of 13,700⁽²¹⁾. It dates back to prehistoric times with salt extraction from the Iron Age and throughout Roman times to the present day with British Salt employing around 125 people. The salt industry and the canals remain important culturally and economically. The closeness to the M6 motorway has led to the creation of a large distribution and business park at Midpoint 18.

3.62 The town centre has about 80 retail units and is centred on Wheelock Street. 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. The canal is a Conservation Area, with a number of listed structures and the Mergatroyd Brine Works nearby, which is both listed and a Scheduled Monument.



3.63 Although a railway line passes through the town, it is currently used solely for freight movements. There is no railway station or passenger rail service within the town; during the development of a Local Plan Site Allocations and Development Policies document, an area of land will be safeguarded to explore the potential delivery of a new train station. Bus services provide access to Crewe, Holmes Chapel, Congleton, Northwich, Sandbach and Winsford. The M6 motorway 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, which is largely dependent upon private sector funding, is currently being programmed.



Nantwich

3.64 Nantwich is a historic market town with a population of 18,000⁽²¹⁾. It dates back to Roman times, when it was a centre for the production of salt. Nantwich has a thriving town centre with about 250 mainly independent units. The town contains more than 100 listed buildings, and has the largest concentration of historic buildings in the Borough. It is also a popular destination for tourists and visitors drawn from its large rural hinterland.



3.65 The centre of Nantwich is in essence a planned Elizabethan town, largely rebuilt as a consequence of a fire in 1583; the re-build partly financed by Elizabeth I. This has resulted in a re-created original street pattern and a number of fine timber framed buildings dating from the 16th century onwards. There are also a number of elegant Georgian and Victorian buildings. The centre of Nantwich contains a number of listed buildings and is designated as a conservation area. The town was also prominent in the Civil War and besieged until the Parliamentary victory in January 1664. The battlefield is designated and lies to the north of the town

3.66 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

3.67 Poynton's origins lie as a small mining village, however the decline of mining and its accessibility to Greater Manchester, led to significant growth during the 20th Century. Much of the mining infrastructure has therefore been lost as the town expanded, but remnants of the associated landscape still exist. It has a population of 13,000⁽²¹⁾ and lies in the north eastern corner of the Borough, 11km north of Macclesfield and 8km south of Stockport.

3.68 The shopping centre has about 120 retail units. A programme of environmental improvements has recently been completed in the town centre.

3.69 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

3.70 Sandbach is a market town with a population of 18,100⁽²¹⁾. 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 their closure in 2002 there have been significant changes in its employment base with considerable losses of manufacturing jobs.

3.71 At its heart are the characterful cobbled market square and Anglo Saxon crosses, which are both listed and a Scheduled Monument, along with a number of other key listed buildings. The wider town centre is also designated as a Conservation Area, with a number of other prominent buildings. The town also has strong associations with Sir George Gilbert Scott.



3.72 The town centre has about 190 retail units. Sandbach is now the headquarters of Cheshire East Council, which is the town's largest employer.

3.73 There is a railway station on the edge of the town providing services to Crewe, Manchester and Manchester Airport. There are also frequent bus services to Congleton, Crewe, Northwich and Macclesfield. The town lies adjacent to Junction 17 of the M6 motorway.

Wilmslow

3.74 Wilmslow, with a population of 23,900⁽²¹⁾ lies in the north of the Borough. The town is noted for its high quality housing and shopping as well as the historic Quarry Bank Mill and Styal Estate, making it a sought-after location. Wilmslow has developed beyond its historic core and has substantial late Victorian and Edwardian suburbs.

3.75 The town centre has about 230 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 peripheral office parks. A large number of residents work in Manchester, with other significant commuter flows to Stockport, Trafford and Macclesfield town⁽²⁶⁾. The nearby Manchester Airport is also a major employer.



3.76 The town has easy road access to the M60 and M56 motorways. Manchester Airport is 5km to the north. Access will be improved when the western section of the Manchester Airport Eastern Link Road is completed. Wilmslow has a local bus network serving destinations including Knutsford, Macclesfield, Manchester Airport, Manchester and Stockport. The Railway Station is on the West Coast Main Line and is served by local and long-distance services. Direct destinations served include London Euston and Manchester Piccadilly.

Local Service Centres

3.77 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 typically have a range of shops, health and leisure facilities, and employment opportunities.

3.78 Local Service Centres in Cheshire East are Alderley Edge, Audlem, Bollington, Bunbury, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley, Prestbury, Shavington and Wrenbury.

Other Settlements and Rural Areas

3.79 The remaining other settlements and rural areas contain 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.

Surrounding Areas

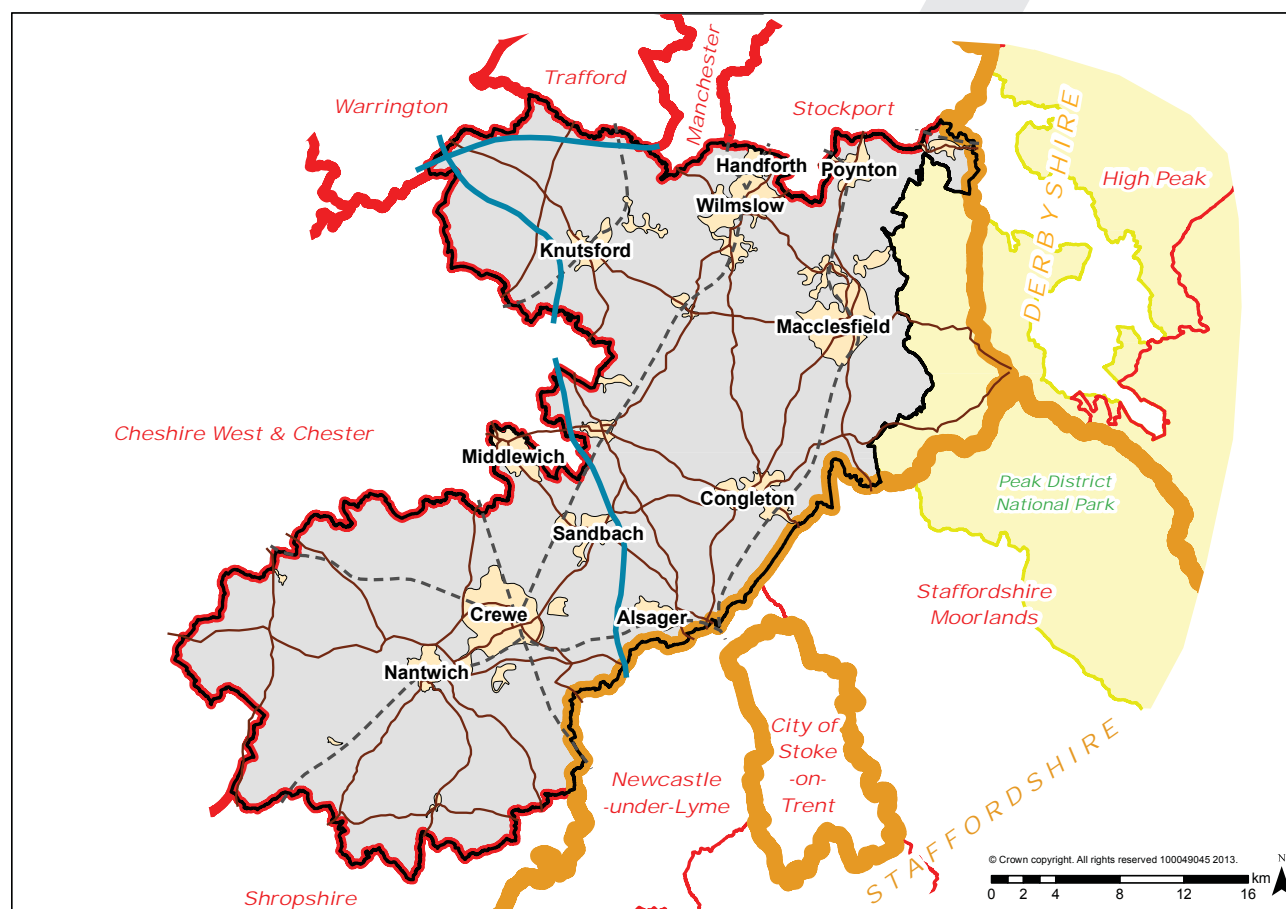


Figure 3.10 Neighbouring Authorities

The Potteries

3.80 North Staffordshire is known as 'The Potteries' after the porcelain industry that made the area world famous. The Stoke-on-Trent and Newcastle-under-Lyme joint Core Strategy identifies that the area faces significant economic and social difficulties and that these issues persist, despite government intervention, ongoing investment and the considerable efforts of many stakeholders to effect the transformation of the area.

3.81 The sub-region's topography and historical development has meant that the conurbation has developed as an unusual collection of distinct but connected settlements rather than a conventional single centre city structure. However the nature of this settlement pattern has, to some extent, amplified the adverse impacts of several decades of economic decline, decentralisation of services and employment, and out migration.

3.82 However, the Core Strategy also identifies the many assets of the area including: the valuable canal network, serving the region's growing leisure and tourism industries; the historical landscapes, townscapes and buildings of the sub region, which are irreplaceable, not only for their intrinsic architectural and aesthetic value and their contribution towards creating a collective sense of place and civic pride, but also for their contribution towards making the sub-region an economically attractive and competitive focus for inward investment.



3.83 The North Staffordshire Green Belt surrounds Stoke and Newcastle with its northernmost extent covering part of Cheshire East (known locally as the South Cheshire Green Belt) – south of Alsager and Congleton and south east of Crewe.

3.84 Housing regeneration continues as a key policy initiative in the Potteries despite the reduction in government housing market renewal monies as there remains a high proportion of residential properties in sub-standard condition.

3.85 Despite its economic difficulties, the Potteries is still a focus for employment. Travel-to-work flows are particularly pronounced from the Cheshire East towns of Alsager, Congleton and Crewe. Although with respect to the latter two towns, there is an even greater reverse flow.⁽²⁹⁾

Greater Manchester

3.86 Greater Manchester comprises the areas of ten Metropolitan Borough Councils. However the main commercial focus is Manchester City Centre and the adjoining city of Salford. The City Centre is the pre-eminent office, retail, cultural and educational location which has also seen substantial residential development in recent years particularly in the form of apartments. Salford, particularly the Quays area, has also experienced a great deal of regeneration particularly attracting media industries and other cultural activities. Trafford Park (within Trafford Metropolitan Borough) is the largest industrial estate in Europe.

3.87 The latest draft Greater Manchester Strategy identifies that Manchester's population is the fastest growing in the UK which presents a massive opportunity to link the jobs created with providing places to live that encourage people to stay and contribute to success. But it also presents huge challenges, including an ageing population and concentrations of unemployment coupled with low skills. Planned changes to the welfare system mean that demand for services will only increase unless there are radical reforms that improve the effectiveness of services, increasing the self-reliance of Greater Manchester's residents and reducing demand for those services.

3.88 The south side of the Greater Manchester conurbation is generally quite affluent and includes the substantial retail attraction of the Trafford Centre and nearby business opportunities at Trafford Park and Carrington. Manchester Airport is the third largest UK airport and is already a major employer. However this is set to increase significantly with the development of Airport City. Although the Airport is linked to the M56 motorway, further road connections on the Stockport / Cheshire East boundary are needed as part of the South East Manchester Multi Modal Strategy (SEMMMS) proposals. These comprise the A6 to Manchester Airport Relief Road, but there are associated schemes, including connecting to the Poynton Relief Road in Cheshire East.

3.89 Greater Manchester is surrounded by Green Belt, which, on the south side of the conurbation, extends into Cheshire East covering the northern third of the Borough and known locally as the North Cheshire Green Belt.

3.90 Manchester City Centre is a major travel to work destination from all around the conurbation and beyond, including from the northern parts of Cheshire East. More locally, on the south side of Greater Manchester, there are daily commuting movements into Cheshire East, especially to the high technology and pharmaceutical industries in the north of the Borough. Added to this mix are movements associated with the Airport which are set to increase following the implementation of planned developments.

3.91 Previous regional plans have placed a high priority on urban regeneration in Greater Manchester with a particular focus on housing in the City Centre and nearby inner city areas, as well as the areas

29 2001 Census, ONS. Crown Copyright. Note: At the time of writing, Census 2011 data were not yet available for commuting flows to and from individual Local Authorities.



that are suffering the most from de-population and derelict land in the north and east of the city. This policy focus has been replicated in the Core Strategies of the relevant local authorities and inevitably (due to the inherent lack of greenfield sites) is heavily dependent on the redevelopment of previously developed land. Not surprisingly, the delivery of this policy approach was hit by the post-2007 recession, but in the immediately preceding years was remarkably successful. The latest draft of the Greater Manchester Strategy considers a move away from the previous policy approach and seeks to review the land supply to support growth in those locations most attractive to the market. This recognises that failure to provide appropriate sites in areas where the market wants to invest, both in housing and employment uses, risks Greater Manchester losing development and investment to other areas.

Cheshire West and Chester

3.92 The Borough of Cheshire West and Chester was created in 2009 at the same time as Cheshire East and is an area of wide contrasts. The generally affluent historic city of Chester is sub-regionally important for its retail and visitor attractions. There are also numerous smaller towns that grew significantly through industrial activity and each has pockets of deprivation, including Northwich and Winsford. Both these towns developed from the on-going salt extraction industry and relate quite closely to Cheshire East, especially Middleswich, in terms of access to local jobs and services.

3.93 The emerging Cheshire West and Chester Local Plan (Part One) aims to regenerate and improve Northwich and Winsford and recognises the inter dependence of these towns with Middleswich that is encompassed by joint working through the Weaver Valley Partnership Board. The emerging Cheshire West and Chester Local Plan also identifies an opportunity for housing development adjacent to Middleswich on land within Cheshire West. However, it is presently considered that this site is not required to meet Cheshire West and Chester's development needs. If such land is to be developed in the future, then road improvements around the north of Middleswich (in Cheshire West) are likely to be required.

3.94 It is recognised that there are cross boundary movements of waste in both directions between Cheshire West and Chester and its neighbouring areas. The emerging Local Plan will identify sufficient land to meet Cheshire West and Chester's predicted waste management requirements and safeguard consented waste management facilities including Kinderton Lodge near Middleswich. Mineral resources of sand, gravel, salt and brine are extracted in Cheshire West and Chester and the emerging Local Plan seeks to provide a continued supply of these, contributing to sub-national (regional) supply guidelines.

Warrington

3.95 In 1968, Warrington was designated as a New Town, primarily to take economic advantage of its unique position at the hub of the region's transportation network, evidently aided by the arrival of the region's motorways. Warrington has evolved from being a medium-sized industrial town to the home of major national and international companies.

3.96 The emerging Warrington Core Strategy highlights that since the end of the New Town era, strategic planning policies have sought to arrest outward growth of the town. This is partly through recognition that Warrington is nearing its natural limits of expansion and partly acknowledging that the New Town development had remarkably little effect on the older urban areas of inner Warrington. Recent efforts to date have therefore focused on regenerating and 'restructuring' the older core of the town. The Warrington Core Strategy intends to continue with this approach and to help to create a strong identity for the town.



3.97 Warrington attracts commuters from a wide area due to its high concentration of businesses and good transport connectivity. However, the main flow involving Cheshire East is that of Warrington residents travelling to work in Knutsford. ⁽³⁰⁾

Peak District, High Peak and Staffordshire Moorlands

3.98 The Peak District National Park covers parts of Derbyshire and Staffordshire as well as the north eastern extremity of Cheshire East Borough. The National Park has its own planning authority and development plans. The Peak District National Park is also a key tourism brand for Cheshire East. The designation of the National Park excludes the main settlements in High Peak Borough. The furthest north is Glossop which looks mainly towards Greater Manchester. New Mills and Whaley Bridge are adjacent to the north east boundary of Cheshire East and do have linkages to Cheshire East, particularly the Macclesfield area. They are also served by the A6, as is Chapel-en-le-Frith, and will benefit from transport improvements identified by the A6 Corridor Study. Further south is the spa town of Buxton which is a visitor attraction in its own right and one that is located close to Cheshire East for day trips. The emerging High Peak Local Plan seeks to establish and consolidate Buxton as England's leading spa town. The proximity of the National Park is an important consideration for the location of future development in both High Peak and Cheshire East as the landscape is an important tourist attraction which helps the economy of both areas. Increased levels of development in the northern parts of Cheshire East will serve to reduce pressure for growth in the High Peak area, helping to limit potential increases in the use of the A6 particularly in the Disley area and impact on the setting of the National Park.

3.99 The 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).

3.100 The National Park Authority identifies challenges that broadly fall into seven closely related themes:

- Landscapes and conservation
- Recreation and tourism
- Climate change and sustainable building
- Homes, shops and community facilities
- Supporting economic development
- Minerals
- Accessibility, travel and traffic

3.101 In essence, the Park Authority is seeking to meet the everyday needs of local residents, as well as catering for visitors, controlling mineral extraction and balancing all this with the task of protecting the attractive landscape of the area.

3.102 The designation of the National Park excludes the main settlements in High Peak Borough. New Mills, the largest town, and Whaley Bridge are adjacent to the north east boundary of Cheshire East. These towns mainly look to Greater Manchester but will benefit from the proposed SEMMMS road improvements. Further south is the spa town of Buxton which is a visitor attraction in its own right and one that is located close to Cheshire East for day trips. The emerging High Peak Local Plan seeks to establish and consolidate Buxton as England's leading spa town.

30 2001 Census, ONS. Crown Copyright. Note: At the time of writing, Census 2011 data were not yet available for commuting flows to and from individual Local Authorities.



3.103 Staffordshire Moorlands District is partially within the National Park but the area to the south west that borders Cheshire East is outside the Peak District and is characterised by an orientation mainly towards Stoke-on-Trent. The former mining town of Biddulph is the main settlement bordering Cheshire East. The nearby Cheshire East towns provide a counter attraction for Biddulph residents in terms of shops and services. The emerging Staffordshire Moorlands Core Strategy seeks to strengthen and consolidate Biddulph town centre.

Shropshire

3.104 Shropshire is a largely rural area. The Shropshire Core Strategy identifies the need for the county's market towns and rural settlements to become more sustainable places that are resilient to meet the challenges of the 21st century. The Core Strategy identifies five spatial zones reflecting the individual distinctiveness of different parts of Shropshire, the North East Zone borders Cheshire East. Within this zone, Whitchurch is the nearest key settlement to Cheshire East with which it is well connected by road and rail (it is on the Crewe to Cardiff line). Whitchurch has a range of services including a community hospital and numerous local employers. There is a modest level of two way commuting between Whitchurch and Nantwich / Crewe (and on to Manchester) and Shropshire Council's strategy for Whitchurch provides significant levels of new employment land, including a new business park to the south of the town, partly as an attempt to reverse this situation.



DRAFT



4

The Case for Growth



4 The Case for Growth

4.1 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'*⁽³¹⁾.

4.2 Cheshire East is at the heart of the largest single economic area outside of the capital with long established linkages to the Manchester and Liverpool City Regions, North Staffordshire and North Wales. Its connectivity and closeness to Manchester and Liverpool airports and its integral relationship to the motorway network and West Coast Mainline makes the Borough uniquely positioned to deliver sustainable economic growth.

4.3 The top priority for Cheshire East Council is to increase the Borough's economic and social wellbeing in a way that is cohesive and sustainable. The Local Plan Strategy is therefore vital in driving and supporting the development of jobs in the Borough and the infrastructure and housing that is needed to support that employment. Through the Local Plan, Cheshire East has to make sure that there is sufficient land allocated for business, retail, leisure and other commercial developments to ensure that jobs led growth is delivered.

The Case for Growth

Growth in Cheshire East is both necessary and beneficial for the following reasons:

- To accord with the Government's growth agenda and national planning policy
- To help achieve the ambition of the Local Enterprise Partnership for Cheshire and Warrington to be the best performing regional economy outside of the South East
- To build upon the economic success of Cheshire East and attract more inward investment
- To provide more diverse employment including well paid highly skilled jobs
- To generate greater expenditure in local shops and services so spreading improved prosperity to many local people
- To provide a range of new homes including much needed affordable housing
- To retain young people and attract suitably qualified employees to live and work locally, limiting travel congestion
- To provide more opportunities for skills and personal development
- To help deliver much needed local regeneration schemes
- To provide improved physical infrastructure and other services that are accessible to all
- To provide improvements to the built and natural environment
- To promote a thriving rural economy and tourism industry

4.4 The Government has invited Local Enterprise Partnerships (LEP) to produce Strategic Economic Plans (SEPs) for their areas as the basis of funding negotiations to drive economic growth. The emerging Cheshire and Warrington SEP includes a number of transformational projects in Cheshire East including High Growth City focusing on linking Crewe and Macclesfield by way of Congleton creating a 'corridor of opportunity'. The sustainable growth aspirations set out in the Local Plan Strategy are a key element in meeting the ambition of a LEP and fulfilling Cheshire East's sub-regional role.

31 Source: The Plan for Growth, Department for Business Innovation and Skills, March 2011



4.5 The economy of Cheshire East already makes an impressive contribution to the Gross Value Added figures in the sub-region. The Gross Value Added (GVA) figure for Cheshire and Warrington is around £21.9 billion ⁽³²⁾ with the sub-region employing an estimated 444,100 people (as of 2012). ⁽³³⁾Cheshire East already makes an impressive contribution to the sub-regional and regional economies: its GVA is around £9.2bn (2012 estimate), which equates to 7.0% of the North West region's economic output. As of 2012, an estimated 173,500 people were working in Cheshire East, as either employees or working proprietors. ⁽³⁴⁾The overall ambition of the Local Plan Strategy is to further strengthen the Borough's economy.

4.6 Cheshire East performs better than the regional and UK averages in skill levels, business start ups and knowledge-based employment. 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. The Council also has aspirations for a University Technical College in Crewe. The Local Plan Strategy is therefore growth orientated in order to retain and build upon Cheshire East's existing skills and knowledge base providing and building on the existing knowledge economy and high value jobs in the future.

4.7 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 a high quality environment influence decisions about business location, investment and growth. Increases in local expenditure on goods and services can also lead to further jobs being created in the Borough and overall increases local prosperity.

4.8 If we do not provide sufficient housing, commercial or employment opportunities, 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.

4.9 Furthermore, there are clear demographic challenges in the Borough, with a declining proportion of working age population. The Strategic Housing Market Assessment Update (2013) identifies that managing demographic change will become an increasingly important issue with the population in Cheshire East of pensionable age and above continuing to grow, from 83,521 in 2010 to 124,544 by 2030. In order to support these demographic changes, growth is required in order to attract inward investment, to retain people of working age in the Borough and attract new people of working age to live in Cheshire East. This will in turn increase the amount of disposable income in the Borough to support local services, town centres and the vitality and vibrancy of local communities.

4.10 An adequate supply of a range of housing plays a fundamental role in building a successful economy. Despite the recent economic recession, our evidence shows that need for housing over the next 20 years is likely to outstrip supply unless we increase the amount of new housing provided through the Local Plan Strategy, in particular housing that meets local needs and is affordable to people who should live or work in the Borough.

4.11 Housing development also makes an important contribution to the local economy in its own right. It creates employment and skills development opportunities for construction workers and also generates increased retail expenditure in the local community. The Centre for Economics and Business

32 Regional GVA (Income Approach) NUTS3 Tables, Office for National Statistics (ONS), Dec 2013. Commentary based on data for 2012.

33 Business Register and Employment Survey (BRES) 2012, ONS, NOMIS. Crown Copyright.

34 Business Register and Employment Survey (BRES) 2012, ONS, NOMIS. Crown Copyright.



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 the UK's Gross Domestic Product.

4.12 The NPPF (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 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'*.

4.13 The Local Plan Strategy seeks to enable growth through providing a range of sustainably located development sites that are attractive to economic investment. The Local Plan Strategy also brings forward at an early stage the necessary infrastructure that services new sites and facilitates more efficient use of existing commercial premises. It also sets out how the Council will use its own land and financial resources to deliver sustainable economic growth in the Borough. Policies in the Local Plan Strategy will safeguard existing businesses and encourage inward investment into the Borough supporting the promotion of the Borough as a place to do business.

4.14 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 achieves the other elements of sustainable development as set out in the NPPF.

4.15 The Local Plan Strategy, as the spatial expression of the Borough Council's Sustainable Community Strategy, will deliver on a number of key priorities for action including creating the conditions for business growth, unlocking the potential of towns in particular Crewe and Macclesfield, supporting young people whilst preparing for an increasingly older population and ensuring a sustainable future by providing appropriate housing, employment land, infrastructure and community facilities to meet future needs. The Local Plan Strategy will also deliver a number of the outcomes set by the Council's Three Year Plan (2013 to 2016) including promoting local communities as strong and supportive, providing a strong and resilient economy, promoting a green and sustainable place and a good place to live and work.

4.16 The Council's objective is not economic growth at any price; rather it is the sustainable development of Cheshire East. Sustainable development concerns the effective balance of economic, social and environmental factors; in many ways these factors are intertwined as the attractive environment of the Borough is key to its economic success. If the attractive environment were to be degraded there would be both social and economic repercussions.

4.17 Accordingly, the aspiration of the Local Plan Strategy is to secure future economic prosperity but to do so in harmony with the existing characteristics and strengths of the Borough wherever possible. On occasion, however, the implication of growth is that new policies and proposals are required in response. The Local Plan Strategy contains bold proposals for new communities in locations across Cheshire East as a better means of meeting future development needs. Equally, revisions to the Green Belt are necessary for towns such as Macclesfield to maintain their role and status – a departure from past policies of development constraint at any cost.

4.18 The NPPF requires that plans be aspirational but realistic; furthermore they should address the spatial implications of changes on economy, society and the environment. Whilst the policies of the plan will inevitably be time limited, the proposals within it, for new development and infrastructure will endure for much longer. In many ways, the developments planned now will only mature in the 2030s or 2040s. Planning ahead over a 30 to 40 year time horizon is seldom easy; indeed some would question whether the conventional model of economic growth that underpins much of the plan



will remain valid by the middle of the 21st Century. Some might even suggest that the continuing rise of world population combined with advancing climate change point to an altogether more challenging future in which competition for diminishing food, water and fuel resources predominates.

4.19 Sustainable development is therefore the best preparation for a future whose defining characteristic is uncertainty. The Local Plan Strategy unashamedly promotes economic development – but does so in a way that builds upon existing strengths wherever possible. New development will be necessary, but environmental assets will be protected wherever possible.

4.20 Therefore the plan seeks to consolidate on what is best about the Borough – but this is not a plan for standing still – it is forward thinking, determined to plan effectively for future needs, and dedicated to providing new and innovative solutions where appropriate.



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5

Vision



5 Vision

5.1 Economic prosperity is fundamental to a healthy and sustainable Borough. In order to pursue wider community goals of providing good quality and affordable housing, building a better, more sustainable transport system, providing improved community facilities, improving educational attainment and investing in our vibrant town centres, a strong economy is absolutely vital.

5.2 It is also recognised 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 residents and also plays an important part in attracting inward investment.

5.3 With these principles in mind, the Local Plan Strategy sets out how a stronger economy and sufficient housing of the right type to meet our future needs will be delivered in a way that is appropriate environmentally and socially.

5.4 To accommodate the needed growth in jobs and houses, new development is necessary. The Local Plan Strategy will make sure that development takes place in areas that are well connected to existing urban areas, that incorporates green infrastructure and the latest building technology, generates a minimal carbon footprint, promotes waste recycling and enables healthy living.

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

5.6 The Local Plan Strategy is one of jobs led growth, focusing particularly on the two Principal Towns of Crewe and Macclesfield, and the larger towns that form Key Service Centres. Growth, however, should not be at the expense of the attractive environment that is, of course, a key asset in drawing investment to the Borough. Good quality, well designed, sustainable development is therefore at the heart of the Local Plan Strategy and vision for the Borough.



Figure 5.1 Development in Cheshire East: Sainsbury's Nantwich; Honda Garage, Crewe; Parkside Hospital, Macclesfield; and Housing in Handforth



Vision for Cheshire East in 2030

In 2030 and beyond, Cheshire East will be an economically prosperous area, with a well educated and skilled labour force benefiting from a strong and diverse employment base and high employment levels. It will continue to benefit from its strategic location close to the Greater Manchester and Potteries conurbations and adjoining the Peak District National Park, 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, bio-diverse and 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 that result in a wealth of history and culture.

Well designed new employment and housing development will have been developed to meet local needs in locations that reduce the need to travel. 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 the Principal Towns of Crewe and Macclesfield to support regeneration priorities, and to the Key Service Centres of the Borough which provide a good range of services and facilities. In addition, a new Sustainable Village will have been created in the north of the Borough, which will provide a new economic focus, benefiting from its closeness to Manchester Airport and Greater Manchester. This development will help meet housing needs for the Borough and 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 those of an ageing population. People will lead healthy and active lifestyles benefiting from improved access to sporting facilities, high quality open spaces, play areas, allotments and the open countryside. A Green Infrastructure network will have been created, increasing the provision of accessible green spaces, supporting flora, fauna and improving general wellbeing.

Cheshire East will have made a significant contribution to reducing carbon emissions and tackling climate change through the high energy efficiency of new and existing buildings; generation of renewable energy; and sustainable patterns of development that enable a high proportion of people to travel by public transport, cycle or on foot. Extensively available fast telecommunications links will have enabled business users to efficiently work wherever they are located.

The supply of important natural mineral resources such as silica sand and salt will be achieved in the most sustainable way possible. Waste will be reduced and managed sustainably; being utilised as a resource wherever possible.

Our many areas of landscape value, sites of nature conservation importance, characteristic waterways and heritage assets will have been protected from development, and enhanced where possible, through environmental and heritage designations placed on specific assets including valued Green Belt.



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6

Strategic Priorities



6 Strategic Priorities

6.1 In order to deliver our vision, the Council has set out the following strategic priorities:

- Promoting economic prosperity by creating conditions for business growth.
- Creating sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided.
- Protecting and enhancing environmental quality of the built and natural environment.
- Reducing the need to travel, managing car use and promoting more sustainable modes of transport and improving the road network.

6.2 Further details on how the Council will deliver these priorities are set out below. They will be used to frame our strategic policies and measure the performance of the Local Plan Strategy.

6.3 Cheshire East will be an engine for growth and will promote a dynamic, prosperous economy. We have a wide variety of successful industries in the area including the advanced engineering industry which includes Bentley Motors and the pharmaceutical industry including AstraZeneca, but we need to be proactive, 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. We want to create thriving town and village centres that are sustainable and that continue to deliver essential services, infrastructure, retail, leisure and employment opportunities.

6.4 To achieve these ambitions, there is a need to create the conditions required for jobs led growth including the need to create the right business environment.

Strategic Priority 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, to bring empty plots into economic use 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 attract 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, mineral working, broadband connectivity, and the continued importance of farming and agriculture.
5. Capitalising on the accessibility of the Borough, including improved transport links with 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.
8. Supporting high quality design.

6.5 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 covers a large geographical area and contains a large number of towns and villages, each with its own local character and distinctiveness.

Strategic Priority 2

Creating sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided

This will be delivered by:

1. Providing for the full objectively assessed housing needs for the Borough to support economic growth and to meet housing needs:
 - i. Ensuring that a substantial majority of new housing is provided in sustainable locations such as 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, indoor and outdoor leisure and recreation facilities, 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 transport modes and supporting community integration.
5. Ensuring that all new development is well designed, sustainable and energy efficient.



6.6 The environment of Cheshire East is unusually rich and varied and its high quality natural and man-made heritage is a key asset, attractive to both residents and visitors. The Local Plan Strategy will maintain and enhance the assets that make a fundamental contribution to the quality of life in Cheshire East. Development will also provide the opportunity to enhance and contribute to the quality of the environment.

Strategic Priority 3

Protecting and enhancing environmental quality

This will be delivered by:

1. Respecting the character and distinctiveness of places, buildings and landscapes through the careful design and siting of development.
2. Maintaining and enhancing the character and separate identities of the Borough's towns and villages.
3. 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.
4. Addressing the local causes of water, air, light, noise and all other forms of pollution and the contamination of land, reducing the impact on local communities and meeting the requirements of the Water Framework Directive;
5. Conserving and enhancing the natural and historic environment ensuring appropriate protection is given to designated and non-designated assets, including their wider settings.
6. Providing new and maintaining existing high quality and accessible green infrastructure to create networks of greenspace for people, flora and fauna and allow species adaptation and migration.
7. Establishing clearly defined Green Belt boundaries that take into account the need to promote sustainable patterns of development and include "safeguarded land" which can meet the longer term development needs of the borough stretching beyond the plan period.
8. Providing a supply of mineral resources including suitable alternatives in the most sustainable way possible without unacceptable environmental costs.
9. Managing waste in the most sustainable and environmentally sensitive way possible through its prevention and utilisation as a resource, driving it up the waste hierarchy.



6.7 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 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.

Strategic Priority 4

Reducing the need to travel, managing car use and promoting more sustainable modes of transport and improving the road network

This will be delivered by:

1. Building homes that are close, or easily accessible, to where people work, shop, access services and enjoy recreational activities.
2. Ensuring development gives priority to walking, cycling and public transport in its design.
3. Supporting safe and secure access for mobility and visually impaired people.
4. Encouraging travel by sustainable means in order to reduce congestion.
5. Developing improved transport and infrastructure networks.
6. Enhancing the role of key railway stations. Enhancing the role of Crewe as a national rail hub.
7. Promoting and investing in passenger transport services and infrastructure.
8. Providing additional transport infrastructure to improve connectivity.



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7

Presumption in Favour of Sustainable Development



7 Presumption in Favour of Sustainable Development

7.1 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 socially, but in a way that is 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.

7.2 The NPPF foreword 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'*.

7.3 There are three dimensions to sustainable development: economic, social and environmental. The NPPF clarifies that these roles should not be undertaken in isolation, because they are mutually dependent. Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system.

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

7.5 The Cheshire East Local Plan Strategy is a positive, pro-growth strategy that seeks to deliver the amount of development required in the Borough up to 2030 in a sustainable way. The Local Plan Strategy is consistent and in general conformity with the NPPF. For the avoidance of doubt this is set out in the following overarching, all embracing policy on the achievement of sustainable development:

Policy MP 1

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 to find joint solutions which mean 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, 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.



Justification

7.6 The National Planning Policy Framework contains a Presumption in Favour of Sustainable Development. This presumption is considered to be the golden thread running through both plan making and decision taking. The Local Plan Strategy is the principal planning policy document for the Cheshire East Local Plan (the Development Plan) and therefore reflects the National Planning Policy Framework in making clear that development which is considered sustainable will be approved without delay.

7.7 Policy MP 1 makes sure that the Local Plan Strategy is based upon the Presumption in Favour of Sustainable Development, as required by the National Planning Policy Framework. The policies in the Local Plan Strategy provide clear guidance on how the Presumption in Favour of Sustainable Development will be applied locally.

7.8 The Local Plan Strategy policies will be supplemented by the Saved Local Plan Policies (in accordance with their consistency with the National Planning Policy Framework) until they are replaced by policies in the Site Allocations and Development Policies document and the Waste Development Plan Document. Should Neighbourhood Plans be produced in the Borough (in conformity with the contents of the Local Plan Strategy) then their policies will also be relevant.

7.9 Further policies setting out how sustainable development principles will be applied in Cheshire East are included in Chapter 9 'Planning for Sustainable Development'.

Key Evidence

1. National Planning Policy Framework



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8

Planning for Growth



8 Planning for Growth

8.1 One of the core principles of the National Planning Policy Framework (NPPF) is 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'.

8.2 The 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 of need in relation to the economy includes the Employment Land Review and local business surveys, whilst key evidence to assess housing needs has come from the Strategic Housing Market Assessment (SHMA) 2010 and 2013 update, the Strategic Housing Land Availability Assessment (SHLAA) 2010 and population forecasts.

Policy PG 1

Overall Development Strategy

1. Provision will be made for a minimum of 300 hectares 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 the full, objectively assessed needs for the Borough of at least 27,000 homes between 2010 and 2030. This will be delivered as follows:
 - 2010/11⁽³⁵⁾ to 2014/15 – an average of 1,200 homes each year (6,000 in total);
 - 2015/16 to 2019/20 – an average of 1,300 homes each year (6,500 in total);
 - 2020/21 to 2024/25 – an average of 1,400 homes each year (7,000 in total);
 - 2025/26 to 2029/30 – an average of 1,500 homes each year (7,500 in total)
3. In addition to meeting the full, objectively assessed needs of Cheshire East, provision will be made for up to 500 homes to assist with meeting the housing needs of High Peak Borough during the period 2020 to 2030. There will be delivered as follows:
 - 2020/21 to 2029/30 - an average of 50 homes each year (500 in total)

Justification

Jobs

8.3 The Cheshire East Employment Land Review (2012) highlights that Cheshire East is a key economic driver for the North West. The local economy provides 6.6% of the North West's economic output⁽³⁶⁾ and contains 7.6% of its businesses⁽³⁷⁾, the highest proportion of any unitary district in the North West.

35 Phasing information relates to financial years (1st April - 31st March)

36 Regional GVA NUTS3 data 2011, ONS

37 Business Demography 2011: Enterprise Births, Deaths and Survivals, ONS



8.4 The Employment Land Review is the primary source of evidence related to the requirements for employment land. It uses a variety of methods to forecast the requirements for new employment land between 2009 and 2030. It considers the annual average rates of take-up of employment land over the past 25 years, as well as forecasting future demand for employment land using econometric data and population forecasts. It also looks at the annual average amount of employment land lost to other uses over the past 15 years.

8.5 Using all the available information, and in accordance with the 2004 ODPM Guidance Note on Employment Land Reviews, the study gives a range for the amount of employment land that will be required between 2009 and 2030. This range is between 278 hectares and 324 hectares, which includes a flexibility factor of 30% to reflect Cheshire East's aspirations for employment-led growth. This flexibility factor will allow the employment land supply to be flexible enough to deal with future economic changes, increases in employment land losses or increases in demand.

8.6 The overall provision set out in the Employment Land Review equates to an annual provision of between 13.2 hectares and 15.4 hectares. Extrapolating this across the 20 year plan period gives an overall requirement of between 265 hectares and 308 hectares between 2010 and 2030. The minimum provision of 300 hectares of employment land as set out on Policy PG1 is toward the upper end of this range which is an appropriate figure for a strategy based on jobs-led growth.

Employment Land Supply	Hectares
Completions 1st April 2010 to 31st March 2013	1.6
Employment Land Supply 1st April 2013 ⁽³⁸⁾	115.5
Total Completions and Supply	117.1
Remaining (minimum)	182.9

Table 8.1 Employment Completions and Supply

8.7 Further information in relation to the completions and commitments is set out in Appendix A: 'Proposed Growth Distribution'.

Homes

8.8 As a minimum, the Plan aims to meet the full objectively assessed need for an additional 27,000 dwellings that is predicted to arise in Cheshire East over the 2010 – 2030 period. This need is based on forecasting work using the latest Government projections and also factors in the Council's aspirations for employment led growth, which seeks to deliver additional housing to enable a rate of jobs growth that averages 0.4% a year. Given that the aging population of the Borough is reducing the proportion of residents of working age, and the generally low local levels of unemployment, such an increase in jobs would create more in-commuting unless, as is intended, housing is provided at a level to match the employment growth. This level of employment growth – and the expansion in economic output that it is likely to bring – are considered realistically attainable, given the inherent potential of the Borough to attract economic investment. These rates of employment and economic output growth are also consistent with Cheshire East's previous (and strong) long-term economic performance. Such an approach also accords with the central tenant of the NPPF - the presumption in favour of enabling sustainable development.

8.9 The Council has used projections and forecasting as a basis for determining the objectively assessed need for housing. This links in with the draft National Planning Practice Guidance which makes it clear for the first time that:

³⁸ Employment sites that were in the employment land supply on this date but are now proposed for alternative uses in this Local Plan Strategy are not included in this figure



“Household projections published by the Department for Communities and Local Government should provide the starting point estimate of overall housing need”

8.10 The Guidance advocates that the latest household projections should be used to calculate overall housing need. The interim 2011-based subnational household projections are the most recent, but only look as far ahead as 2021. The published projections suggest the total number of households in Cheshire East is expected to increase annually by an average of around 1,050 over the ten year period i.e. from around 159,600 to 170,000. The Council has undertaken demographic forecasting work based on these interim projections, continuing them forward to 2030 using the same assumptions as the official projections and using the 2021 household formation rates from these official projections. This results in an average annual increase in dwellings of 1,180 over the whole Plan period. Further details of this scenario and others that have been modelled, including the justification for projecting forward the household formation rates, can be found in the Council's Population Projections and Forecasts background paper (February 2014).

8.11 The scenario that models an annual average jobs growth rate of 0.4% equates to a net average increase of 1,365 dwellings per annum or around 27,300 overall, a labour supply increase of around 17,300 people and an increase of around 14,800 jobs to 2030. This level of employment growth is likely to result in economic output (Gross Value Added, or GVA) expanding by an average of around 2.4% a year (because of the contribution that productivity growth makes to GVA growth). These employment and GVA growth rates are considered realistically attainable, given the inherent potential of the Borough to attract economic investment, and they are also consistent with Cheshire East's previous (and strong) long-term economic performance. For example, Office for National Statistics data suggest that, during the eleven years up to the start of the Plan period (i.e. 1999-2010), Cheshire East's GVA grew by an average of 2.0% a year in real (inflation-adjusted) terms⁽³⁹⁾. In this context, an economic output expansion of about 2.4% a year is ambitious, but achievable.

8.12 The above suggests that the medium growth strategy of providing around an additional 1,350 dwellings per annum, identified in the Council's Issues and Options Paper, would best match the expected future household growth in Cheshire East and the Council's economic growth aspirations.

8.13 The outputs from modelling work represent only one of the elements that have been considered by the Council in determining the level of housing growth shown in the Local Plan and considered appropriate for Cheshire East until 2030. The Council has also considered the findings of the Strategic Housing Market Assessment (SHMA), the Strategic Housing Land Availability Assessment (SHLAA), the pre-recession levels of house building and other wider policy considerations before determining what the appropriate housing requirement is for Cheshire East.

8.14 The Strategic Housing Market Assessment (SHMA) 2010 and 2013 update 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 demand for a range of open market dwellings.

8.15 The SHMA 2013 update identifies that Cheshire East is an appropriate geography for planning purposes over which to assess and meet housing requirements. The study identifies that Cheshire East comprises several housing market areas that are substantially contained within the Borough. The functional market areas suggested by the data reflect the Crewe and Nantwich, Congleton and Macclesfield areas.

8.16 It also indicates that there is a net annual affordable housing need equivalent to an annual imbalance of 1,401 dwellings over its 5 year time horizon. It is important to state that this is a measure

39 [1] Sources: [1] Regional GVA (Income Approach) NUTS3 Tables, Office for National Statistics (ONS), Dec 2013. [2] GVA at current prices and GVA chained volume measure data, Table 1.1, The Blue Book (UK National Accounts) – 2013 edition, ONS, 2013.



of the imbalance of affordable need relative to supply and is not a target for delivery of additional affordable homes.

8.17 Around 2,200 sites were considered as part of the Strategic Housing Land Availability Assessment (Update 31st March 2012). Of these approximately 1,600 sites were considered suitable for housing during the following 15 years. These 'suitable' sites could potentially provide a total of nearly 50,000 dwellings over the 15 year period, of which about 7,200 homes would be on brownfield sites with a further 4,800 on sites that are a mix of brownfield and greenfield land. This work demonstrates a theoretical capacity for new housing in the Borough. An updated Assessment will accompany the submission of this Plan to examination. In the meantime the Council has produced an updated 'Five Year Housing Land Supply Position Statement' with a base date of 31st December 2013. This has been produced for housing appeal purposes; it includes planning permissions granted up to that date but not the uncommitted sites included and proposed in this Plan. Nevertheless the research done for the Position Statement has been used to inform an interim housing trajectory for the Plan period which does include the envisaged delivery timing of all the sites proposed in the Plan. The trajectory is reproduced in Appendix E.

8.18 Using an overall housing need target of 27,000 dwellings for the Borough over the Plan period would equate to an average net increase of around 1,350 dwellings per annum. Setting this annual level to apply from 2010 would be a significant step change in the housing requirement for the area compared with past policy requirements. However this overall level of housing is considered necessary and appropriate to meet the Council and Government's growth agenda. In arriving at this total figure, consideration has been given to the capacity of the area to accommodate growth and an appropriate balance has been struck which minimises the impact on the environment, infrastructure and the Green Belt, whilst providing for objectively assessed needs. It is considered that a significantly higher growth strategy for housing, to facilitate even greater economic growth, would be unsustainable in overall terms as it would have an unacceptable impact on the local environment, the intended role of the Green Belt and the cumulative capacity of local infrastructure.

8.19 The overall basis of the Plan is to enable economic growth in Cheshire East. The local economy suffered, along with the rest of the country, during the recent recession. The annual rate of house building dipped to a low of less than 500 dwellings in 2010/11 compared to the annualised development plan target of 1,150 applicable at the time. This contraction in the house building industry is shown in starker terms if the new annualised average figure of 1,350 was to be applied immediately from 2010. Given the post-recession recovery needed by the house building industry, the historic Plan start date, the necessity to bring forward significant site-releasing infrastructure and the time required for the Plan's jobs led growth strategy to have effect, it is considered appropriate to have five year stepped up housing target figures. Such an approach should help avoid any diversion of development from the Potteries during the area's recovery from recession. The proposed first step target of 1,200 dwellings per annum for the 2010-15 period would still exceed the average annual increase in dwellings of 1,180 over the whole Plan period identified from the Government's projections, as detailed above, and represent an increase over the previous development plan. Successive 100 dwelling per annum step ups for the remaining three 5 year periods represent a realistic, ambitious and progressively increasing delivery of housing.

8.20 As part of considering options to removing land from the Green Belt, collaboration working with neighbouring authorities has explored the extent to which such authorities could assist in meeting the Cheshire East's housing requirements. The outcome of those discussions is that none of these authorities are in such a position. However a request to assist High Peak Council has been received. That authority's area is highly constrained by land of high landscape value and steep topography even within those parts of the Borough that are not within the Peak District National Park. Cheshire East Council wants to avoid inappropriate development pressure on the National Park, an important tourism destination that is partly within the authority's own area. The Council also recognises that previous housing restraint policies have probably directed some residential development to High



Peak. Associated with this are transport movements in the A6 corridor, which are causing severe traffic congestion that is likely to be further exacerbated by additional development. In view of these synergies between the two authorities' areas, it is considered appropriate to provide for part of High Peak's housing requirement in Cheshire East. A modest 500 dwellings in the second half of the Plan period is proposed, an amount considered to be within the parameters of the medium growth strategy.

Housing Land Supply		Net Dwellings
Net completions 01/04/10 - 31/03/11		466
Net completions 01/04/11 - 31/03/12		535
Net completions 01/04/12 - 31/03/13		652
Net completions 01/04/13 - 31/12/13 ⁽⁴⁰⁾		497
Planning Permissions at 31 st December 2013	Sites under construction	2,291
	Full planning permission	1,806
	Outline planning permission	2,509
	Subject to Section 106 Agreement	2,150
Total completions and planning permissions		10,906
Remaining (including 500 dwellings for High Peak)		16,594

Table 8.2 Housing Completions and Permissions

8.21 Further information in relation to the housing completions and commitments is set out in Appendix A: 'Proposed Growth Distribution'.

Settlement Hierarchy

8.22 It is important to make sure that the places where development takes 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, the bulk of new development should take place in Principal Towns and Key Service Centres where access to services is generally easier.

Principal Towns

8.23 The Principal Towns of Crewe and Macclesfield provide opportunities for employment, retail and 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 provide opportunities for sustainable future jobs led growth. The town centres of both Crewe and Macclesfield will be the main focus for high quality convenience and comparison retail, supported by a range of services, leisure, tourism, office and other town centre uses, including residential.

Crewe

8.24 The key objective for Crewe is to take advantage of its prime location for connectivity and 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 that is attractive to investors. The town is a

40 Latest available data



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.

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

Vision for Crewe

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 that contribute to liveability; and its high quality image and perception generated through strong leadership.

Macclesfield

8.26 Macclesfield is the Borough's second largest town and the main town in the north of Cheshire East, with strong economic links to South Manchester.

8.27 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.

Vision for Macclesfield

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. Our vision for employment sees Macclesfield as the centre of bio science manufacturing in Europe; this will be focused at the current AstraZeneca site in Hurdsfield.

Key Service Centres

8.28 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.

8.29 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 will deliver sustainable economic growth that can meet the aspirations of the Borough and local communities.



Vision for Key Service Centres

The Key Service Centres will see growth, with high quality homes and business premises provided to meet local needs, where smaller independent traders and tourism initiatives will continue to thrive and where all development will contribute to creating a strong sense of place.

Local Service Centres

8.30 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 that 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 secondary school for girls. In many cases they also have a limited 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. This may require small scale alterations to the Green Belt in some circumstances, which will be pursued as necessary through the Site Allocations and Development Policies Document.

Vision for Local Service Centres

In the Local Service Centres, some modest growth in housing and employment will have taken place to meet local objectively assessed 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.

Other Settlements and Rural Areas

8.31 The remaining settlements have fewer facilities than the Local Service Centres, 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. New development in these settlements will help to sustain these local services.

Vision for Other Settlements and Rural Areas

By 2030, some small scale residential and employment development will have taken place in these settlements, to help to retain and sustain local services and to reduce the need to travel.

The rural economy will have grown stronger and diversified, based primarily on agriculture but supplemented by appropriate small-scale tourism and visitor facilities in appropriate locations, 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 and their settings will have been maintained and enhanced.



Policy PG 2

Settlement Hierarchy

Principal Towns

In 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. Development will maximise the use of existing infrastructure and resources to allow jobs, homes and other facilities to be located close to each other and accessible by public transport.

Key Service Centres

In the Key Service Centres, development of a scale, location and nature that recognises and reinforces the distinctiveness of each individual town will be supported to maintain their vitality and viability.

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

Local Service Centres

In the Local Service Centres, small scale development to meet localised objectively assessed needs and priorities will be supported where they contribute to the creation and maintenance of sustainable communities.

The Local Service Centres are Alderley Edge, Audlem, Bollington, Bunbury, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley, Prestbury, Shavington and Wrenbury.

Other Settlements and Rural Areas

In the interests of sustainable development, growth and investment in the other settlements should be confined to small scale infill and the change of use or conversion of existing buildings in order to sustain local services. 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.

Justification

8.32 The Determining the Settlement Hierarchy paper considered existing settlements in Cheshire East and set out the structure and definition of the settlement hierarchy. This approach has been tested at various consultation stages in the development of the Local Plan Strategy.

8.33 Locating the majority of new development needs in, on the edge of, or close to 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 reduce the amount of people reliant on travel by car and can support existing public transport modes. The Principal Towns and Key Service Centres also have the greatest potential to generate economic growth.

8.34 In the rural areas, the Local Plan Strategy approach is to support an appropriate level of small scale infill development that reflects the function and character of individual villages. Small scale



growth may be appropriate where it supports the creation of stronger local communities and where a clear local need is addressed as part of the Site Allocations and Development Policies Development Plan Document. Elsewhere, in order to reduce unsustainable sporadic development, new housing will be strictly controlled. In the case of Goostrey which adjoins Holmes Chapel, a larger Local Service Centre, it is anticipated that development needs will largely be provided for in Holmes Chapel.

8.35 Notwithstanding the above settlement hierarchy, the Local Plan Strategy also includes the new North Cheshire Growth Village at Handforth East. This new village will be designed to the highest environmental standards, acting as best practice examples for future design and construction. This new village will become a Local Service Centre in the settlement hierarchy once it is built and will embody sustainable 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 where appropriate
- User-friendly public transport systems, encouraging people to use buses, cycles and walkways
- Efficient recycling and waste management

8.36 The National Planning Policy Framework 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'*.

8.37 The Local Plan Strategy also includes Other Local Plan Strategy Sites at Wardle Employment Improvement Area and Alderley Park Opportunity Site. At Alderley Park Opportunity Site an unidentified level of residential development may come forward where it is demonstrated to be necessary for the delivery of the life science park, in accordance with Local Plan Strategy Policy SC29.

Key Evidence

1. Determining the Settlement Hierarchy

Green Belt and Safeguarded Land

8.38 The Council recognises the important role of the Green Belt in the Borough, particularly in preventing 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'*.

8.39 Cheshire East has around 400 square kilometres of land designated as Green Belt, located in the northern and south-eastern parts of the Borough. These form part of the Green Belts surrounding Greater Manchester and the Potteries conurbations. Within the southern and eastern parts of the Borough, all of our major settlements are located beyond the outer edge of the Green Belt surrounding the Potteries. However, in the north of the Borough, the Green Belt surrounding Greater Manchester is much wider and a number of significant settlements are inset within the Green Belt. Historically, the Green Belt boundaries were drawn very tightly around these settlements, leaving little space for future development.



8.40 Draft proposals for Green Belt in the area were first drawn up in the 1960s to prevent the outward spread of development from Greater Manchester and the Potteries. Detailed boundaries for the North Cheshire Green Belt were defined through a series of Local Plans in the 1980s and detailed boundaries for the South Cheshire Green Belt were defined in the 1980s and early 1990s.

8.41 The general extent of the existing Green Belt will be maintained, but to achieve sustainable development over a period of several decades, some alterations to the detailed Green Belt boundaries around settlements in both the north and south of the Borough are necessary through this Local Plan Strategy.

8.42 In addition, a new area of Green Belt will be defined adjacent to Crewe to prevent it merging with Nantwich and other surrounding settlements.

Policy PG 3

Green Belt

Green Belt is a designation for land around large built-up areas, which aims to keep land permanently open or largely undeveloped.

1. The purposes of the Green Belt are to:
 - i. check the unrestricted sprawl of large built up areas;
 - ii. prevent neighbouring towns from merging into one another;
 - iii. safeguard the countryside from encroachment;
 - iv. preserve the setting and special character of historic towns; and
 - v. assist urban regeneration by encouraging the recycling of derelict and other urban land.
2. Within the Green Belt, planning permission will not be granted for inappropriate development, except in very special circumstances, in accordance with national policy.
3. The construction of new buildings is inappropriate in Green Belt. Exceptions to this are
 - i. buildings for agriculture and forestry;
 - ii. 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;
 - iii. 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;
 - iv. the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
 - v. limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
 - vi. 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.
4. Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:
 - i. mineral extraction;



- ii. engineering operations;
 - iii. local transport infrastructure that can demonstrate a requirement for a Green Belt location;
 - iv. the re-use of buildings provided that the buildings are of permanent and substantial construction; and
 - v. development brought forward under a Community Right to Build Order.
5. The extent of the existing Green Belt⁽⁴¹⁾ remains unchanged, apart from the removal of land at the following sites from the Green Belt (shown in Figure 8.1):
- i. Site CS 9 'Land East of Fence Avenue, Macclesfield'
 - ii. Site CS 10 'Land off Congleton Road, Macclesfield'
 - iii. Site CS 11 'Gaw End Lane, Macclesfield'
 - iv. Site CS 15 'Radway Green Extension, Alsager'
 - v. Site CS 18 'North West Knutsford'
 - vi. Site CS 26 'Royal London, Wilmslow'
 - vii. Site CS 27 'Wilmslow Business Park'
 - viii. Site CS 30 'North Cheshire Growth Village, Handforth East'
 - ix. Site CS 31 (Safeguarded) 'Lyme Green, Macclesfield'
 - x. Site CS 32 (Safeguarded) 'South West Macclesfield'
 - xi. Site CS 33 (Safeguarded) 'North West Knutsford'
 - xii. Site CS 34 (Safeguarded) 'North Cheshire Growth Village, Handforth East'
 - xiii. Site CS 35 (Safeguarded) 'Prestbury Road, Wilmslow'
 - xiv. Site CS 36 (Safeguarded) 'West of Upcast Lane, Wilmslow'
 - xv. Existing Council Depot at Lyme Green
 - xvi. Existing Car Showrooms, Manchester Road, Knutsford
6. In addition to these areas listed for removal from the Green Belt, it may also be necessary to identify additional non-strategic sites to be removed in the Site Allocations and Development Policies Document.
7. A new area of Green Belt will be designated adjacent to Crewe to prevent its merger with Nantwich and other surrounding settlements. It will also link to the existing Green Belt to help maintain the strategic openness of the gap between Crewe and the Potteries. The Area of Search for this new area of Green Belt is shown on Figure 8.2. The detailed boundaries of this new area of Green Belt will be defined through the Site Allocations and Development Policies Document⁽⁴²⁾.
8. Green Belt boundaries will be identified on the Adopted Policies Map of the Local Plan.

Justification

Existing Green Belt

8.43 As set out in Chapter 4 'The Case for Growth' and Policy PG 1 'Overall Development Strategy', and evidenced through the Strategic Housing Market Assessment Update (2013) and the Employment Land Review (2012) there are significant identified needs for market and affordable housing, as well as for new employment land provision within Cheshire East.

41 As defined in the Borough of Crewe and Nantwich Local Plan, the Congleton Borough Local Plan and the Macclesfield Borough Local Plan

42 For clarification, the saved Green Gap policy from the Borough of Crewe and Nantwich Local Plan will continue to operate (other than where specific sites are allocated in this Local Plan Strategy) until the detailed boundaries of the new Green Belt are defined in the Site Allocations and Development Policies Development Plan Document



8.44 The National Planning Policy Framework requires that '*Local planning authorities should positively seek opportunities to meet the development needs of their area*' and that '*Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless: (i) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or (ii) specific policies in this Framework indicate development should be restricted*'.

8.45 The National Planning Policy Framework also states '*Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan*'.

8.46 The Green Belt Assessment (2013) has considered the contribution each parcel of Green Belt land adjoining settlement boundaries makes to the purposes of the Green Belt. In the north of the Borough, there is very little scope to meet these needs from towns and villages inset within the Green Belt boundary, or from urban areas inside the Green Belt boundary. As set out in the Green Belt Assessment, a proportion of the proposed development arising from development needs within areas inset within the North Cheshire Green Belt is already channelled to locations within Cheshire East beyond the outer Green Belt boundary. Directing additional development to locations beyond the outer Green Belt boundary would lead to unsustainable patterns of development and would not provide sufficient new development in the areas of need.

8.47 The Green Belt has been a very successful instrument in limiting the expansion of urban areas and encouraging the recycling of derelict and other urban land. In addition, many of the settlements do not have a significant industrial legacy and are not blighted by large areas of derelict industrial land contributing to a potential supply of appropriately re-usable land for redevelopment. Consequently, there are not sufficient sites likely to be available to deliver enough market and affordable housing to meet anywhere near the identified housing needs and not enough opportunities for key additions to the employment sites portfolio.

8.48 Without alterations to the detailed Green Belt boundaries, the amount of new development that could be planned for in the north of the Borough would be very low. It is considered that such a low level of development would have severe consequences including:

- Demand for new housing outstripping supply, further increasing house prices and a lack of new affordable housing provision leading to young people and key workers being unable to stay in the area.
- An increasingly ageing population as young people leave and an absolute reduction in the number of people of working age.
- Difficulty in attracting inward investment and economic growth. In areas of relatively unaffordable housing, employers have difficulty in recruiting to lower paid positions.
- Increases in traffic and congestion as people unable to live close to their place of work are forced to travel longer distances for employment and the smaller working-age population living locally would also mean more people commuting in to the area.
- A decline in the vibrancy and vitality of town centres and some local services and facilities becoming unviable.

8.49 The importance of allocating land to go some way to meeting the identified development needs in the north of the Borough, combined with the consequences for sustainable development of not doing so, constitutes the exceptional circumstances required to justify alteration of the existing detailed Green Belt boundaries, whilst maintaining the overall general extent of the Green Belt.

8.50 In the south of the Borough, there is a particular need to allow an extension of the Radway Green employment area in the Green Belt. This is a particularly successful business site which has



diversified from its munitions origins, is short of available space land and is well located near to the M6 Motorway.

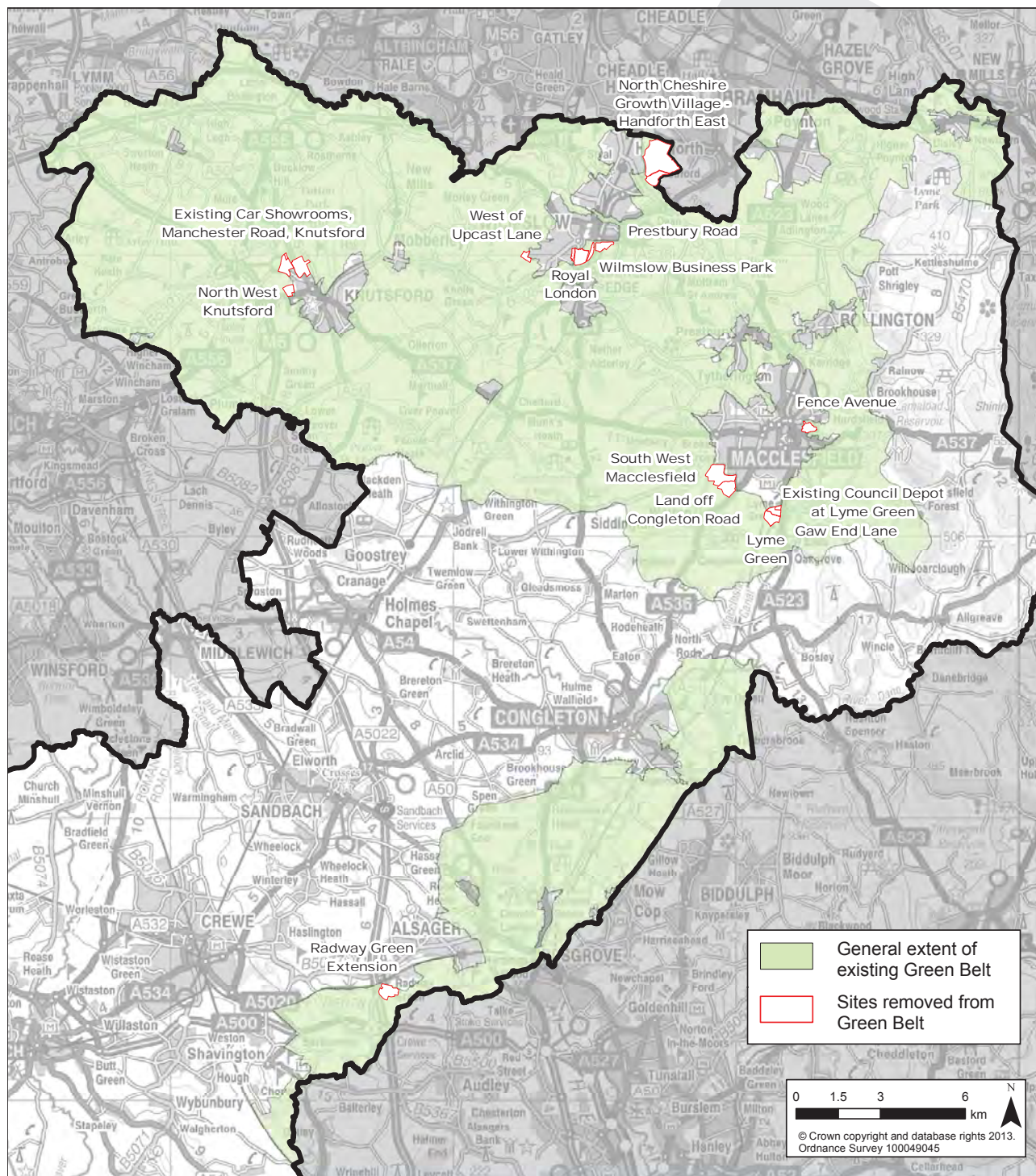


Figure 8.1 General Extent of the Existing Green Belt Showing Sites Proposed to be Removed

New Green Belt

8.51 Within the proposed area of search for a new Green Belt (shown in Figure 8.2), there are a number of neighbouring towns and villages fairly close to each other. As Crewe has grown throughout the 20th Century, erosion of the gaps between Crewe, Nantwich and a number of smaller settlements



has caused settlements to merge into the urban area in some cases, and very narrow gaps to remain in other cases.

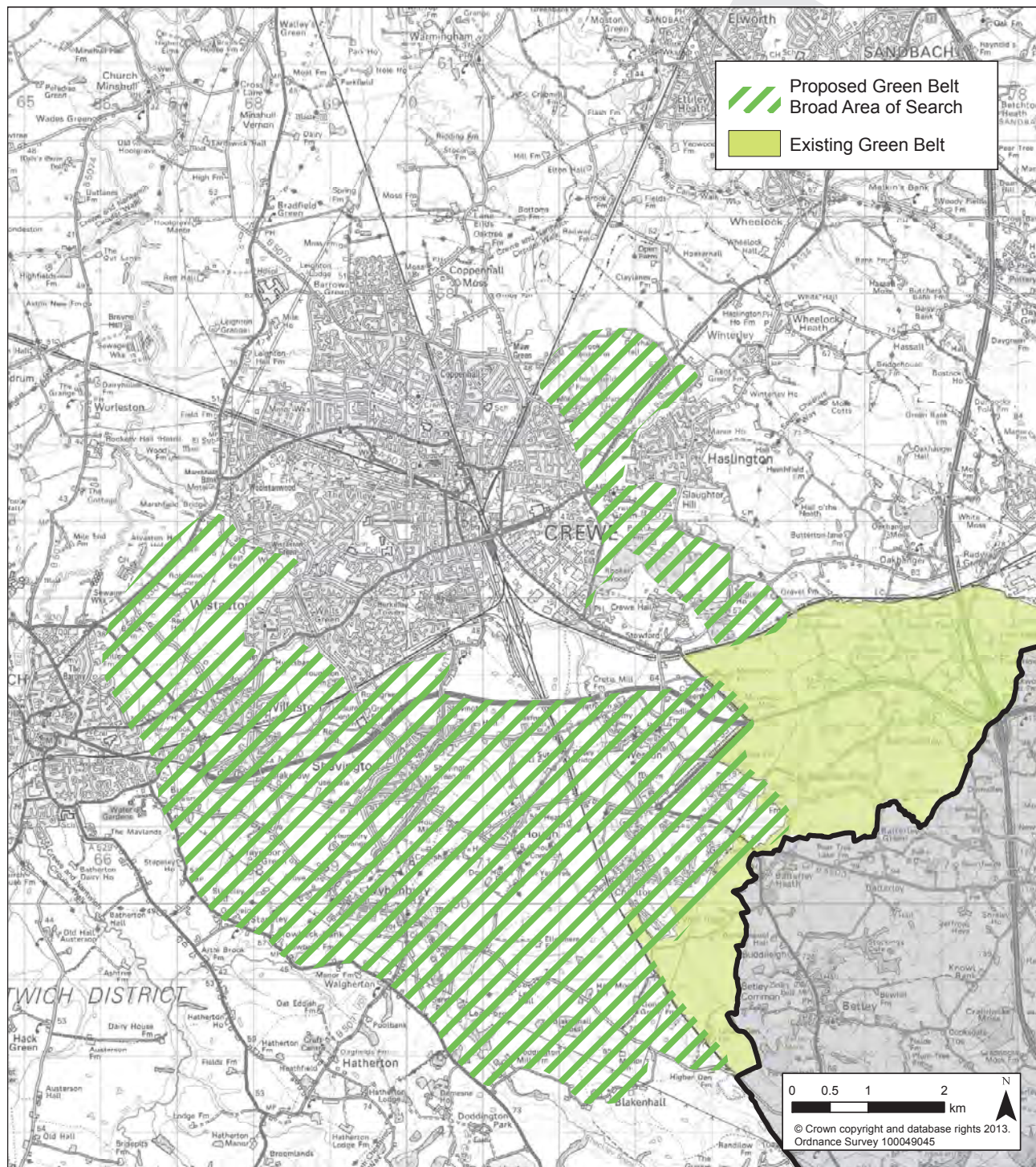


Figure 8.2 Proposed Green Belt Area of Search

8.52 The identification of Crewe as a spatial priority for growth brings significant opportunities, but also some threats. As Crewe grows to fulfil its potential it will become increasingly important to maintain the distinctive identity of the other settlements within the area of search and to prevent them merging into a Greater Crewe urban area.



8.53 As set out in the 'New Green Belt and Strategic Open Gaps' study, strong policy protection will be required to maintain the existing gaps between settlements that are at risk of coalescence resulting from the future growth of Crewe,

8.54 The detailed boundaries of the new area of Green Belt will be defined on the Adopted Policies Map; until that point the Green Gap boundaries, as defined in the saved policy of the Borough of Crewe & Nantwich Replacement Local Plan will remain in force, apart from where specific changes are proposed in this document.

8.55 The detailed boundaries of the new area of Green Belt, when defined in the Site Allocations and Development Policies Document, will need to be compatible with the growth aspirations set out for Crewe in the 'All Change for Crewe' and 'High Growth City' programme. It will be important to ensure that the new Green Belt does not unduly restrict the future growth of Crewe and consideration will need to be given as to how the town might grow in the future. Consequently, there is likely to be the need to safeguard areas of land between the urban area and the inner limit of the Green Belt to meet potential future development needs.

Key Evidence

1. Cheshire East Green Belt Assessment
2. New Green Belt and Strategic Open Gaps Study
3. Strategic Housing Market Assessment
4. Strategic Housing Market Assessment Update
5. Employment Land Review

Safeguarded Land

8.56 Green Belt boundaries are intended to endure over the longer-term. Therefore, when reviewing Green Belt boundaries, it is important to draw the new boundaries having regard to potential development needs arising well beyond the Plan period.

8.57 Consequently, it is necessary to identify areas of 'Safeguarded Land' that are between the urban area and the new Green Belt boundary in order to meet these potential long-term development requirements and avoid the need for another review of the Green Belt at the end of this Plan period.

Policy PG 4

Safeguarded Land

Safeguarded Land is land between the existing urban area and the inner boundary of the Green Belt that may be required to meet longer-term development needs stretching well beyond the period of the Local Plan.

1. Safeguarded Land is not allocated for development at the present time.
2. Safeguarded Land is outside of the urban area and therefore policies relating to development in the open countryside will apply.
3. Any development that would prejudice the future comprehensive development of Safeguarded Land will not be permitted.
4. Development of Safeguarded Land for uses other than those appropriate in the open countryside will not be permitted unless a review of the Local Plan has taken place to allocate the land following an assessment of the need for development at that time and the identification of the most appropriate locations for development to take place.
5. The areas of Safeguarded Land are (shown in Figure 8.3):



- i. Site CS 31 (Safeguarded) 'Lyme Green, Macclesfield' (17.9 hectares)
 - ii. Site CS 32 (Safeguarded) 'South West Macclesfield' (45.4 hectares)
 - iii. Site CS 33 (Safeguarded) 'North West Knutsford' (25.1 hectares)
 - iv. Site CS 34 (Safeguarded) 'North Cheshire Growth Village, Handforth East' (19.8 hectares)
 - v. Site CS 35 (Safeguarded) 'Prestbury Road, Wilmslow' (14.5 hectares)
 - vi. Site CS 36 (Safeguarded) 'West of Upcast Lane, Wilmslow' (7.4 hectares)
6. In addition to these areas of Safeguarded Land listed; it may also be necessary to identify additional non-strategic areas of land to be safeguarded in the Site Allocations and Development Policies Document, which will include around 5 to 10 hectares to serve the longer-term development needs in Poynton.

Justification

8.58 The National Planning Policy Framework requires that, when amending Green Belt boundaries, Local Planning Authorities should '*where necessary, identify in their plan areas of safeguarded land between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period*'. They should also '*make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development*' as well as '*satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period*'.

8.59 The development needs beyond this plan period will be determined through future reviews of the Local Plan. To ensure that Green Belt boundaries will not need to be altered at the end of this Plan period, it is necessary to identify areas of Safeguarded Land.

8.60 In the absence of guidance on the amount of land that should be Safeguarded, a balance has been struck between the need to ensure the permanence of the Green Belt boundary and the NPPF requirement to make the most efficient use of land.

8.61 There will be a number of further options to accommodate future development needs beyond the Plan period, which could include measure such as (not exhaustive):

- Recycling of land within the urban areas, including the re-use of under-used employment areas, which will become redundant over the lifetime of the Plan. For example, there may be opportunities around the former mills off London Road in Macclesfield where there could be potential for a new urban village development;
- Additional town centre and higher-density development;
- Channelling development to areas within the inner boundary of the Green Belt (i.e. Greater Manchester and the Potteries conurbations);
- Channelling development to areas beyond the outer boundary of the Green Belt. It is anticipated that HS2 will bring extensive jobs and housing to Cheshire East post 2030. The full impact of HS2 on Cheshire East is unclear; however, it is likely that the HS2 project will prove decisive in supporting the case for significant growth and development to the south, in preference to the north of the borough. The likelihood is that this future development will be centred in and around Crewe, Alsager and Congleton.

8.62 At the end of the Plan period, the utilisation of the above measures where appropriate, plus the use of the identified safeguarded land if required will be sufficient to ensure that the Green Belt boundary will not need to be reviewed again at this time.



8.63 Additional Safeguarded Land within the new area of Green Belt adjacent to Crewe will be defined in the Site Allocations and Development Policies document, alongside the detailed boundaries of the new Green Belt.

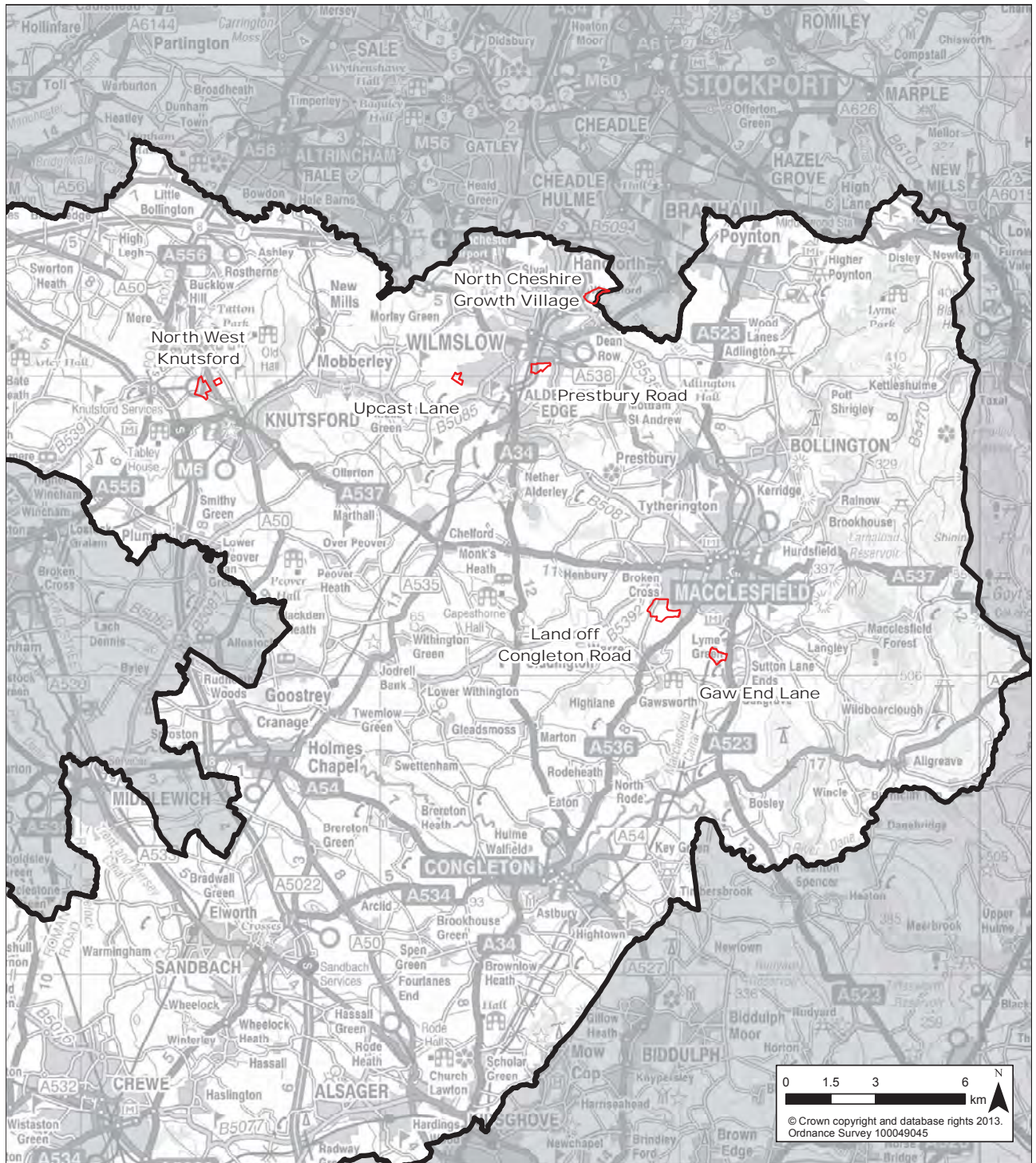


Figure 8.3 Safeguarded Land

Key Evidence

1. National Planning Policy Framework
2. Cheshire East Green Belt Assessment



Open Countryside

8.64 The protection of the open countryside from urbanising development is a principal objective of the Local Plan Strategy.

Policy PG 5

Open Countryside

1. The Open Countryside is defined as the area outside of any settlement with a defined settlement boundary.
2. Within the Open Countryside only development that is essential for the purposes of agriculture, forestry, outdoor recreation, public infrastructure, essential works undertaken by public service authorities or statutory undertakers, or for other uses appropriate to a rural area will be permitted.
3. Exceptions may be made:
 - i. 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 the dwelling is exceptional in design and sustainable development terms;
 - ii. for the re-use of existing rural buildings where the building is permanent, substantial and would not require extensive alteration, rebuilding or extension
 - iii. for the replacement of an existing dwelling by a new dwelling not materially larger than the dwelling it replaces
 - iv. for extensions to existing dwellings where the extension is not disproportionate to the original dwelling
 - v. for development that is essential for the expansion or redevelopment of an existing business
4. The retention of gaps between settlements is important, in order to maintain the definition and separation of existing communities and the individual characters of such settlements. Such areas will be protected from inappropriate development.
5. The acceptability of such development will be 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 East countryside is preserved and enhanced.

Justification

8.65 The Cheshire Countryside is highly valued by residents, visitors and businesses alike. From the sandstone ridge, across the Cheshire Plain and up to the Peak District Fringe, the Borough's countryside is cherished for its scenic, recreational, aesthetic and productive qualities. Much of the land is fertile and Cheshire East is a vital area for food production. It is the preservation of the countryside that is the key objective of this policy.



8.66 The Open Countryside comprises that part of the Local Plan area outside of 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.

8.67 As part of this Policy, the gaps between settlements will be protected from inappropriate development, to make sure that the existing communities retain their separation and definition, along with their individual character, whilst the intrinsic character and beauty of the countryside will be recognised and protected.

8.68 The spatial extent of Open Countryside is as defined in the saved policies of the Borough of Crewe and Nantwich Replacement Local Plan, Congleton Borough Local Plan First Review and the Macclesfield Borough Local Plan; such areas will remain as open countryside, apart from where specific changes are proposed within this document, until detailed boundaries are established in the Site Allocations and Development Policies Document and will be shown on the Adopted Policies Map of the Local Plan.

8.69 Detailed site boundaries for Strategic Locations will be set through the Site Allocations and Development Policies Document. Until that time, Strategic Locations outside of existing settlement boundaries will fall within the Open Countryside. However, it is not the intention of policy to delay applications that conform with the principles of policies in this Strategy document. Therefore, the intention to define these boundaries will be a material consideration in the determination of such applications.

8.70 For clarification, the Open Countryside policy will also apply to areas designated as Safeguarded Land in Policy PG4.

8.71 The National Planning Policy Framework recognises that there will be cases where exceptions can be made to countryside policies, including: 'the exceptional quality or innovative design of the dwelling'. Criteria for meeting this test are set out in the National Planning Policy Framework.

Key Evidence

1. Determining the Settlement Hierarchy
2. New Green Belt and Strategic Open Gaps Study

Spatial Distribution

8.72 The overall level of development between 2010 and 2030 is set out in Policy PG 1 'Overall Development Strategy'. Given the diverse nature of settlements in Cheshire East, each with different needs and constraints, it is appropriate to set indicative levels of development by settlement.

8.73 These figures are intended as a guide and are neither a ceiling nor a target. In addition to completions since 2010 and current commitments (e.g. planning permissions), provision will be made to allocate sufficient new sites⁽⁴³⁾ in each area to facilitate the levels of development set out in this policy.

43 Through Local Plan Strategy Sites and Strategic Locations in this document and further non-strategic sites in the Site Allocations and Development Policies Document



Policy PG 6

Spatial Distribution of Development

1. The **Principal Towns** are expected to accommodate development as shown:
 - i. Crewe: in the order of 65 hectares of employment land and 7,000 new homes;
 - ii. Macclesfield: in the order of 15 hectares of employment land and 3,500 new homes;
2. The **Key Service Centres** are expected to accommodate development as shown:
 - i. Alsager: in the order of 35 hectares of employment land and 1,600 new homes;
 - ii. Congleton: in the order of 24 hectares of employment land and 3,500 new homes;
 - iii. Handforth: in the order of 10 hectares of employment land and 150 new homes;
 - iv. Knutsford: in the order of 10 hectares of employment land and 650 new homes;
 - v. Middlewich: in the order of 75 hectares of employment land and 1,600 new homes;
 - vi. Nantwich: in the order of 3 hectares of employment land and 1,900 new homes;
 - vii. Poynton: in the order of 3 hectares of employment land and 200 new homes;
 - viii. Sandbach: in the order of 20 hectares of employment land and 2,200 new homes;
 - ix. Wilmslow: in the order of 8 hectares of employment land and 400 new homes;
3. The **New Settlement** at North Cheshire Growth Village at Handforth East is expected to accommodate in the order of 12 hectares of new employment land and 18,500 new homes.
4. The **Employment Improvement Area** at Wardle is expected to accommodate in the order of 61 hectares of employment land
5. The **Local Service Centres** are expected to accommodate in the order of 5 hectares of employment land and 2,500 new homes.
6. The **Other Settlements and Rural Areas** are expected to accommodate in the order of 5 hectares of employment land and 2,000 new homes.

Justification

8.74 The distribution of development between the various towns of the Borough has taken into account the following considerations:

- Settlement Hierarchy
- Various consultation stages including the Town Strategies, Development Strategy and Emerging Policy Principles
- Green Belt designations
- Known development opportunities including the Strategic Housing Land Availability Assessment
- Infrastructure capacity
- Environmental constraints
- Broad sustainable distribution of development requirements

8.75 The distribution also takes into account the core planning principles set out in the National Planning Policy Framework, which states that planning should take account of the varied 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 that are or can be made sustainable.

8.76 Settlement boundaries for each of the settlements in Policy PG6 are as defined in the saved policies of the Borough of Crewe and Nantwich Replacement Local Plan, Congleton Borough Local



Plan First Review and the Macclesfield Borough Local Plan and are as amended by the sites detailed in this Core Strategy document. Further amendments to settlement boundaries will be undertaken through the Site Allocations and Development Policies document.

8.77 Appendix A provides further detail about the distribution of development in 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 in the Spatial Distribution of Development 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.

8.78 Cheshire East is a high quality place to live and work. The Local Plan Strategy seeks to manage change over the Plan period to make sure that it reinforces the advantages the area already possesses, in a sustainable way. Table 8.4 presents an indicative distribution for the levels of the settlement hierarchy in the Borough.

8.79 The Strategic Housing Market Assessment (SHMA) suggests that, on the basis of migration and travel to work data, Cheshire East is an appropriate geography for planning purposes over which to assess and meet housing requirements and comprises three functional housing market areas: one is focused on the former Macclesfield district and exhibits strong interactions with Greater Manchester market; a second is focused on the former Crewe and Nantwich district and is largely self-contained with migration from North Staffordshire; the third is centred around Congleton, having noticeable market interactions with North Staffordshire and Greater Manchester.

Town	New Homes		Employment Land	
	Total 2010 to 2030	Average each year ⁽⁴⁴⁾	Total 2010 to 2030	Average each year
Principal Towns				
Crewe	7,000	350	65ha	3.25ha
Macclesfield	3,500	175	15ha	0.75ha
Key Service Centres				
Alsager	1,600	80	35ha	1.75ha
Congleton	3,500	175	24ha	1.20ha
Handforth	150	8	10ha	0.50ha
Knutsford	650	33	10ha	0.50ha
Middlewich	1,600	80	75ha	3.75ha
Nantwich	1,900	95	3ha	0.15ha
Poynton	200	10	3ha	0.15ha
Sandbach	2,200	110	20ha	1.00ha
Wilmslow	400	20	8ha	0.40ha
New Settlements				

44 Annual averages have been rounded to the nearest whole number



Town	New Homes		Employment Land	
	Total 2010 to 2030	Average each year ⁽⁴⁴⁾	Total 2010 to 2030	Average each year
North Cheshire Growth Village	1850	93	12ha	0.60ha
Employment Improvement Area				
Wardle	0	0	61ha	3.05ha
Other Settlements				
Local Service Centres	2,500	125	5ha	0.25ha
Other Settlements and Rural Areas	2,000	100	5ha	0.25ha

Table 8.3 Indicative Distribution of Development

8.80 The Council recognises the importance of Green Belt in the Borough in terms of its function and the original reasons for its allocation. The Green Belt in the north of the Borough is drawn tightly around existing settlements. Additionally, the north of the Borough is under pressure from development spreading out from the Greater Manchester conurbation. Despite this there remains an identified need in the north of the Borough for both market and affordable housing to meet the Macclesfield functional housing market area and also to deliver employment land in the Borough. The Local Plan Strategy therefore seeks to allocate a small number of sites concentrated in particular areas to minimise the impact on the Green Belt.

8.81 The approach of the Local Plan Strategy has been to focus development in the Principal Towns of Crewe and Macclesfield, delivering the aspirations set out in 'All Change for Crewe' and meeting the housing market and employment requirements of Macclesfield, whilst limiting the impact on the Green Belt.

8.82 It is also appropriate to direct a significant proportion of development to the remaining higher-order centres (the Key Service Centres), which provide a good range of services and opportunities for employment, retail and education alongside good public transport links. New development in the Key Service Centres will help to sustain services and facilities in these settlements and assist in improving the vitality and viability of their retail centres against a backdrop of an ageing population and increased competition from out-of-town and online retailing. In the Key Service Centres, an appropriate level of new employment provision is planned, in order to allow for employment growth to meet local needs and reduce the need to travel.

8.83 Outside of the Green Belt areas, substantial development in the Key Service Centres recognises the role of these towns in the provision of essential services. For Key Service Centres surrounded by Green Belt, the scale of development proposed is limited so that the fundamental objectives of the Green Belt are not compromised whilst meeting an appropriate proportion of locally-arising needs. This is essential to provide new affordable housing and new jobs and to sustain services and facilities in the settlements.

8.84 The focus of development around Key Service Centres that are not surrounded by Green Belt has been to encourage future inward investment and sustain the vitality and vibrancy of those towns. Development in towns such as Congleton will result in additional investment both in infrastructure and services including the delivery of the Congleton Link Road, which will provide for additional land for development and investment into the town.

44 Annual averages have been rounded to the nearest whole number



8.85 The North Cheshire Growth Village at Handforth East will:

- Provide access to services and employment opportunities located in Manchester
- Provide access to services and facilities in Handforth
- Effectively meet a significant proportion of the needs of the northern Green Belt towns, due to its closeness 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

Key Evidence

1. Determining the Settlement Hierarchy
2. Strategic Housing Market Assessment
3. Strategic Housing Land Availability Assessment



9

Planning for Sustainable Development



9 Planning for Sustainable Development

9.1 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. The UK Sustainable Development Strategy *Securing the Future* sets out five guiding principles of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

Policy SD 1

Sustainable Development in Cheshire East

In order to achieve sustainable development in Cheshire East, the following considerations to development will apply. Development should wherever possible:

1. Contribute to creating a strong, responsive and competitive economy for Cheshire East;
2. Prioritise investment and growth within the Principal Towns and Key Service Centres;
3. Contribute to the creation of sustainable communities;
4. Provide appropriate infrastructure to meet the needs of the local community including: education; health and social care; transport; communication technology; landscaping and open space; sport and leisure; community facilities; water; waste water; and energy;
5. Provide access to local jobs, services and facilities, reflecting the community's needs;
6. Ensure that development is accessible by public transport, walking and cycling;
7. Provide safe access and sufficient car parking in accordance with adopted highway standards;
8. Support the health, safety, social and cultural well-being of the residents of Cheshire East;
9. Provide a locally distinct, high quality, sustainable, well designed and durable environment;
10. Contribute towards the achievement of equality and social inclusion through positive cooperation with the local community;
11. Use appropriate technologies to reduce carbon emissions and create a low carbon economy;
12. Incorporate sustainable design and construction methods;
13. Support the achievement of vibrant and prosperous town and village centres;
14. Contribute to protecting and enhancing the natural, built, historic and cultural environment;
15. Make efficient use of land, protect the best and most versatile agricultural land and make best use of previously developed land where possible; and
16. Prioritise the most accessible and sustainable locations.

Justification

9.2 The National Planning Policy Framework definition of sustainable development is: *"meeting the needs of the present without compromising the ability of future generations to meet their own needs"*. The Framework outlines an approach to sustainable development which seeks to foster positive growth leading to economic, environmental and social progress whilst finding the means to accommodate new ways by which we will earn our living in a competitive world. The Framework establishes the need to balance these aims and provide for the needs of a rising, longer living population, whilst responding to the changes that new technologies offer us and ensuring that our lives, and the places in which we live them, can change for the better.



9.3 Whilst the Local Plan Strategy includes the presumption in favour of sustainable development as a 'golden thread' running through the strategy, Policy SD1 seeks to further define the considerations used at a local level in order to achieve sustainable development in Cheshire East in line with achieving the vision and strategic priorities set out in the Local Plan Strategy.

Key Evidence

1. Determining the Settlement Hierarchy
2. Cheshire East Infrastructure Delivery Plan
3. Cheshire East Sustainability Appraisal

Policy SD 2

Sustainable Development Principles

1. All development will be expected to:
 - i. Provide or contribute towards identified infrastructure, services or facilities. 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;
 - e. Green Infrastructure; and
 - f. 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. Respect, and where possible enhance, the significance of heritage assets, including their wider settings;
 - v. Avoid the permanent loss of areas of agricultural land quality of 1, 2 or 3a, unless the strategic need overrides these issues;
 - vi. Be socially inclusive and, where suitable, integrate into the local community;
 - vii. Avoid high risk flood areas, or where necessary provide appropriate mitigation measures;
 - viii. 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 trip generation;
 - h. Minimise waste and pollution; and
 - i. 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⁽⁴⁵⁾ of forms of public transport, open space and key services and amenities⁽⁴⁶⁾; and
 - iii. Incorporate measures to encourage travel by sustainable modes of transport such as walking, cycling and public transport.
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; and
 - 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; and
 - iii. Provide good town centre linkages, by walking, cycling and public transport, if the development is located on the edge or out of town.

Justification

9.4 Planning, through the Local Plan Strategy, has a key role in addressing the impacts of climate change in terms of both mitigation and adaptation. The Local Plan Strategy sets out a minimum requirement of 27,000 new homes and the accommodation of a minimum of 300 hectares of employment land by 2030, which 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.

9.5 Table 9.1 provides a guide to the appropriate distances for access to services and amenities. A methodology for the assessment of walking distances has been informed by that of the North West Sustainability Checklist (now revoked) which has been backed by the Department for Communities and Local Government (DCLG) and World Wide Fund for Nature (WWF). The distances are considered appropriate for the region and have been used for the purposes of informing the Sustainability Appraisal and the accessibility of proposed developments.

9.6 In assessing the distances to services and amenities, consideration will also be given to the quality of the pedestrian, cycle or other transportation routes.

45 As a guide, 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

46 Recommended distances are set out in table 9.1 below. The Council will have regard to proposed improvements to services and amenities that are to be brought forward as part of the development.



Criteria	Distance
Public Transport	
Bus Stop	500m
Public Right of Way	500m
Railway Station	2km where geographically possible
Open Space	
Amenity Open Space	500m
Children's Playground	500m
Outdoor Sports	1km
Public Park and Village Green	1km
Services and Amenities	
Convenience Store	500m
Supermarket	1km
Post Box	500m
Post Office	1km
Bank or Cash Machine	1km
Pharmacy	1km
Primary School	1km
Secondary School	2km
Medical Centre	1km
Leisure Facilities	1km
Local Meeting Place / Community Centre	1km
Public House	1km
Child Care Facility (nursery or crèche)	1km

Table 9.1 Access to services and amenities

Key Evidence

1. Determining the Settlement Hierarchy
2. Cheshire East Infrastructure Delivery Plan
3. Cheshire East Sustainability Appraisal



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10

Infrastructure



10 Infrastructure

10.1 Sufficient appropriate infrastructure is crucial to the well-being of any society. From the roads, railways and cycle paths that cross the Borough to schools, health care facilities and the pipes below ground that provide us with water, gas and telecommunications, a fully operational, well-planned, well connected 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.

10.2 The timely provision of infrastructure is associated with the need which arises directly as a consequence of that development. It is important to ensure that development is adequately supported by appropriate infrastructure, whether using existing or through new provision. Delivering or improving infrastructure on time is therefore extremely important in ensuring that roads, local services and facilities can cope with added demand.

Policy IN 1

Infrastructure

1. Infrastructure delivery will take place in a co-ordinated manner guided by the Infrastructure Delivery Plan and any additional site specific requirements to support the Local Plan Strategy proposals. These will include mechanisms for the funding and delivery of physical, social, community, environmental and any other infrastructure required to support development and regeneration. The Infrastructure Delivery Plan will be kept under review and if necessary revised as and when required. Cheshire East Council is working in partnership with infrastructure providers and other delivery agencies to provide essential infrastructure to deliver the Local Plan.
2. The Council will also require new and improved social and community facilities, utilities infrastructure and other infrastructure to be provided in a timely manner to meet the needs of new development as they arise so as to make a positive contribution towards safeguarding and creating sustainable communities, promote social inclusion and reduce deprivation.
3. 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. Further information is set out in Policy IN2 (Developer Contributions)

Justification

10.3 The term 'infrastructure' is broadly used for planning purposes to cover all the service 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 including:
 - Transportation networks - including public transport, road networks, provisions for walking and cycling;
 - Water - including wastewater treatment and water supply, including fire hydrants



- Flood risk management
 - Energy - including heat, gas, electricity
 - Telecommunications networks - telephones, mobile phones, broadband and other new communication technologies
 - Waste provision - including domestic waste and recycling, commercial and construction waste
 - Public realm - street lighting, seating, planting
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 and open countryside.
3. Social and Community: the range of core learning, wellbeing, sports and other activities. It can include the provision of:
- Health facilities - including hospitals, doctors and dentists surgeries
 - Social care
 - Education - including schools, colleges and skills training
 - Social and community facilities - including Places of Worship, community centres, support for community groups and projects
 - Leisure facilities - indoor and outdoor, including sports pitches and changing facilities
 - Cultural facilities - including libraries, museums and theatres

10.4 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 and ageing population. The proposed growth of Cheshire East must be supported by improvements to physical, social and green infrastructure.

10.5 Improved connectivity forms a vital part of the Local Plan 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 better connect the M6 with main settlements and surrounding major roads. At this stage, only corridors of interest for new roads are indicated. Detailed alignments will be included in the Site Allocations and Development Policies document.

10.6 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 Local Plan Strategy, discussions have taken place with key infrastructure delivery partners and will continue to take place through the production of the Local Plan.

10.7 Where new development creates a need for new or improved infrastructure, contributions from developers will be sought to make the development acceptable on the impact on local services.

10.8 The infrastructure requirements of development proposals will be assessed on their own individual merits; but in some circumstances there will be a necessity to view individual applications collectively in assessing the combined off site requirements in line with the Infrastructure Delivery Plan.

10.9 Strategic infrastructure requirements are set out in the Local Plan Strategy and in the Infrastructure Delivery Plan. Whilst particular infrastructure needs have been identified, it is recognised that there needs to be flexibility to allow the Council to seek developer contributions through Section 106 agreements and other mechanisms for infrastructure needs that emerge during the plan period.



10.10 The Council intends to locally introduce the Community Infrastructure Levy (CIL) approach to Developer Contributions. The Levy will partly replace Section 106 provisions and is a charge based on the floor area of new developments. The charge rates will be set out in a Charging Schedule which will be prepared after the adoption of the Local Plan Strategy.

Key Evidence

1. Infrastructure Delivery Plan

Policy IN 2

Developer Contributions

1. Developer contributions will be sought to make sure that the necessary physical, social, public realm, 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). Such contributions will help facilitate the infrastructure needed to support sustainable development.
2. Development proposals will be expected to provide a contribution towards the cost of infrastructure. Subject to statutory processes and regulations, contributions may be collected towards:
 - i. Initial costs, e.g. design and development work and pump priming of projects or programmes;
 - ii. Capital costs;
 - iii. Ongoing revenue such as the management and maintenance of services and facilities;
 - iv. Any other infrastructure related costs permitted by law and identified as a local need;
 - v. Contributions will be collected through Section 106 agreements and / or through a Community Infrastructure Levy once a Charging Schedule is in place; and
 - vi. Until a Charging Schedule is in place, contributions from Section 106 agreements may be pooled to meet the costs of strategic infrastructure, where this meets the legal tests as set out in the Community Infrastructure Levy Regulations. Once the Charging Schedule is in place, Section 106 agreements will continue to be used for site specific costs and affordable housing.

Justification

10.11 Any Section 106 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.

10.12 Developer contributions secured through planning obligations will no longer be able to be pooled from more than five different obligations to deliver the provision of a certain project or type of infrastructure from April 2015 or the date of adoption of the CIL Charging Schedule, whichever comes first. This restriction, from Regulation 123 of the CIL Regulations 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.



10.13 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.

10.14 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.

10.15 Cheshire East Council have identified, in an Infrastructure Delivery Plan, what strategic infrastructure is needed to support the amount and distribution of growth proposed in the Local Plan Strategy, and how much it will cost, including the funding shortfall identified after taking account of already committed funding. Before developer contributions can be sought through CIL to make up at least part of this shortfall, a Levy Charging Schedule will be published, consulted on, examined and adopted, establishing a Levy Charge.

10.16 CIL may be used to fund the provision, improvement, replacement, operation or maintenance of infrastructure that arises as a result of increased development related demand. The following types of infrastructure may be considered for funding through CIL, although the list is not exhaustive. These are:

- a. Roads and other transport facilities
- b. Flood defences
- c. Schools and other educational facilities
- d. Improvements to public realm
- e. Medical facilities
- f. Sporting and recreational facilities
- g. Open spaces

10.17 The provision of affordable housing or financial contributions towards affordable housing cannot currently be secured through CIL. Such contributions are secured through S106 agreements.

10.18 Work on the Cheshire East CIL will commence following the Submission stage of the Local Plan 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 Local Plan Strategy adoption.

10.19 The Government has stated that Parish Councils can receive 15% of CIL payments, capped at £100 per dwelling. This is raised to an uncapped 25% where the Parish Council has a Neighbourhood Plan. The money is paid directly to the Parish Council, to be spent on community projects of their choosing.

Key Evidence

- 1. CIL Regulations
- 2. Infrastructure Delivery Plan



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11

Enterprise and Growth



11 Enterprise and Growth

11.1 The Cheshire East economy is already the most successful in the North of England. This Local Plan Strategy will ensure the right foundations are in place to sustain this success over the next twenty years.

11.2 The vision for economic growth is encapsulated with the vision of 'East Cheshire, Engine of the North'. This strategic framework builds on the existing asset base and sets out a growth plan over the Plan period.

11.3 The vision for economic growth captures two concepts which represent the diversity and strength of the Borough:

Crewe High Growth City/M6 Corridor – a growth proposition for the south of the Borough centred around Crewe as a principal town but linking to a wider set of growth 'nodes' using the M6 Corridor as a key attractor and asset to support our ambition.

North Cheshire Science Corridor - to secure North East Cheshire as a location of national and global significance for advanced scientific analysis and research, particularly pharmaceuticals R&D, pharmaceuticals manufacturing, radio-astronautics and astronomy.

Crewe: High Growth City

11.4 As the largest town in South Cheshire, Crewe is already the area's primary population centre and its major economic hub. Its 5000 businesses include concentrations of professional services, distribution, logistics and advanced engineering built on its rich rail and automotive heritage. It is located in not only one of the most prosperous parts of the region but the best connected, creating the perfect location for job creation, growth and development.

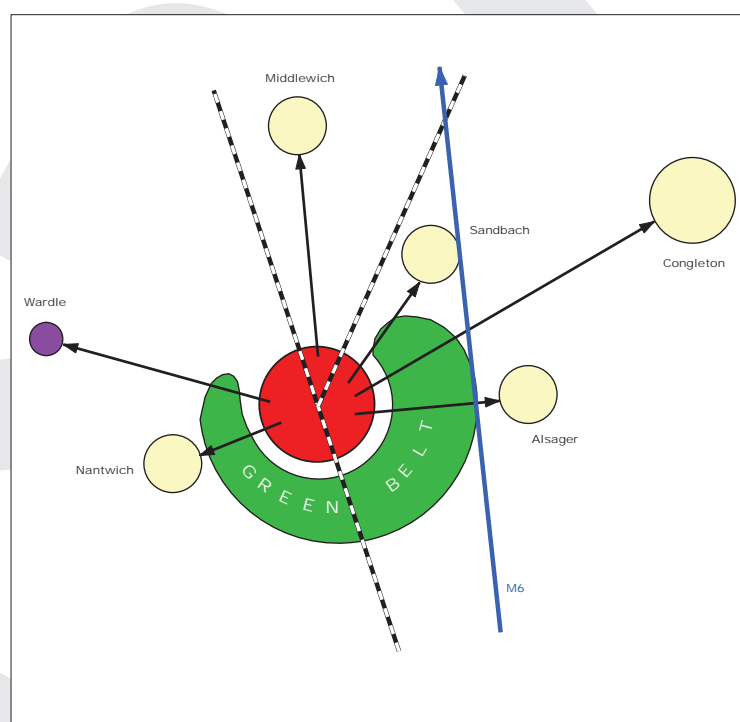


Figure 11.1 High Growth City Concept Plan



11.5 The jobs-led vision encapsulated by this Local Plan Strategy provides the opportunity for decentralisation of the economy outside of London and the South East, creating a 'hub' of investment in science, automotive and rail engineering. The recent £1 billion investment announced by Bentley secures Crewe's place as a **premier location for excellence in manufacturing and engineering**.

11.6 Linked by the M6 Growth Corridor, expansion of employment land in Congleton will lead to future investment in the bedrock of manufacturing and engineering which is key to the town's heritage and future prosperity. **Major investment in infrastructure in Congleton** via a new link road is also proposed alongside the expansion of employment space and new housing development.

North Cheshire Science Corridor

11.7 North East Cheshire, as part of a wider North West Science & Technology cluster, has the potential to become a UK lead specifically to aid commercialisation of innovation in the 'Key Enabling'⁽⁴⁷⁾, 'Great Eight'⁽⁴⁸⁾ and 'Health-Science' technology fields. The area is host to a net concentration of globally significant companies which represent a hotbed of intellectual capacity and entrepreneurship. Cheshire East has particularly high levels of R&D activities within Great Britain, with Cheshire East accounting for **36.9% of the region's R&D jobs and 3.3% of the country's (GB) R&D jobs**.⁽⁴⁹⁾

11.8 This success is founded on an outstanding track record of creating and building new businesses and attracting investment in a high quality environment with the advantage of global connectivity, both physical and digital. The focus of the Council and this Local Plan Strategy will be to nurture and strengthen our science and technology base to create a Super-Hub of global companies and a growing base of SMEs for north Cheshire. Our vision is that by 2030, the North East Cheshire Science Corridor will sit clearly within a **flourishing science and technology ecosystem spanning across Cheshire and Warrington**.

11.9 There will be a **Super-Hub of global companies and a growing base of SMEs** delivering a **dynamic model of open innovation and growth** from high quality and well connected locations.

11.10 With globally significant companies working alongside world-leading research institutions, there will be an **established network of innovation in science and technology**, underpinned by revolutionary and innovative finance tools to promote a **growing base of enterprising and high growth SMEs**.

11.11 At the heart of this hotbed of science and technology will be a **continually high-skilled and entrepreneurial workforce**, nurtured through a **network of leading research institutions and specialised education facilities**.

47 The 'Key Enabling Technologies' are: 'Advanced Materials', 'Biosciences', 'Electronics, Sensors and Photonics', and 'Information and Communication Technology (ICT)'. See: Enabling Technologies Strategy, Technology Strategy Board.

48 The 'Great Eight' are: 'Big Data', 'Space', 'Robotics and Autonomous Systems', 'Synthetic Biology', 'Regenerative Medicine', 'Agri-Science', 'Advanced Materials', and 'Energy'. See: Eight Great Technologies, Department for Business, Innovation and Skills

49 Business Register and Employment Survey (BRES) 2011, ONS, NOMIS. Crown Copyright.

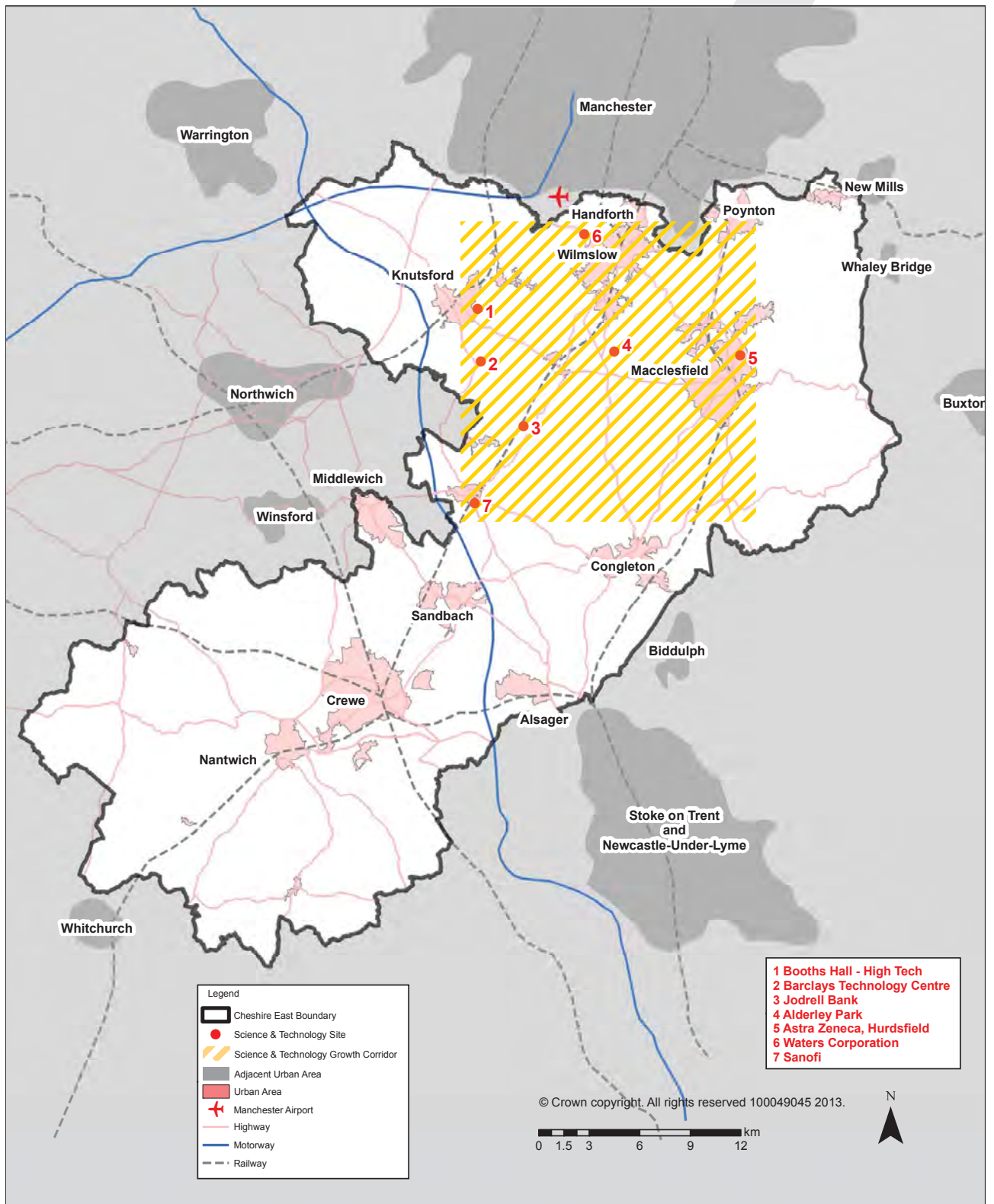


Figure 11.2 Science and Technology Growth Corridor

11.12 The Local Plan Strategy provides a vital tool to interpret our wider vision into a spatial planning framework which will be complemented by a wider investment strategy and delivery plan for the Borough.

11.13 The Local Plan Strategy will support delivery of the Economic Growth vision by:



- Providing the right sites in the right locations with the right infrastructure, enhanced by the highest quality of life – to attract the best talent.
- Increasing the supply of business incubation, including premises and targeted business support – making best use of existing employment sites and brownfield development in town centres.
- Maximising the potential of major employment sites such as Alderley Park and Hurdfield to create the conditions for open innovation and science-led collaborations.
- Ensure a housing offer of the highest quality providing a major incentive for a highly qualified workforce to live and locate in the area.
- Create stronger public transport and wider connectivity linked to Manchester Airport, the M6 corridor and the Manchester conurbation.
- Protect and improve the quality of the environment, to provide the wider quality of life factors required.

11.14 Across the borough there is a need for sustainable, jobs led growth, in conjunction with planning ahead to 2030 and beyond, additional opportunities for growth will be assessed as they arise. It is anticipated that the majority of future employment growth opportunities will be to the south of the borough; with the north exhibiting distinct trends in science and service sector growth. As a result, we do not support high levels of housing growth to the north of the borough.

Economic Prosperity

11.15 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 and tourism.

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 be supported where they are in the right location and support the strategy, role and function of the town, as identified in Settlement Hierarchy, Spatial Distribution of Development and in any future plans, including Neighbourhood Plans, where applicable.

Justification

11.16 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"*.

11.17 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.



11.18 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 Local Plan Strategy. This policy will contribute to the achievement of the strategic objective to promote economic prosperity by creating conditions for business growth. The potential for employment growth in the visitor economy is dealt with in Policy EG4 (Tourism).

Key Evidence

1. Employment Land Review
2. Employment Monitoring

Policy EG 2

Rural Economy

Outside the Principal Towns, Key Service Centres and Local Service Centres, developments that:

1. Provide opportunities for local rural employment development that supports the vitality of rural settlements;
2. Create or extend rural based tourist attractions, visitor facilities and recreational uses;
3. Encourage the retention and expansion of existing businesses, particularly through the conversion of existing buildings and farm diversification;
4. Encourage the creation and expansion of sustainable farming and food production businesses and allow for the adaption of modern agricultural practises;
5. Are considered essential to the wider strategic interest of the economic development of Cheshire East, as determined by the Council; and
6. Support the retention and delivery of community services such as shops and public houses, and village halls

Will be supported where the development:

- i. Meets sustainable development objectives as set out in policies MP1, SD1 and SD2 of the Local Plan Strategy;
- ii. Supports the rural economy, and could not reasonably be expected to locate within a designated centre by reason of their products sold⁽⁵⁰⁾;
- iii. Would not undermine the delivery of strategic employment allocations;
- iv. Is supported by adequate infrastructure;
- v. Is consistent in scale with its location and does not adversely affect nearby buildings and the surrounding area or detract from residential amenity;
- vi. Is well sited and designed in order to conserve and where possible enhance the character and quality of the landscape and buildings; and
- vii. Does not conflict with Policies PG3, PG4, PG5, PG6, SE3, SE4, SE5, SE6 and SE7 of the Local Plan Strategy.

⁵⁰ The majority of goods sold should be produced on site



Justification

11.19 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*'.

11.20 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, horse-related enterprises (breeding, training and livery) and real estate, renting and business activities.

11.21 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 and that it has a positive impact upon biodiversity; geodiversity; the landscape and the historic environment.

Key Evidence

1. Employment Land Review

Policy EG 3

Existing and Allocated Employment Sites

1. Existing employment sites will be protected for employment use unless:
 - i. Premises are causing significant nuisance or environmental problems that could not be mitigated; or
 - ii. The site is no longer suitable or viable for employment use; and
 - a. There is no potential for modernisation or alternate employment uses; and
 - b. No other occupiers can be found⁽⁵¹⁾.
2. Where it can be demonstrated that there is a case for alternative development on existing employment sites, these will be expected to meet sustainable development objectives as set out in Policies MP1, SD1 and SD2 of the Local Plan Strategy. All opportunities must be explored to incorporate an element of employment development as part of a mixed use scheme.
3. Subject to regular review, 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.

⁵¹ To demonstrate that no other occupiers can be found, the site should be marketed at a realistic price reflecting its employment status for a period of not less than 2 years. The Council will require evidence that a proper marketing exercise has been carried out including a record of all offers and expressions of interest received



Justification

11.22 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*'.

11.23 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.

11.24 For clarification, this policy applies to all sites currently in use for employment purposes (B1, B2 and B8 uses in the Use Classes Order) as well as sites allocated for such uses.

11.25 There are already a number of key employment areas in the Borough, including Alderley Park, Hurdsfield Industrial Estate, Bentley Motors, Radbroke Hall, Jodrell Bank, Booths Hall and Midpoint 18. These are of particular significance to the economy in Cheshire East collectively employing over 13,000 personnel and the following provides an overview of their contribution to the Borough's strong economic base together with additional key sites that form part of the Borough's employment land portfolio:-

- **Alderley Park** - Currently AstraZeneca's largest research facility and the company's global centre for cancer research. A Masterplan/Planning Brief or similar for the site will be developed over the next 12 months. The objective of this document will be to maximise the employment potential of the site to deliver a life science vision, and also to look at wider uses for all aspects of the site which would meet community/local need.
- **Hurdsfield Industrial Estate, Macclesfield** - As the largest traditional industrial estate in Cheshire East, it is home to a number of major multinational companies, including AstraZeneca and BASF Performance Products Ltd. This Industrial Estate accommodates an important concentration of activity. Work is ongoing to maximise the employment uses and land uses on the Hurdsfield estate, to ensure it plays its role in delivering our economic vision for the Borough and create growth opportunities for local and new companies seeking to locate in North Cheshire.
- **Bentley Motors, Crewe** - This is the town's largest private sector employer, currently employing 3,500 people. As the company's UK Headquarters, the site is home to all aspects of car production from design, engineering, manufacturing, quality, and sales and marketing. Following an announcement in July 2013 of an £800m investment by the company to manufacture its new Sport Utility Vehicle, plans for significant growth at the site are expected alongside the creation of 1,000 new jobs. With advanced manufacturing accounting for 12.3% ⁽⁵²⁾ of employment in Cheshire East, the Bentley site is at the centre of this growing sector, and is responsible for a growing supply chain in the nearby area.
- **Radbroke Hall, Knutsford** - The site currently accommodates the UK Strategic Centre for Barclays Bank Plc and is home to the Global Infrastructure and Service Delivery Teams. The site is at the forefront of a growing IT and financial / insurance service industry, of which Cheshire East has a higher concentration than in the North West Region as a whole.
- **Jodrell Bank, Holmes Chapel** - prominently located in the heart of Cheshire East this is a unique site, which is of both historical and scientific significance as a leading facility for radio astrophysics and scientific research in the UK. The Discovery Centre also offers an important contribution to Cheshire East visitor economy. The site is also on the UK National Shortlist for UNESCO in a bid for World Heritage Status due to its potential outstanding universal value.

52 2011 Census, DORIC Online, September 2013



- **Booths Hall, Knutsford** - Booths Hall combines an 85 hectare parkland setting with flexible, high quality office accommodation which is home to a growing number of small high growth, high tech companies and major multinationals. The site offers a quality employment location in the heart of Cheshire with good links into public transport and road/rail links. The park is a major contributor to Knutsford and the wider regional economy with many leading international and knowledge-based businesses located there. 80% of the existing occupiers operate in Cheshire East's growth sectors.
- **Midpoint 18, Middlewich** - This is a mixed use business park currently home to major companies such as Wincanton, Kuehne + Nagel, and Tesco. The current development footprint provides 128,130 square metres of mixed employment use, including office, distribution, and manufacturing space.
- **Crewe Green Business Park, Crewe** - This is the largest business park in Crewe, it is over 27 hectares and accommodates employers such as Air Products, Busch GVT, Wulvern Housing and DEFRA. Crewe Green Business Park and Crewe Gates and Weston Rd Industrial areas are adjacent to each other and form together a diverse, influential and important area of economic activity.
- **Crewe Gates Industrial Estate, Crewe** - The largest industrial area within the largest town in Cheshire East. Employers located here include Expert Logistics, JTI UK, 20:20 Mobile and Bargain Booze Headquarters.
- **Waters Corporation, Wilmslow** - Waters Corporation have recently completed the construction of a mass spectrometry headquarters located at the 15 hectare Stamford Lodge site. This facility will provide employment to over 500 employees committed to the support and development of mass spectrometry systems. Waters is a world leader in this field of scientific innovation.
- **Sanofi/Aventis, Holmes Chapel** - Sanofi is a global integrated healthcare leader in the pharmaceutical industry. The site, prominently located on the edge of Holmes Chapel is a centre of excellence for the manufacture of inhalation products for the worldwide market.

11.26 Whilst the Local Plan Strategy seeks to retain these key employment areas, it also provides opportunities for further inward investment at other established locations such as Radway Green, Congleton Business Park, Radnor Park Trading Estate and others. The Local Plan Strategy also seeks to unlock major new employment sites including Basford East and West and other developments to meet both latent demand and future projected growth. A range of employment sites are allocated around Crewe and in the south of the Borough to facilitate economic growth and deliver the aspirations set out by 'All Change for Crewe: High Growth City'.

Key Evidence

1. Employment Land Review
2. Employment Monitoring

Tourism

11.27 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, bringing 13.2 million visitors to the Borough each year, generating around £700m a year for the local economy and employing about 10,000 people, with food and drink, accommodation and shopping accounting for most of these jobs⁽⁵³⁾. The rich and varied natural and historic environment, and the beauty and character of the wider countryside, plays a vital role in the visitor economy of Cheshire East. These Borough-wide assets will be protected and where possible, enhanced to help drive the visitor economy as well as for their own sake. 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 Local Plan Strategy will protect and enhance the unique features of Cheshire East that attract visitors to the area, including their settings, whilst encouraging investment. This will be achieved through:
 - i. The protection of Cheshire East's tourist assets, such as Tatton Park, Quarry Bank Mill, Little Moreton Hall, Macclesfield Silk Museum, Jodrell Bank, the Peak District National Park (adjoining the plan area), Alderley Edge, the Gritstone Trail, Tegg's Nose Country Park, Sandstone Ridge and the waterways that support appropriate sustainable tourist related development;
 - ii. Protecting visitor attraction sites unless it can be proven that the use is no longer economically viable;
 - iii. Promoting the enhancement and expansion of existing visitor attractions and tourist accommodation, and the provision of new visitor and tourism facilities, in sustainable and appropriate locations;
 - iv. Encouraging sustainable transport to tourist and cultural sites; and
 - v. Encouraging and promoting opportunities for new tourist attractions in the historic and natural environment in sustainable and appropriate locations.
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.
3. Proposals for tourist development outside the Principal Towns and Key Service Centres will be supported where:
 - i. Either:
 - a. They are located within a Local Service Centre; or
 - b. They are located within an existing or replacement building; or
 - c. There is evidence that the facilities are required in conjunction with a particular countryside attraction;
 - ii. And:
 - a. The scale, design and use of the proposal is compatible with its wider landscape or townscape setting and would not detract from the character or appearance of the area; and
 - b. It would not be detrimental to the amenities of residential areas; and
 - c. The proposals are served by adequate access and infrastructure; and
 - d. The site has access to local services and employment.

Justification

11.28 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*'.

11.29 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; and
- Enjoyment of the historic environment.

11.30 Together these policies underpin the Cheshire East approach to sustainable tourism and our ambition is to maximise its contribution to the economy, employment and quality of life in Cheshire East.

11.31 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.

11.32 Visits to and within the Borough generate economic activity, support jobs and industries. By maintaining and improving infrastructure associated with the visitor economy, including green infrastructure and improvements to the Right of Way Network, communities are better able to access active leisure opportunities and participate in the cultural and social life of the Borough.

11.33 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 effective in attracting highly skilled individuals and businesses to locate in the area and may contribute to long term prosperity, regeneration and support for services.

11.34 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 generated by tourism travel.

11.35 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; and
- enhancing the visitor experience through improvements to the public realm.

Key Evidence

1. Cheshire East Visitor Economy Strategy
2. Government Tourism Policy
3. Cheshire East Sustainable Communities Strategy
4. Cheshire East Economic Development Strategy
5. Cheshire East Local Economic Assessment
6. Cheshire East Local Transport Plan



Town Centres

11.36 The Council advocates a clear 'town centre first' approach for its Principal Towns and Key Service Centres. 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.

11.37 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, visitor and leisure hubs.

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:
 - i. 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.
 - ii. In 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.
 - iii. In the Local Service Centres, there will be a focus on convenience and comparison 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.
 - iv. In the other settlements and rural areas of the Borough, there will be a focus on providing retail and services of appropriate scale and nature to meet the needs of the local community.
2. 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. Proposals for main town centre uses should be located within the designated town centres or on other sites allocated for that particular type of development. Where there are no suitable sites available, edge-of-centre locations must be considered prior to out-of-centre locations. Edge-of-centre and out-of-centre proposals will be considered where:
 - i. there is no significant adverse impact on the vitality and viability of the surrounding town centres; and
 - ii. it is demonstrated that the tests outlined in current Government guidance can be satisfied.



Justification

11.38 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'.*

11.39 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.

11.40 The Council has developed a retail hierarchy of centres based on the Determining Settlement Hierarchy Study. The Study looks at a range of factors to determine the role and function of the Borough's settlements and confirms their place in the hierarchy, which is made up of Principal Towns, Key Service Centres, Local Service Centres and other settlements. This approach defines where new development is best located in the Borough.

11.41 In order to fully meet the identified needs of the Borough, suitable sites for main town centre uses will be allocated in the Site Allocations and Development Policies Document.

11.42 Until they are reviewed, the existing boundaries and retail allocations will remain as they are in the 'saved' policies of the Congleton Borough Local Plan First Review, the Borough of Crewe & Nantwich Replacement Local Plan and the Macclesfield Borough Local Plan.

11.43 All town centre boundaries, Principal Shopping Areas and primary and secondary frontages will be defined in the Site Allocations and Development Policies Document, and shown on the Adopted Policies Map. Detailed policies defining which uses will be permitted in these locations will also be included in the Site Allocations and Development Policies Document.

11.44 The Council is keen to preserve and enhance the vitality and viability of its existing town centres. Therefore, it is important to make sure that proposals for town centre uses located outside of these town centres do not have a significant adverse impact on these existing centres. These impacts could include an increase in the number of vacant units and a reduction in turnover. More information on town centre impacts can be found in Government guidance, but the Council will apply the sequential test set out in paragraph 26 of the NPPF when determining retail applications with a floorspace in excess of 2500 square metres.

Key Evidence

1. Cheshire Retail Study
2. Town Centre Surveys
3. Retail monitoring
4. Determining the Settlement Hierarchy Study



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12

Stronger Communities



12 Stronger Communities

12.1 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 covers a large geographical area and contains a large number of towns and villages, each with its own local character and distinctiveness, which must be considered.

12.2 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.

12.3 The Local Plan Strategy will provide a significant number of new homes 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.

12.4 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 should be readily adaptable in the face of changes in the 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 dependent relative annexes.

12.5 The Local Plan Strategy will strive for a decent quality of life for all residents and 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 thereby encouraging a healthy and active lifestyle.

12.6 Cheshire East Council will work with infrastructure providers to make sure that the infrastructure required to support the community is provided, including: local health and social care facilities; leisure and community facilities; education; transport; broadband, mobile and other ICT connectivity; water; waste water; and energy.

Leisure

12.7 Leisure opportunities bring together members of a community who work, live and play within an area.

12.8 Leisure and sports facilities and green spaces such as parks and allotments can help to enhance everyone's life. Such provision is important for residents' social, mental and physical health and well-being and to the achievement of sustainable communities.

Policy SC 1

Leisure and Recreation

In order to provide appropriate leisure and recreational facilities for the communities of Cheshire East, the Council will:

1. Seek to protect and enhance existing leisure and recreation facilities, unless they are proven to be surplus to requirements or unless improved alternative provision, of similar or better quality, is to be made.
2. Support and promote the provision of better leisure, community and recreation facilities, where there is a need for such facilities, the proposed facilities are of a type and scale



appropriate to the size of the settlement, are accessible and support the objectives of the Local Plan Strategy. The Council will:

- i. Encourage facilities that serve the Borough as a whole, and facilities that attract large numbers of people, to be located, where possible, within or adjoining Crewe or Macclesfield town centres;
 - ii. Require facilities serving Key Service Centres to be located in or adjacent to their town centre 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 other settlements; 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 would not be appropriate to be located in or adjacent to centres, provided they are highly accessible by a choice of transport, do not harm the character, amenity, or biodiversity value of the area, and satisfy the following criteria:
 - i. The proposal is a facility that:
 - a. supports a business use;
 - b. is appropriate in an employment area; or
 - c. supports an outdoor sports facility, education or related community / visitor facility; or
 - d. 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 of local leisure, community and recreation facilities.⁽⁵⁴⁾

Justification

12.9 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*' and '*deliver sufficient community and cultural facilities and services to meet local needs*'. The policy covers indoor leisure, community and recreation facilities. Community halls for example can be a focus for indoor recreation such as bowls and exercise classes. Policy SE6 in the Sustainable Environment Chapter covers outdoor open space such as parks and allotments.

12.10 Major facilities that attract a large number of people should be sited in accessible locations, and the Council will encourage such facilities to be located within or adjoining the two principal towns of Crewe and Macclesfield, where this is possible. If this is not possible, other accessible locations include town 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

54 Further detail can be found in Policy SE6.



and those 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 are essential.

12.11 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, however, it is accepted that some facilities serve a very local need or will only be viable in locations outside centres. Consequently, the policy seeks to ensure that their impact is not harmful to the surrounding area.

12.12 The Council will work with other agencies and the voluntary and private sectors, to secure more and better facilities through joint working. Shared centres where public health facilities, council offices, libraries, police and other services are in one building can be cost-effective and more convenient for the public and are, therefore, supported.

Key Evidence

1. Cheshire Retail Study
2. Open Spaces Assessment
3. Green Space Strategy
4. Playing Pitch Strategy
5. Indoor Leisure Facilities Development Statement

Outdoor Sports Facilities

Policy SC 2

Outdoor Sports Facilities

In order to provide appropriate outdoor sports facilities for the communities of Cheshire East, the Council will:

1. Protect existing outdoor sports facilities, unless:

Either:

 - i. They are proven to be surplus to need⁽⁵⁵⁾; or
 - ii. Improved alternative provision will be created in a location well related to the functional requirements of the relocated use and its existing and future users.

And in all cases:

 - i. The proposal would not result in the loss of an area important for its amenity or contribution to the character of the area in general; and
2. Support new outdoor sports facilities where
 - i. They are readily accessible by public transport, walking and cycling; and

⁵⁵ As identified in an adopted and up to date Needs Assessment



- ii. The proposed facilities are of a type and scale appropriate to the size of the settlement; and
 - iii. Where they are listed in an action plan in any emerging or subsequently adopted Playing Pitch Strategy, subject to the criteria in the policy.
3. Make sure that major residential developments contribute, through land assembly and financial contributions, to new or improved sports facilities where development will increase demand and/or there is a recognised shortage.

Justification

12.13 Publicly accessible urban open space, play and sports facilities all have a vital role to play in helping to promote more healthy lifestyles.

12.14 The existing outdoor and built sports facilities of the Borough represent important assets serving the communities in which they are located and in some instances the wider area. This importance relates to their function and also the amenity value and the contribution these facilities make to providing green spaces within the area.

12.15 Any proposal affecting an outdoor sports facility will be judged in relation to any emerging or subsequently adopted Playing Pitch Strategy.

12.16 The type and scale of development appropriate to a settlement will depend upon a number of factors:

- The demand and supply factors in relation to the particular outdoor sports being catered for, for example, a combined sports facility catering for local football clubs in an area which may serve a wider area than the adjacent settlement;
- The classification of the settlement within the settlement hierarchy;
- The proximity of other settlements and facilities; and
- Accessibility and infrastructure considerations, for example, traffic impact.

12.17 In terms of the development of appropriate facilities, this will be determined through evidence from the Playing Pitch Strategy process, other work with the community and sports bodies, to determine a particular club or community's needs. The Council is expected to introduce the Community Infrastructure Levy (CIL) and the balance between what monies are collected between Section 106 agreements (S106) and CIL will be part of this process. The level of contributions will be determined through the S106 and CIL setting agenda.

12.18 Policy SE6 in the Sustainable Environment Chapter covers all outdoor open space such as parks, allotments and playing fields; open space standards and contributions.

Key Evidence

1. Open Spaces Assessment
2. Green Space Strategy
3. Playing Pitch Strategy

Health and Well-Being

12.19 Health, well-being and safety are major issues on the local and national agenda, and are closely interrelated. Health is about more than access to medical treatment and services. It is about lifestyle, including routine exercise and fitness for all ages and interests. It is also about living in a



safe environment and feeling part of the community. The Joint Strategic Needs Assessment approach to addressing health issues includes these wider determinants of health and should be used to inform planning.

12.20 The planning system can play an important role in facilitating social interaction and creating safe, healthy and inclusive communities.

Policy SC 3

Health and Well-being

The Council and its partners will create and safeguard opportunities for safe, healthy, fulfilling and active lifestyles by:

1. Working in partnership with the health and social care providers to improve health across Cheshire East and reduce inequalities;
2. Requiring Health Impact Assessments as part of the application process on all major 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;
3. Ensuring new developments provide opportunities for healthy living and improve health and well-being through the encouragement of walking and cycling, good housing design (including the minimisation of social isolation and creation of inclusive communities), access to services, sufficient open space and other green infrastructure, and sports facilities and opportunity for recreation and sound safety standards;
4. Improving education and skills training and encouraging life-long learning;
5. Protecting existing community infrastructure and ensuring the provision of a network of community facilities, providing essential public services together with private and voluntary sector facilities, to meet the needs of the local community;
6. Ensuring all development is designed to create safe environments by:
 - i. Ensuring the natural surveillance of streets and public spaces;
 - ii. Providing convenient, well designed, all weather, safe access and movement routes for all;
 - iii. Promoting activity that is appropriate to the area, by encouraging a diversity of uses (where appropriate) to extend activity to ensure the safe use of spaces during the day and night;
 - iv. Encourage green spaces and play areas to be located away from main roads;
 - v. Creating a sense of ownership by providing a clear definition between public and private realm;
 - vi. Ensuring security measures are sympathetically incorporated into the design;
 - vii. Ensuring the layout and use of new developments are appropriate and compatible with an area. Any new open space should be well defined, flexible and purposeful; and
 - viii. Strongly encouraging the reuse of vacant and derelict buildings and spaces;
7. Promoting the role of communal growing spaces including allotments, garden plots within developments, small scale agriculture and farmers' markets in providing access to healthy, affordable, locally produced food options.



Justification

12.21 The Health and Social Care Act 2012 places a duty upon local authorities to take such steps as it considers appropriate for improving the health of the people in its area.

12.22 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'*.

12.23 Life expectancy in Cheshire East is higher than regional (North West) and the national (England) averages. Life expectancy at birth for females is 83.3 years, compared to 81.5 years in the North West and 82.9 years nationally. Life expectancy at birth for males is 80.1 years, compared to 77.4 in the North West and 78.9 nationally ⁽⁵⁶⁾. However, there are pockets of poor health: there is a gap of around 10 years in male life expectancy and nearly 15 years for female life expectancy between some of the local areas within Cheshire East ⁽⁵⁷⁾.

12.24 Population projections produced by the Office for National Statistics and locally produced population forecasts produced for the Local Plan both suggest that the number of people aged 65 years and over will continue to increase, with those aged 85 years and over likely to increase at the fastest rate. This is partly due to increased longevity, but is also a consequence of the age structure of the population and in particular the ageing of the large number of people born during the post World War 2 baby boom.

12.25 Having timely and easy access to a range of health and social care services and community infrastructure is a key issue for local people and 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).'* ⁽⁵⁸⁾

12.26 Encouraging residents to live a healthy lifestyle involves the provision of facilities to encourage regular exercise, maximising the opportunities provided by the natural landscape of the Borough to improve their health. The Public Health Outcomes Framework for England (2013) sets the context for local areas to decide what public health interventions they will make. It sets out two overarching outcomes:

- i. Increased life expectancy; and
- ii. Reduced differences in life expectancy and healthy life expectancy between communities.

12.27 Section 17 of the Crime and Disorder Act 1998 requires local authorities to do all they reasonably can to prevent crime and disorder and stipulates that the prevention of crime and the enhancement of community safety are matters that a local planning authority should consider in its plans and decisions. Crime and the fear of crime have a great impact on quality of life and general well-being, meaning that designing high quality and safe developments is an important aspect of creating places where people want to live, work and play. A contributory factor to improving safety is to create and sustain a 'sense of place', where people take pride in their surroundings. It will also be important to ensure that new developments are designed to a high standard and incorporate the

56 Life expectancy at birth and at age 65 by local areas in England and Wales, 2009-11, ONS. Crown Copyright

57 Source: Life Expectancy at Birth, Department for Health, August 2012

58 Cheshire East Council Child Poverty Needs Assessment 2011



key principles of good design as set out in 'By Design' (DETR 2000). The production of a Design and Access Statement is an important part of development proposals (see Policy SE1 Design). Developers should request Crime Impact Statements (CIS) from their relevant Police Crime Commissioner body (PCC) to assist with the completion of the 'safer communities' section of the Design and Access Statement.

12.28 Any future Cheshire East Council policy on Health Impact Assessments will set out when a HIA is required in relation to new development. This policy (SC3) will then be applied to new development in relation to Criterion 2.

Key Evidence

1. Ageing well in Cheshire East Programme - A Plan for People aged 50 and over (2012-2017)
2. Cheshire East Joint Strategic Needs Assessment: Population Projections, (2010)
3. Cheshire East Health and Wellbeing Strategy (2013 -2014)
4. Building for Life Assessments
5. Health Impact Assessment Policy

Residential Mix

12.29 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 4

Residential Mix

1. 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. This could include Self Build and Key Worker Housing.
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 would include the provision of Lifetime Homes and Bungalows and other measures to support Health and Wellbeing and independent living through new developments that recognise the needs of older people, those with dementia and other vulnerable people; this will include developing dementia-friendly communities.
3. Development proposals for accommodation designed specifically for the elderly and people who require specialist accommodation will be supported where there is a proven need; they are located within settlements; accessible by public transport; and within a reasonable walking distance of community facilities such as shops, medical services and public open space.

Justification

12.30 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'.*

12.31 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. The mix of housing will be expected to include properties for key workers and for those who wish to self build; further details of how this will be taken into consideration will be set out in a Supplementary Planning Document and the Site Allocations and Development Policies Document.

12.32 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.

12.33 The Council will work in partnership, with developers and Registered Providers, 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 Local Plan Strategy and the Site Allocations and Policies Development Plan Document. The Council may also seek a proportion of the overall housing land target to be developed as bungalows or houses meeting Lifetime Homes for older person households.

12.34 In the interests of sustainability and to ensure that new housing provision is sited in the most appropriate location, the Council will require proposals for the elderly and/or specialist housing accommodation to be supported by evidence that there is a proven need for such accommodation.

12.35 The Council will encourage the completion of Building for Life Assessments to ensure high quality residential development that meets the needs of all.

Key Evidence

1. Strategic Housing Market Assessment
2. Ageing well in Cheshire East Programme - A Plan for People aged 50 and over (2012-2017)
3. Housing Statistics - Communities and Local Government Live Housing Statistics / Cheshire East Council Housing Statistics
4. Cheshire East Health and Wellbeing Strategy 2013-2014
5. Cheshire East Housing Strategy 2011-2016
6. Cheshire East Supported Housing Strategy⁽⁵⁹⁾
7. Safer Places: The planning system and crime prevention

Affordable Homes

12.36 The 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.

59 This document is a technical report which along with further work will feed into the production of a Supported Accommodation Strategy.



Policy SC 5

Affordable Homes

1. In residential developments affordable housing will be provided as follows:
 - i. In developments of 15 or more dwellings (or 0.4 hectares) in the Principal Towns and Key Service Centres at least 30% of all units are to be affordable;
 - ii. In developments of three or more dwellings (or 0.2 hectares) in Local Service Centres and all other locations at least 30% of all units are to be affordable;
 - iii. In future, where Cheshire East Council evidence, such as housing needs studies or housing market assessments, indicate a change in the Borough's housing need the above thresholds and percentage requirements may be varied;
2. Units provided shall remain affordable for future eligible households or for the subsidy to be recycled for alternative affordable housing provision;
3. The affordable homes provided must be of a tenure, size and type to help meet identified housing needs and contribute to the creation of mixed, balanced and inclusive communities where people can live independently longer;
4. Affordable homes should be dispersed throughout the site, unless there are specific circumstances or benefits that would warrant a different approach;
5. Market and affordable homes on sites should be indistinguishable and achieve the same high design quality. Affordable homes must also be built to comply with the Homes and Communities Agency's Design and Quality Standards April 2007 and achieve Code for Sustainable Homes Level 3⁽⁶⁰⁾;
6. The Council will seek to improve choice and increase supply of affordable homes 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;
7. In exceptional circumstances, where scheme viability may be affected, developers will be expected to provide viability assessments to demonstrate alternative affordable housing provision⁽⁶¹⁾. The developer will be required to submit an open book viability assessment. In such cases, the Council will commission an independent review of the viability study, for which the developer will bear the cost. In cases where such alternative affordable housing provision is agreed there may be a requirement for the provision of 'overage' payments to be made. This will reflect the fact that the viability of a site will be agreed at a point in time and may need to be reviewed, at set point(s) in the future;
8. Affordable housing is required to be provided on-site, however, in exceptional circumstances, where it can be proven that on-site delivery is not possible, as a first alternative, off-site provision of affordable housing will be accepted; as a second alternative a financial contribution may be accepted, where justified, in lieu of on-site provision.

Justification

12.37 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*

⁶⁰ If these standards required by the Homes and Communities Agency are varied at any time in the future then the affordable homes must comply with the revised standards required.

⁶¹ Alternative affordable housing provision could include lower provision or provision of alternative affordable housing tenures.



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'.

12.38 'Affordable housing' and 'Affordable homes' are considered to be that as defined in the National Planning Policy Framework.

12.39 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 seeks to create sustainable communities that offer a wide range of housing types and tenures and are socially inclusive.

12.40 The Council is keen to enable people to live independently at all stages of their lives and to reduce cultures of dependency. The Council is also 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. Affordable housing is a means of achieving these goals; it can support broader home ownership through initiatives such as housing designed specifically for first time buyers and can allow families to grow through fixed discount and shared ownership housing. Securing housing at the right price 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 Lifetime Homes 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.

12.41 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 social rented, affordable rent, shared ownership housing, discounted housing for sale and increased diversity of options through intermediate tenures). Such an approach will help to maintain long-term community sustainability and enhance the quality of life for local residents.

12.42 The Strategic Housing Market Assessment identifies that (based on the Communities and Local Government housing needs assessment model presented in the Communities and Local Government Strategic Housing Market Assessment guidance), there is an annual net shortfall of 1,401 affordable homes. Due to the fact that there will not be sufficient supply-side opportunities through which this will be able to be addressed, this is not a target for delivery. This does, however, show that there is a clearly identified need for more affordable housing to meet local needs.

12.43 To help address housing need, the Council will seek affordable housing from residential developments in accordance with the stated thresholds.

12.44 All development involving the provision of housing that meets the thresholds will be required to make provision for affordable housing, unless there are exceptional viability circumstances which make this impossible. Land values used in any viability assessments will be expected to take account of planning obligations.

12.45 The Council will normally require the affordable housing to be delivered without public subsidy and provided on site. In exceptional circumstances and where it can be justified, as a first alternative, affordable housing will be accepted off-site; this must be on a site that is agreed with the Council as being in a suitable location, relative to the housing need to be met. In exceptional circumstances and where it can be justified, as a second alternative, a financial contribution will be accepted. 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, local housing needs surveys and other housing market studies.

12.46 The Council will seek the balance of housing that best meets local needs and the characteristics of the site. Currently, this is 65% affordable (or social) rent housing and 35% 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.

12.47 Affordable housing requirements must also be balanced with other requirements for transport infrastructure, community facilities, open space and sustainable construction. However, it should be stressed that the provision of affordable housing will be additional to any requirements outlined in the Council's Charging Schedule under the Community Infrastructure Levy (CIL) - see Policy IN2 .

12.48 The Draft Core Strategy and CIL Viability assessment (2013) noted that greenfield residential development is generally viable at the current time at a 30% affordable housing requirement. The assessment acknowledges challenges, however, in respect of the viability of brownfield development in meeting the 30% requirement with particular issues around the urban area of Crewe. Point 7 of policy SC5 allows for the viability of schemes to be a key consideration in demonstrating an alternative affordable housing provision alongside an open book viability assessment, in order to consider schemes on a case by case basis.

12.49 In Crewe it may also be more appropriate to divert funding for affordable housing into provisions for the improvement of existing stock within the urban area, rather than the provision of new houses. This will not only make best use of available resources but have regeneration benefits as well.

12.50 Where viability assessments are submitted, to demonstrate that an alternative provision of affordable housing should be provided, they will be evaluated independently, such cost being borne by the developer. In cases where such alternative affordable housing provision is agreed, there may be a requirement for the provision of 'overage' payments to be made. As viability assessments are relevant to a particular point in time, this would be linked to reviews of the viability assessment, at certain points within the site's lifetime. Such a requirement will be related to the site's size; its characteristics; market conditions and other relevant factors.

12.51 Further explanation, regarding how this Policy and Policy SC6 'Rural Exceptions Housing for Local Needs' will operate, will be included in a Supplementary Planning Document on Affordable Housing.

Key Evidence

1. Strategic Housing Market Assessment
2. Local Housing Needs Surveys
3. Cheshire East Housing Strategy

Rural Exceptions

12.52 Approximately 30% of Cheshire East's population live in Local Service Centres (LSCs), Other Settlements 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 6

Rural Exceptions Housing for Local Needs

Rural Exceptions affordable housing will be permitted as an exception to other policies concerning the countryside, to meet locally identified affordable housing need, subject to all of the following criteria being met:

1. Sites should adjoin Local Service Centres and Other Settlements and be close to existing employment and existing or proposed services and facilities, including public transport, educational and health facilities and retail services;
2. Proposals must be for small schemes; small schemes are considered to be those of 10 dwellings or fewer⁽⁶²⁾. Any such developments must be appropriate in scale, design and character to the locality;
3. A thorough site options appraisal must be submitted to demonstrate why the site is the most suitable one. Such an appraisal must demonstrate why the need cannot be met within the settlement;
4. In all cases, proposals for rural exceptions housing schemes must be supported by an up-to-date⁽⁶³⁾ Housing Needs Survey⁽⁶⁴⁾ that identifies the need for such provision within the Parish;
5. Occupancy will, in perpetuity, be restricted to a person in housing need and resident or working in the relevant Parish, or who has other strong links with the relevant locality in line with the community connection criteria as set out by Cheshire Homechoice, both initially and on subsequent change of occupancy. This could include Key Workers and Self Build;
6. The locality to which the occupancy criteria are to be applied is taken as the Parish, unless otherwise agreed with Cheshire East Council;
7. To ensure that a property is let or sold to a person who either lives locally or has strong local connections 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 Parish, widening in agreed geographical stages⁽⁶⁵⁾.

Cross Subsidy

8. Proposals must consist in their entirety of affordable housing that will be retained in perpetuity. In exceptional circumstances, proposals that intend to include an element of market housing, or plots for open market sale, may be acceptable, if they meet all of the above criteria, along with the criteria below:
 - i. Such proposals will only be permitted where it can be demonstrated that the site would not be viable, as a rural exception site, without cross subsidy. The developer will be required to submit an open book viability assessment. In such cases, the Council will commission an independent review of the viability study, for which the developer will bear the cost;

62 The scale of a Rural Exception site should broadly reflect the affordable housing need appropriate to the parish in which it is situated. The housing need identified in the local housing needs survey is an important factor, however, if a higher housing need is identified (greater than 10 dwellings), then it will be considered appropriate for development of more than one site to meet this need.

63 Within the last five years.

64 The Survey must be conducted in conjunction with the Parish Council and should be based on the Cheshire EC model survey.

65 Generally this is taken as the Parish and then Parish plus adjoining Parishes.



- ii. The Council will not accept aspirational land value as justification for allowing a higher proportion of market value units;
- iii. The assessment must show that the scale of the market housing component is essential for the successful delivery of the rural exception affordable housing scheme and that it is based on reasonable land values as a rural exception site and must not include an element of profit;
- iv. The majority of the development must be for rural exception affordable housing; and
- v. No additional subsidy is required for the scheme.

Justification

12.53 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'*. Whilst paragraph 89 states *'a local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are: . . . and limited affordable housing for local community needs under policies set out in the Local Plan'*.

12.54 This policy allows for the allocation of, or granting of planning permission for, small sites comprising 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.

12.55 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.

12.56 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. This includes the provision of housing for key workers such as those involved in health, education or emergency services. It is also recognised that Self Build could be a way of delivering affordable housing in rural areas.

12.57 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.

12.58 Strong links⁽⁶⁶⁾ 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 of the last two years or three of the last five years.

66 in line with the community connection criteria as set out by Cheshire Homechoice



- 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.

12.59 Further explanation, regarding how this Policy will operate, will be included in a Supplementary Planning Document on Affordable Housing.

Key Evidence

1. Strategic Housing Market Assessment
2. Local Housing Needs Assessments
3. Cheshire East Housing Strategy

Gypsies and Travellers and Travelling Showpeople

12.60 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 7

Gypsies and Travellers 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 within the Borough for:
 - i. A transit site of between 5 and 10 pitches for Gypsy and Travellers;
 - ii. 69 additional permanent residential pitches for Gypsy and Travellers; and
 - iii. 12 additional plots for Travelling Showpeople in the period 2013 to 2028.
2. To ensure that proposals for Gypsy and Traveller and Travelling Showperson sites are sustainable and acceptable in terms of location and design, the following considerations will be taken into account:
 - i. Proximity of the site to local services and facilities.
 - ii. Access to public transport.
 - iii. Safe pedestrian, cycle and vehicular access onto the site.
 - iv. Appropriate pitch sizes.
 - v. Adequate provision for parking, turning and servicing.
 - vi. Adequate provision for storage and maintenance, particularly where needed for Travelling Showpeople.
 - vii. Mix of accommodation types and tenures.



- viii. Impact on the character and appearance of the surrounding area.
- ix. Impact on the Green Belt⁽⁶⁷⁾.

3. There will be a presumption against the loss of existing permanent consented Gypsy, Traveller or Travelling Showpersons sites where this would exacerbate or result in an identified shortfall unless suitable replacement provision of equal or enhanced value are provided.

Justification

12.61 The Department of 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'*.

12.62 The latest count of Gypsy and Traveller caravans (January 2013) showed that there were 17 caravans on Local Authority or socially rented sites, 88 caravans on private sites (seven of which only have temporary consents) and 14 caravans on unauthorised encampments.

12.63 A Gypsy and Traveller Accommodation Assessment has been prepared on behalf of Cheshire East, Cheshire West, Halton Borough Council and Warrington Borough Council in January 2014. The following table breaks down the overall provision identified by the GTAA over 5 year periods up to 2028:

	2013 to 2018	2018-2023	2023-2028	Total
Gypsy and Traveller Residential Pitches ⁽¹⁾	32	17	20	69
Travelling Showperson Plots ⁽²⁾	10	1	1	12

Table 12.1 Gypsy and Traveller and Travelling Showperson provision in Cheshire East in 5 Year Periods

1. the GTAA has assumed that all unauthorised sites, waiting list needs and sites with temporary planning permissions are addressed in the first 5 years. Any supply from undeveloped sites is assumed to be developed in the first 5 years. Household formation is apportioned over time.
2. The GTAA has assumed that all unauthorised yards, concealed households and in-migration are addressed in the first 5 years. Household formation is apportioned over time.

12.64 Gypsy and Traveller Accommodation Assessments are prepared to reflect a 15 year time frame. Future reviews of this evidence will be used to determine need for additional provision beyond 2028.

12.65 Sites for Gypsies and Travellers and Travelling Showpeople will be allocated in the Site Allocations and Development Policies Development Plan Document.

Key Evidence

1. Cheshire Partnership Area Gypsy and Traveller Accommodation and Related Services Assessment
2. Count of Gypsy and Traveller Caravans (January 2013)

67 Gypsy and Traveller and Travelling Showpeople sites in the Green Belt are inappropriate development, Paragraph 14, Planning Policy for Traveller Sites, CLG, March 2012



13

Sustainable Environment



13 Sustainable Environment

13.1 The environment of Cheshire East is unusually rich and varied and its high quality, natural and man-made heritage is a key asset, attractive to both residents and visitors. The Local Plan 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.

13.2 This section sets out positive policies to ensure that development will protect and enhance Cheshire East's built and natural environment and will 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.



Figure 13.1 Environmental Assets in Cheshire East: Riverside, Nantwich; Sandbach Park, Sandbach; and the Silk Bridge, Macclesfield

Quality of Place

13.3 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. To deliver safe, secure, attractive and healthy places in which to live, work, visit and spend time, development should seek to improve the quality and appearance and biodiversity value of an area and the way it functions.



13.4 Achieving high quality design should be a key objective of all those involved in delivering sustainable development. Development should take the opportunities available to improve the quality and appearance of an area and the way it functions.

13.5 The NPPF places significant emphasis on achieving high quality design as part of delivering sustainable development, stating that *“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”*

13.6 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’*.

Policy SE 1

Design

Development proposals should make a positive contribution to their surroundings in terms of the following:

1. Sense of place
 - i. Ensuring design solutions achieve a sense of place by protecting and enhancing the quality, distinctiveness and character of settlements;
 - ii. Ensuring sensitivity of design in proximity to designated and local heritage assets and their settings;
 - iii. Ensuring that places are designed around the needs and comfort of people and not vehicles, so that layout, street design and parking is in accordance with the principles set out in Policy CO1 and Manual for Streets;
 - iv. Ensuring that proposals are underpinned by character and design assessment commensurate with the scale and complexity of the development;
 - v. Encouraging innovative and creative design solutions that are appropriate to the local context; and
 - vi. Ensuring a high quality public realm that enhances conditions for pedestrians and cyclists and creates opportunities for social interaction.
2. Managing design quality
 - i. Ensuring for larger scale and more complex developments that design proposals have positively responded to the Design Review process⁽⁶⁸⁾;
 - ii. Ensuring for major developments that Masterplanning and Design Coding forms an integral part of the design process;
 - iii. Ensuring that housing developments achieve Building for Life 12 (or as updated) standard; and
 - iv. Encouraging sustainable construction practices including the use of appropriate recycled and sustainable materials of high quality.
3. Sustainable urban, architectural and landscape design

68 By local design review or by Places Matter



- i. Encouraging the introduction of passive environmental design principles and climate change adaptation features in the orientation of buildings and spaces and detailed design;
- ii. Encouraging sustainable modes of travel through appropriate design;
- iii. Reducing energy and water usage through appropriate design;
- iv. Encouraging the use of renewable/low carbon energy technology, as appropriate; and
- v. Encouraging the use of green infrastructure.

4. Liveability / workability

- i. Providing internal and external space standards for living environments as set out in national best practice standards including Lifetime Homes principles for future adaptability;
- ii. Ensuring appropriate level of privacy for new and existing residential properties;
- iii. Ensuring appropriate external storage;
- iv. Ensuring a high quality internal and external working environment commensurate with the type and nature of business, particularly for new build development or conversions to office space;
- v. Ensuring appropriate provision for waste storage allowing for its sustainable management; and
- vi. Ensuring appropriate access for the mobility impaired or partially sighted.

5. Designing in safety

- i. Ensuring high levels of passive surveillance of streets, spaces and parking including appropriate lighting;
- ii. Incorporating Secured by Design principles, provided that these are adequately balanced against other design considerations and do not undermine the quality of the development; and
- iii. Ensuring that site layout and design minimises the opportunity for crime.

Justification

13.7 Cheshire East has a unique character and sense of place and it is important that new development responds positively to it. High quality design should be the aim of all those involved in the development process and should be considered at the earliest possible stage. Development proposals should, therefore, consider the wider character in addition to that of the site and its immediate context, to ensure that it reinforces the area in which it is located. Where there is the opportunity to improve the area, the design should secure a positive new character, enhancing both its appearance and the way that it functions.

13.8 A genuinely sustainable form of development should be underpinned by sustainable urban, architectural and landscape design. Both outline and detailed proposals should demonstrate their performance in respect to sustainable design, commensurate with the type and scale of the application.

13.9 Development should have due regard to the site and wider setting in respect to layout, movement and connections, scale and height, landscape character, townscape character and in their appearance both in terms of architectural quality and materials. Development should also ensure high levels of passive surveillance of streets, spaces and parking through the arrangement and design of buildings, streets and spaces and the activity within them. Boundary treatments and hard surfaces are equally important to successful design.



13.10 In rural areas, particular attention should be paid to landscape character, the local vernacular and the peculiar characteristics of the locality. These will vary considerably within Cheshire East and new development should be designed with a distinctive sense of place in mind.

13.11 Consequently, it is important that new development has a strong design vision, formed early in the process, in order to create a strong sense of place and to fully address both the opportunities and constraints of the site and the wider area.

13.12 Proposals for new development should express how the design achieves this in the Design and Access Statement. This should not merely be a statement of what the proposal is or looks like but must set out the 'story' of the design (i.e. the design process that has been followed) and how it has evolved and strengthened. The design process can be summarised as:

- Stage 1: analysis: research and analyse the physical, environmental, economic and social considerations. Identify issues and opportunities, not just for the site but the wider area (extent dependent on the scale and complexity of the proposals);
- Stage 2: concepts: Establish the design vision, set out the principles and parameters and potentially several sketch options (depending on the nature and scale of the development)
- Potential stage for design review;
- Stage 3: Design development: test and refine the design, potentially including selecting a preferred approach (if several options have been developed in stage 2). Ironing out of issues highlighted and strengthening of the scheme;
- Potential stage for design review and/or consultation;
- Stage 4: final design: Final refinement and preparation of the final design and assembly of all supporting material including visual representations appropriate to the scale and type of application (potentially 2D and 3D).

13.13 Detailed design policies will be included in the Site Allocations and Development Policies document. This detail will be expanded upon by a Supplementary Planning Document on Design.

Key Evidence

1. Local Design Awards
2. Cheshire Landscape Character Assessment
3. Conservation Area Appraisals developed for Conservation Areas across Cheshire East
4. Village Design Statements

Policy SE 2

Efficient Use of Land

1. The Council will encourage the redevelopment / re-use of previously developed land.
2. The Council will manage development to protect previously developed land where it can be clearly demonstrated that either the landscape amenity or biodiversity value of the site has become of a high value and as such would be compromised through redevelopment of the site.
3. All windfall development should:
 - i. Consider the landscape and townscape character of the surrounding area when 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; and
 - iv. Consider the consequences of the proposal for sustainable development having regard to Policy SD1 and Policy SD2
4. Development should safeguard natural resources including high quality agricultural land (grades 1, 2, and 3a), geology, minerals, air, soil and water.

Justification

13.14 The National Planning Policy Framework identifies the efficient use of land as one of the core land use planning principles which encourages *'the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value'*.

13.15 Not all areas of previously-developed land will however be suitable or appropriate for built development, nor for the whole curtilage to be developed. The Council will therefore seek to resist inappropriate development where development would cause harm to the character of the surrounding area. The Council recognises that there is a presumption in favour of sustainable development in accordance with paragraph 14 of the National Planning Policy Framework. The Council will therefore seek to ensure 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 such sites for development. At the same time, the Council would like to see these sites brought back into 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. The Council recognises that good design is an important aspect of sustainable development and therefore 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'* (NPPF).

13.16 The NPPF states that *"Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land"*. Cheshire is a major food producing county and fertile soil is a limited and finite resource that cannot easily be repaired or replicated. Accordingly whilst some reduction of agricultural land is inevitable if new development is to proceed, its loss should be minimised. The needs of future generations for all forms of development should be balanced against the inevitable requirement to provide food for future needs.

13.17 Cheshire East has a wealth of mineral resources; these must be worked where they are found (see policy SE10). The ability to access key minerals should be safeguarded.

Key Evidence

1. National Land Use Database
2. Strategic Housing Land Availability Assessment

Biodiversity and Geodiversity

13.18 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 Plain containing a number of meres, ponds and marshes; variety is provided as a result of



the closeness of the Peak District to the east and the Mid-Cheshire Ridge to the west. The natural environment of the Borough is diverse, supporting a variety of habitats, flora and fauna.

13.19 The natural environment is one of the Borough's greatest assets and is highly valued by residents and visitors alike. Protecting and enhancing the environment that makes Cheshire East 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 to create 'ecological stepping stone sites', 'wildlife corridors' and 'Nature Improvements Areas'. Ecological networks and connectivity are vitally important in sustaining sites and addressing the impacts of climate change.
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:
 - i. Special Protection Areas (SPAs)
 - ii. Special Areas of Conservation (SACs)
 - iii. Ramsar Sites
 - iv. Any potential Special Protection Areas (SPAs), candidate Special Areas of Conservation (SACs) or proposed Ramsar sites
 - v. Sites of Special Scientific Interest (SSSI)
 - vi. Sites identified, or required, as compensatory measures for adverse effects on European sites, candidate Special Protection Areas, possible Special Areas of Conservation, and listed or proposed Ramsar sites
 - vii. The Peak District National Park
 - viii. National Nature Reserves
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 the reasons for the proposed development clearly outweigh the value of the ecological feature adversely affected and there are no appropriate alternatives:
 - i. Local Nature Reserves
 - ii. Sites of Biological Importance (SBI) or Local Wildlife Sites
 - iii. Regionally Important Geological and Geomorphological Sites (RIGGS)
 - iv. Designated Wildlife Corridors
 - v. Habitats and species within the Cheshire Biodiversity Action Plan
 - vi. Priority habitats and species within the UK Biodiversity Action Plan
 - vii. Habitats and species listed in respect of Section 41 of The Natural Environment and Rural Communities Act 2006
 - viii. Legally protected species
 - ix. Areas of Ancient and Semi-Natural Woodland
 - x. Nature Improvement Areas
4. All development (including conversions and that on brownfield and greenfield sites) must aim to positively contribute to the conservation and enhancement of biodiversity and



geodiversity and should not negatively affect these interests. To ensure there are no residual adverse impacts resulting from a proposed development, where in exceptional circumstances the reasons for the proposed development clearly outweigh the value of the ecological feature adversely affected and there are no appropriate alternatives, the adverse impacts of the development must be proportionately addressed in accordance with the hierarchy of: mitigation, compensation and finally offsetting. When appropriate, conditions will be put in place to make sure appropriate monitoring is undertaken and make sure mitigation, compensation and offsetting is effective.

5. Development proposals that are likely to have a significant impact on a non-designated asset or a site valued by the local community identified in a Neighbourhood Plan or the Site Allocations and Development Policies documents will only be permitted where suitable mitigation and / or compensation is provided to address the adverse impacts of the proposed development.

Justification

13.20 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'*.

13.21 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'*.

13.22 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'*.

13.23 Local Plan Strategy Policy SE3 seeks to make sure that there is no overall loss of biodiversity and geodiversity and seeks to utilise avoidance, 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'*.

13.24 The level of biodiversity offsetting required could be determined by means of assessments undertaken in accordance with the Department for Environment, Food and Rural Affairs (DEFRA) metric contained in Biodiversity Offsetting Pilots published in March 2012 as applied in the Defra offsetting pilot projects. Biodiversity offsetting could be delivered by developers in partnership with various partners including conservation organisations, local landowners and the Borough Council.



13.25 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 de-selected after the adoption of the Local Plan. Sites of Biological Importance are being resurveyed; they will then be designated as Local Wildlife Sites. At the time of producing this document, there are therefore sites that are designated as Sites of Biological Importance (which have yet to be resurveyed) and sites that are designated as Local Wildlife Sites (which have been resurveyed.)

13.26 Construction Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during the planning application process as part of sustainable development proposals for any sites in close proximity to European designated sites.

Key Evidence

1. Cheshire East - Habitats Regulations Assessment of the Local Plan
2. Cheshire Region Biodiversity Action Plan
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)
7. Sites of Biological Importance / Local Wildlife Site Registry (on-going updates)

Landscape

13.27 Cheshire East has a rich and diverse landscape. To the east, the land rises from the Cheshire Plain into the Pennine foothills and the Derbyshire and Staffordshire boundaries. In the south east, it includes the southern part of the Sandstone Ridge that runs north-south from Frodsham to Whitchurch and the rolling landscape of the Shropshire boundary. The Plain itself consists of a mosaic of clay plain, heathland, meres and mosses, shallow river valleys – Weaver, Wheelock, Dane and Bollin, and salt related landscapes around Middlewich and Sandbach. Much of the Plain has a pastoral landscape of hedgerows, hedgerow trees and ponds, which provides an impression of a well wooded landscape, but in fact woodland cover is one of the lowest in England and many of the hedgerow trees are slowly disappearing from the landscape.

Policy SE 4

The Landscape

1. The high quality of the built and natural environment is recognised as a significant characteristic of the Borough. All development should conserve the landscape character and quality and should where possible, enhance and effectively manage the historic, natural and man-made landscape features that contribute to local distinctiveness of both rural and urban landscapes.
2. Development will be expected to:
 - i. Incorporate appropriate landscaping which reflects the character of the area through appropriate design and management;
 - ii. Where appropriate, provide suitable and appropriate mitigation for the restoration of damaged landscape areas;
 - iii. Preserve and promote local distinctiveness and diversity;
 - iv. Avoid the loss of habitats of significant landscape importance;
 - v. Protect and / or conserve the historical and ecological qualities of an area;



3. In Local Landscape Designation Areas, Cheshire East will seek to conserve and enhance the quality of the landscape and to protect it from development which is likely to have an adverse effect on its character and appearance and setting. Where development is considered to be acceptable in principle; measures will be sought to integrate it into the landscape character of the area by:
 - i. Protecting, restoring and enhancing the character and appearance of the local area through suitable planting, landscape and / or woodland;
 - ii. Proposals for the extensive development of land, making suitable provision for better public access to, and enjoyment of, the Local Landscape Designation Areas;
4. Where development may affect a local or national⁽⁶⁹⁾ designation a full understanding of the context, characteristics and significance should be provided and informed by the Cheshire East Landscape Character Assessment, Historic Landscape Assessment and the Local Landscape Designation Study. In Local Landscape Designation Areas, Cheshire East will seek to conserve and enhance the quality of the landscape and to protect it from development which is likely to have an adverse effect on its character and appearance.

Justification

13.28 The conservation of the intrinsic character and beauty of the countryside is a core planning principle in the NPPF and it is important to understand the characteristics of the local landscape and how development may affect it. Development should contribute to the enhancement of landscape character, both urban and rural and should also protect and manage the historic, natural features and characteristics that contribute to local distinctiveness.

13.29 The Cheshire East area is a significant landscape asset in the North West which is enjoyed and valued for, amongst other things, its ecological, recreational, agricultural, conservation and aesthetic aspects. This is reflected in both the quantity and quality of landscape designations which protect specific areas and in the high profile given to the environment in the Council's key objectives.

13.30 Landscape encompasses all outdoor space, from town centre pedestrian precincts, to the open countryside: all forms of development impact upon the landscape to some degree and this needs to be assessed to determine its significance, ensure development is designed to integrate into its setting and to identify possible mitigation (be they proposals for stables, householder applications, new residential development, business parks, new town centre buildings, public art, telecommunications masts, wind farms, nursing homes, nurseries, new retail, overhead power lines, new recreational landscapes such as golf courses and many others).

13.31 Whilst all of Cheshire East's landscapes are of value, some landscapes are also recognised as being of particular importance and have been identified as Local Landscape Designation areas; these areas sit within the framework of the Landscape Character Assessment. Criteria for defining the special qualities of these areas include: distinctiveness, perceptual character, landscape and scenic quality, natural character, cultural character and function. Further guidance and/or design advice will be published for areas of particular distinctiveness such as the Peak District Fringe and the Alderely Edge sandstone escarpment.

13.32 The impacts of proposed developments upon existing landscape and views of the surrounding area should be assessed as part of the planning process. This can include assessing the suitability of landscape schemes (often submitted as part of a planning application), and negotiating any improvements. With larger projects, for example mineral applications, this can involve a series of meetings and site visits with the applicant's planning consultants to provide advice.

69 Refers to Peak District National Park



Key Evidence

1. Cheshire Landscape Character Assessment (2008)
2. Cheshire Historic Landscape Assessment (2008)
3. The Natural Environment White Paper 'The Natural Choice: Securing the Value of Nature' (2011)
4. Natural England - Information on Environmental Designations (2012)
5. The Parliamentary Office of Science and Technology - Ecosystem Approach (2011)
6. Landscape Assessment of Congleton Borough (1999)
7. Cheshire East Wind Turbine Sensitivity Study (2013)
8. Cheshire East Local Landscape Designation Areas Study (May 2013).

Trees, Hedgerows and Woodland

13.33 Woodland, trees and hedgerows within Cheshire East are important visual and ecological assets, which not only provide a significant contribution to the Borough's local distinctiveness but also play a role in mitigating and addressing climate change and supporting biodiversity.

Policy SE 5

Trees, Hedgerows and Woodland

Development proposals which are likely to result in the loss of, or threat to, the continued health and life expectancy of trees, hedgerows or woodlands (including veteran trees or ancient semi-natural woodland), that provide a significant contribution to the amenity, biodiversity, landscape character or historic character of the surrounding area, will not normally be permitted, except in exceptional circumstances where there are clear overriding reasons for allowing the development and there are no suitable alternatives. Where adverse impacts are unavoidable, such impacts must satisfactorily demonstrate significant environmental gain by appropriate mitigation, compensation or offsetting.

The Council will seek to ensure:

1. The sustainable management of trees, woodland and hedgerows including provision of new planting within the infrastructure of new development proposals to provide local distinctiveness within the landscape, enable climate adaptation resilience, and support biodiversity;
2. The planting and sustainable growth of large trees within new development as part of a structured landscape scheme in order to retain and improve tree canopy cover within the Borough as a whole.

Justification

13.34 The National Planning Policy Framework 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'*.

13.35 '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’.

13.36 The Government's Forestry and Woodlands Policy Statement 2013 states that *‘the protection of the UK's trees, woods and forests, especially ancient woodland is a top priority’* and *‘new and better managed woodland also has a role in making our rural and urban landscapes more resilient to the effects of climate change’*

13.37 The UK Forestry Standard (UKFS) 2013 also sets out the Government's approach to sustainable forestry and helps inform planning decisions by summarising the legislation which affects trees and woodlands, clarifies the role of the Forestry Commission and LPAs in respect of woodlands, setting appropriate standards and sets appropriate standards for woodland management or creation when covered by planning legislation.

13.38 The UK National Ecosystem Assessment (UK NEA) provides an analysis of the UK's natural environment in terms of the benefits provided to society and continued economic prosperity. The Ecosystem approach encompasses social, economic and environmental factors that are interdependent with biodiversity and various benefits that trees and woodlands provide.

13.39 Trees and hedgerows are an important element of the landscapes and townscapes of the area, where they can make a valuable contribution to visual amenity. They may have historic importance, as part of wider designed landscapes or be keys to the history of the landscape by identifying former highways, settlements or field boundaries. They may also have ecological value, by providing habitats for legally protected and Biodiversity Action Plan species. It is essential that the presence of existing trees be considered at an early stage in the development process and that where appropriate, provision is made for new tree planting. Whilst trees can be seen as a constraint, with sympathetic design they can enhance a development.

13.40 Therefore development proposals which will result in the loss of trees or hedgerows that provide a significant contribution (including trees or woodlands subject of a Tree Preservation Order, hedgerows which are classed as ‘important’ under the Hedgerow Regulations, those classified as UK BAP Priority Habitat) will be discouraged.

13.41 The Council will encourage proposals which seek to increase the planting of woodland and hedgerows to introduce positive sustainable woodland management - particularly in urban areas and the urban fringe, where this 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.

Key Evidence

1. The Natural Environment White Paper ‘The Natural Choice: Securing the Value of Nature’ (2011)
2. Natural England – Information on Environmental Designations (2012)
3. The Parliamentary Office of Science and Technology – Ecosystem Approach (2011).
4. UK Forestry Standard - The Governments Approach to Sustainable Forestry (Forestry Commission 2011)
5. Trees in the Townscape - A Guide for Decision Makers (Trees and Design Action Group November 2012)
6. Government's Forestry and Woodlands Policy Statement (DEFRA/ Forestry Commission January 2013)



Green Infrastructure

13.42 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. 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.

Policy SE 6

Green Infrastructure

Cheshire East aims to deliver a good quality, and accessible network of green spaces for people to enjoy, providing for healthy recreation and biodiversity and continuing to provide a range of social, economic and health benefits. This will be done by:

1. 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, trees and woodland and wildlife habitats 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.
2. Safeguarding Green Infrastructure assets to make sure that:
 - i. Development does not compromise their integrity or potential value;
 - ii. Developer contributions are secured wherever appropriate in order to improve their quality, use and multi-functionality; and
 - iii. Opportunities to add to the Green Infrastructure network are maximised through partnership working.
3. Working with partners, to support the potential of Strategic Green Infrastructure Assets to contribute to the aims of the wider green infrastructure. The Strategic Green Infrastructure Assets⁽⁷⁰⁾ identified in Cheshire East are:
 - i. Weaver, Bollin, Dane and Wheelock river corridors including cloughs and floodplains
 - ii. Macclesfield, Shropshire Union (including the Llangollen and Middlewich branches) and Trent and Mersey canals
 - iii. Meres and Mosses Natural Improvement Area and Local Natural Improvement Areas
 - 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

⁷⁰ Strategic Green Infrastructure assets are those assets that either provide or could provide wider Green Infrastructure benefits.



- viii. The Cloud, Congleton Edge and Mow Cop upland fringe
 - ix. Sandstone Ridge
 - x. The ecological network of habitats identified in Policy SE3
4. Strengthening the contribution that sport and playing fields, open space and recreation facilities make to Cheshire East's Green Infrastructure network by requiring all development to:
- i. Protect and enhance existing open spaces and sport and recreation facilities;⁽⁷¹⁾
 - ii. Encourage multiple use and improvements to their quality;
 - iii. Provide adequate open space;
 - iv. Contribute to the provision of outdoor sports facilities in line with Policy SC2;
 - v. Create or add to the networks of multi-functional Green Infrastructure;
 - vi. Secure new provision to help address identified shortages in existing open space provision, both in quantity, quality and accessibility;
 - vii. Locate open space facilities in appropriate locations, preferably within developments; and
 - viii. Promote linkages between new development and surrounding recreational networks, communities and facilities.

Justification

13.43 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*'.

13.44 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 links with Policies SE3 'Biodiversity and Geodiversity', SE4 'The Landscape', SE5 'Trees Hedgerows and Woodlands' and SE7 'The Historic Environment' linking all the various green assets of Cheshire East from parks and gardens to woodland copses, hedges and ponds.

13.45 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. It contains a vision, background evidence, recommendations and an action plan. The Council's Open Space Assessment adds further detail at town and village level.

13.46 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.

⁷¹ To be Identified on the Site Allocations and Development Policies Adopted Policies Map, plus incidental open space and amenity areas too small to be shown. Until this time the existing open spaces and sport and recreation facilities identified in the Borough of Crewe and Nantwich Local Plan, Congleton Borough Local Plan First Review and the Macclesfield Borough Local Plan will remain in force



13.47 Appropriate restoration following mineral working can provide additional green infrastructure assets (See Policy SE10 'Sustainable Provision of Minerals').

13.48 In the Council's Green Space Strategy, the Open Space vision is to provide '*a network of clean, green, sustainable, attractive, well maintained, safe areas for all ages, for formal and informal recreational activities, more formal outdoor sports or for sitting and relaxing, which are easily accessible and are well designed to avoid conflict and build community cohesion, whilst enhancing our day to day environment*'.

13.49 Chapter 9 of the Green Space Strategy outlines Open Space Standards for the various types of open space.

13.50 The combined open space standards would give a total figure of 2.6 hectares of open space per 1,000 population plus developer contributions for outdoor sports provision – either enhancement of existing sites or towards the provision of new facilities. In some cases, commuted sums generally may be more appropriate for improvement of other open spaces and green infrastructure connectivity. The requirement per family dwelling would therefore range from 40m² per home comprising children's play and amenity green space – to 65m² per home comprising children's play, amenity, allotments and green connectivity plus a developer contribution for outdoor sports - in areas with severe shortages in open space. It is likely that the total amount of 65m² per home (plus developer contributions for outdoor sports) would be required on major greenfield and brownfield development sites, though the amount required would be influenced by other available evidence at that time. The Open Space Standards Table below shows the open space requirement per home and also shows the equivalent figure in hectares (per 1,000 population) that is used to assess the amount of open space in a particular neighbourhood / community.

	Children's Play Space	Amenity Green Space	Allotments	Outdoor Sports Facilities	Green Infrastructure Connectivity
Quantity (per 1,000 population)	0.8ha	0.8ha	0.2ha	Developer Contribution	0.8ha
Quantity (per family home)	20m ²	20m ²	5m ²	Developer Contribution	20m ²

Table 13.1 Open Space Standards

13.51 In some cases, commuted sums may be required for biodiversity offsetting/compensatory habitat expansion. 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: this includes the provision of compensatory habitat expansion or restoration on an alternative site.

13.52 Developer Contributions for Outdoor Sports facilities will be informed by any emerging or subsequently adopted Playing Pitch Strategy. The Playing Pitch Strategy will be prepared as per Sport England guidance. Policy SC2 covers the provision of Outdoor Sports Facilities.

13.53 Viability considerations will be taken into account with any development proposal especially when applying open space standards.

13.54 Paragraphs 76 and 77 of the National Planning Policy Framework consider Local Green Space designations and set out when they might be appropriate. Local Green Space designations proposed in Neighbourhood Plans can be considered at the Site Allocations stage.

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 (2013)
4. Playing Pitch Strategy
5. Green Infrastructure Action Plan for Crewe (2012)
6. Green Infrastructure Partnership (2011)
7. Forestry Commission - Benefits of Green Infrastructure (2010)
8. Natural England - Information on Environmental Designations (2012)

Historic Environment

13.55 Our historic environment is a finite resource and an integral part of the unique character and distinctiveness of Cheshire East. In essence, it helps shape our distinctive identity and contributes significantly to both the landscape and townscape qualities of the Borough.

13.56 Cheshire East's historic environment includes both visible and below ground archaeological heritage assets. Built heritage is not solely about physical or architectural character, but just as importantly, the technological, social and cultural significance of a building, feature or place, both to our community, but also to the nation as a whole. It is also important to maintain the integrity and setting of designated and un-designated heritage assets and the features they contain. Many of these heritage assets are vulnerable to change and are under pressure. Once damaged or removed, they are irreplaceable, to the detriment of both 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.

13.57 The Council is committed to conserving the historic significance of the borough's heritage assets, their setting and the wider historic environment. Cheshire East's heritage is an essential component of its present and its future. A critical component to achieving a high-quality built environment is to ensure that the Borough's historic environment is sustainably managed, enhanced and protected, whilst supporting appropriate, sustainable development.

13.58 Once lost or altered, features of the historic environment cannot be replaced. It is important therefore that decision making is based on a full understanding of the significance of heritage assets affected by development, the impacts arising from those proposals and the wider public benefit arising from the proposed development.

Policy SE 7

The Historic Environment

1. The character, quality and diversity of Cheshire East's historic environment will be conserved and enhanced. All new development should seek to make a positive contribution to the character of Cheshire East's historic and built environment, include the setting of assets and where appropriate, the wider historic environment.
2. Proposals for development shall be assessed and the historic built environment actively managed in order to contribute to heritage values and local distinctiveness. Where a development proposal is likely to affect a designated heritage asset (including its setting) the significance of the heritage asset, including any contribution made by its setting, must be described and reported as part of the application.
3. The Council will seek to avoid or minimise conflict between the conservation of a designated heritage asset and any aspect of a development proposal by:
 - i. Supporting development proposals that do not cause harm to, or which better reveal the significance of heritage assets.



- ii. Requiring development proposals that cause harm to, or loss of, a designated heritage asset and its significance, including its setting, to provide a clear and convincing justification as to why that harm is considered acceptable. Where that case cannot be demonstrated, proposals will not be supported.
 - iii. Considering the level of harm in relation to the public benefits that may be gained by the proposal.
 - iv. The use of appropriate legal agreements or planning obligations to secure the benefits arising from a development proposal where the loss, in whole or in part, of a heritage asset is accepted.
4. The impact of a proposal on the significance of a non-designated heritage asset should be properly considered, as these are often equally valued by local communities. There should be a balanced consideration, weighing the direct and indirect impacts upon the asset and its setting, having regard to the scale of any harm or loss. The presumption should be that heritage assets should be retained and re-used wherever practicable and proposals that cannot demonstrate that the harm will be outweighed by the benefits of the development shall not be supported. Where loss or harm is outweighed by the benefits of development, appropriate mitigation and compensation measures will be required to ensure that there is no net loss of heritage value.
 5. In all heritage contexts, high quality design should be achieved. It should aim to avoid poorly executed pastiche design solutions and should foster innovation and creativity that is sensitive to the heritage context in terms of architectural design, detailing, scale, massing and use of materials.
 6. Cheshire East Council will seek to positively manage the historic built environment through engagement with landowners/asset owners and other organisations and by working with communities to ensure that heritage assets are protected, have appropriate viable uses, are maintained to a high standard and are secured and have a sustainable future for the benefit of future generations.

Justification

13.59 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"*.

13.60 Cheshire East contains a much valued, varied and unique built heritage. This is a key contributor to the quality of life and economic attractiveness of the Borough and has a positive and important role to play in achieving a sustainable community in Cheshire East. The Council will expect new developments to respect and promote the distinctive local heritage of the area, including the historic silk industry in Macclesfield, the importance of the rail industry in Crewe and the distinctive qualities of towns and villages across the Borough.

13.61 Key assets include Macclesfield's silk and industrial heritage, Little Moreton Hall, Crewe's railway heritage, Tatton Park, Lyme Park, Quarry Bank Mill, Tegg's Nose Country Park, the canal network, historic towns and parts of the Peak District National Park, amongst others. Specific unique attractions include a wealth of Historic Parks and Gardens and the Lovell Telescope at Jodrell Bank. The area's Stately Homes and Historic Parks and Gardens are a particular feature of Cheshire East and pose particular challenges as well as opportunities. There are 76 Conservation Areas and 2,638 Listed Buildings including 47 Grade 1, and 179 Grade 2*, Listed Buildings.



13.62 There is also a wealth of locally important heritage assets that are not formally designated, but which are equally valued and cherished by local communities, ranging from smaller assets such as boundary markers and railings, to larger buildings and structures, and historic landscapes, veteran trees and ancient woodlands. Much of this local heritage remains unrecorded and therefore it is essential that the impact of proposals upon these non-designated assets is also properly considered in assessing development proposals. The Council is, therefore, committed to protecting buildings, structures, townscape features of particular local interest and value, and cherished landmarks, which are not statutorily designated, including historic parklands.

13.63 The Borough also has a rich archaeological resource ranging 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, the Roman and waterlogged deposits of Nantwich the Saxon Sandbach Crosses, the site of the Civil War Battle of Nantwich and the defences of the former airfield at Cranage. It also has a diverse historic landscape character, ranging from medieval field systems to twentieth century fieldscapes.

13.64 In order to properly understand the nature, significance and physical extent of assets of archaeological interest, programmes of mitigation in the form of desk-based assessment, field evaluation, recording of the asset, minimising the impact through design modification, may be required. Retaining as much as possible of the character of surviving historic landscapes can enhance the local distinctiveness and attractiveness of new development.

13.65 Designated heritage assets are those that are recognised as having national heritage significance and/or benefiting from statutory protection and comprise:

- Conservation Areas
- Listed Buildings
- Scheduled Monuments
- Registered Parks and Gardens
- Registered Battlefields
- World Heritage Sites

13.66 Non-designated heritage assets are locally important heritage assets which often have a strong local affinity or association and comprise:

- Areas of Archaeological interest (including Areas of Archaeological Potential and Sites of Archaeological Importance)
- Buildings of local architectural or historic interest (Local List)
- Locally important assets not on the Local List
- Locally significant historic parks and gardens
- Other locally important heritage landscapes

13.67 Securing high quality design is very important to conserving, enhancing and enriching the unique heritage and local identity of the Borough. With respect to setting, and wider context, new developments should respect the local character, massing, and scale of the area.

13.68 Design innovation will be positively encouraged to create architecture that is clearly of today and the heritage of tomorrow, but which also marries with and responds to the wider historic context. Whilst poor quality, ill considered pastiche design will be discouraged, architecture that focuses on local traditions, character and craftsmanship will also be supported and encouraged. For both contemporary and traditional design solutions, a focus on achieving quality, sense of place and local distinctiveness will be essential in order to be supported in heritage sensitive contexts.



13.69 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 will seek to use these measures appropriately and responsibly for the public benefit in order to conserve and enhance the Borough's historic environment. An increasingly important issue for the historic environment is the harm arising from heritage crime. As part of the management of the historic environment, the Council will seek to work with local communities and other partners to deliver the heritage crime programme in Cheshire East.

13.70 Monitoring and reviewing the status and condition of important heritage assets will be an important activity, particularly where there are known development pressures and/or they are assets being at risk, in particular on the Heritage at Risk Register.

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 No 3: Management Strategy for the Historic Environment and Archaeological Deposits (2010)

Renewable and Low Carbon Energy

13.71 The world's climate is in a period of warming. Scientists suggest *"there is an overwhelming scientific consensus that climate change is happening, and that it is primarily the result of human activity,"*⁽⁷²⁾ mainly through the combustion of fossil fuels that result in the release of greenhouse gases such as carbon dioxide.

13.72 Continued global warming will result in many changes to the environment, both locally and internationally. 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.'*⁽⁷³⁾

13.73 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.

13.74 The UK legislation on carbon dioxide emissions is contained in the UK Climate Change Act 2008. This commits the UK to:

- A 34% (potentially increasing to 42%) reduction of 1990 Carbon Dioxide levels by 2020
- An 80% reduction of 1990 Carbon Dioxide levels by 2050

13.75 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'*.

72 DECC, (2011), Carbon Plan

73 DECC, (2009), UK Low Carbon Transition Plan



13.76 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 and low carbon energy.

Policy SE 8

Renewable and Low Carbon Energy

1. The development of renewable and low carbon energy schemes (including community-led initiatives), together with any ancillary building(s) and infrastructure, will be positively supported and considered in the context of sustainable development and any impact on the landscape.
2. Weight will be given to the wider environmental, economic and social benefits arising from renewable and low carbon energy schemes, whilst considering the anticipated adverse impacts, individually and cumulatively upon:
 - i. The surrounding landscape including natural, built, historic and cultural assets and townscape; including buildings, features, habitats and species of national and local importance and adjoining land uses; and / or
 - ii. Residential amenity including visual intrusion, air, dust, noise, odour, traffic generation, recreation and access; and / or
 - iii. The operation of air traffic, radar systems, electromagnetic transmissions, and the Jodrell Bank Radio Telescope.
3. Appropriate mitigation measures to address any effects identified and considered (for all low carbon and renewable schemes) will be required prior to any development proceeding.
4. Given the nature of some forms of renewable and low carbon energy schemes and their supporting infrastructure and ancillary building(s), it will be necessary and appropriate in certain instances, to secure removal of the scheme and its supporting infrastructure and ancillary building(s) and restore the land to an appropriate use once a scheme is ready for decommissioning, through the imposition of planning conditions.

Justification

13.77 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 re-use 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*'.

13.78 There are various sources of renewable 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, 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 not served by the gas network
- A potential supply of deep geothermal heat has been identified in the Borough, particularly at Crewe, that offers potential to generate renewable energy
- Advanced thermal treatments
- Wind turbines of small, medium and large scale

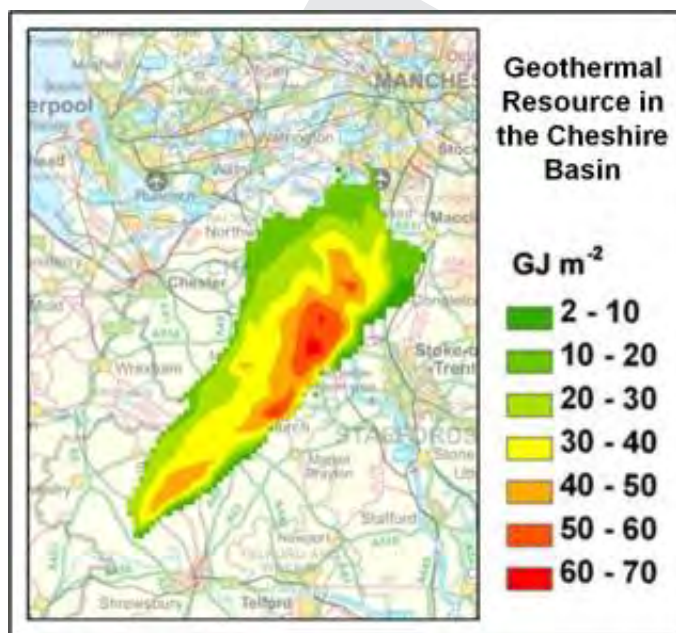


Figure 13.2 Geothermal Resource in the Cheshire Basin

13.79 Renewable and low carbon energy has the potential to contribute to the Borough's electricity supply. Assessments of wind speeds, technical and environmental constraints, as well as the potential landscape and visual impact studies of renewable and low carbon energy development across the Borough, should be used to help identify suitable locations appropriate for renewable and low carbon energy development.

13.80 Whilst the Council's evidence based studies makes reference to, and identifies potential locations suitable for renewable and low carbon technologies, it should not restrict development for technologies outside of the identified areas, or equally, mean that technologies will automatically be granted consent within the identified areas, or refused consent if outside the identified areas.

13.81 Given the rich and diverse nature of the landscape within the Borough, when planning applications are submitted for wind turbines, applicants will need to have completed the Appendix 2 requirements of the Cheshire East Landscape Sensitivity to Wind Energy Developments study (2013), as part of the application process. The Council will need to be satisfied that development will not have a significant adverse impact on the landscape.

Key Evidence

1. Climate Change and Sustainable Energy Study
2. Renewable Energy Policy Study
3. Renewables Handbook
4. Landscape Sensitivity to Wind Energy Developments Study



Policy SE 9

Energy Efficient Development

1. The Council will look favourably upon development that follows the principles of the Energy Hierarchy, and seeks to achieve a high rating under schemes such as the Code for Sustainable Homes, BREEAM (for non-residential development), CEEQUAL (for public-realm development) Building for Life and/or Lifetime Homes, especially where the standard attained exceeds that required by the current Building Regulations (or as updated).
2. Where development is over ten dwellings (including conversions) or non-residential development over 1,000 square metres, it will be expected to secure at least 10 per cent of its predicted energy requirements from decentralised and renewable or low carbon sources, unless the applicant can clearly demonstrate that having regard to the type of development and its design, this is not feasible or viable.
3. In those areas identified as 'District Heating Network Priority Areas'⁽⁷⁴⁾ or within large scale development elsewhere, 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 geothermal) and waste heat as follows:
 - i. Large and mixed use developments of over 100 dwellings or non residential development of 10,000 square metres gross floor space should install a site-wide district heating network.
 - ii. Smaller developments of 10 or more dwellings or non residential development of 1,000 square metres gross floor space should connect to any available district heating network.
4. Where a district heating network does not yet exist, applicants should demonstrate that the heating and cooling equipment installed is capable of connection to a network at a later date.
5. 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.
6. Development with high energy demands should give consideration to its potential role in providing an anchor load for a district heating network.
7. In those areas that are not connected to the gas network, new development will be encouraged to deliver its residual energy from low and zero carbon sources.

Justification

13.82 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*'.

74 To be identified in the Site Allocations and Development Policies Development Plan Document

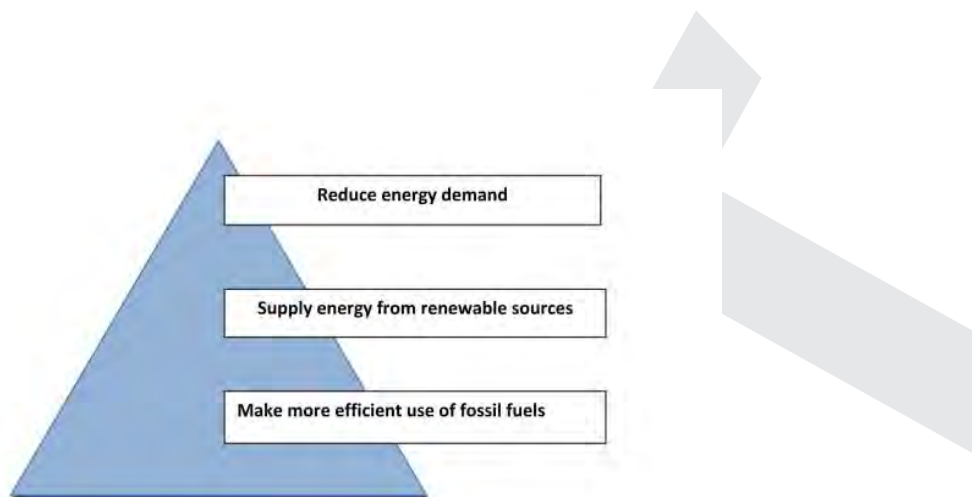


Figure 13.3 Energy Hierarchy

13.83 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.

13.84 Cheshire East Council and Housing Associations will lead by example by seeking to maximise energy efficiency and by incorporating renewable energy generation through the refurbishment and redevelopment of land and buildings in their ownership.

13.85 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 technical feasibility and financial viability. This approach is justified by the particular challenges and characteristics of the Borough. The 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 achieve average compliance across all buildings in a development.

13.86 Compliance with this requirement should be demonstrated through completion of the Standard Assessment Procedure (SAP) which assesses the energy rating of development. This process is already required to demonstrate compliance with Part L of the Building Regulations. If viability is uncertain, applicants should use open book accounting to allow the determination of viability.

13.87 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 ensure that new development makes an appropriate contribution.

13.88 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.

13.89 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.

13.90 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.

13.91 Government targets in relation to greenhouse gas reduction are recognised to be challenging. Government and industry experts recognise that construction practice may be unable to keep pace with the ambitious targets imposed and from this the notion of 'Allowable Solutions' was created. These 'Allowable Solutions' are a way of providing flexibility for low and zero carbon development and are likely to be an identified set of on, off and near-site options or projects that will be used to offset the remaining greenhouse gas emissions of a proposal.

13.92 The proposed framework for zero carbon buildings policy including Allowable Solutions has yet to be fully confirmed by Government and is currently being developed at the national level. Cheshire East Council will align with the national prescribed scheme, once in place, or look to establish local mechanisms if the national scheme is not introduced as planned, to improve the viability of development under the zero carbon requirements. Money raised through allowable solutions, or its locally established alternative, will contribute towards the delivery of energy efficiency and greenhouse gas reduction priorities identified by Cheshire East Council. Further guidance on this will be given at site allocations stage following further national guidance on this matter expected from the Government.

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)

Minerals

13.93 Minerals make an essential contribution to the nation's economy and quality of life providing the materials for infrastructure, buildings, energy and goods. Cheshire East contains a range of mineral resources of local and national economic importance. Minerals currently worked in the Borough include silica sand, sand and gravel, sandstone, salt and peat. Resources found but not worked include clay and coal with the potential for associated hydrocarbons.⁽⁷⁵⁾

75 BGS (2006) 'Mineral Resource Information in Support of National, Regional and Local Planning: Cheshire'



Policy SE 10

Sustainable Provision of Minerals

Cheshire East will make provision for an adequate and steady supply of minerals in support of sustainable economic growth without unacceptable adverse impacts on the environment having considered the need to conserve finite natural resources as far as possible and safeguard them for future generations.

To achieve this, the Council will:

1. Make appropriate provision for the supply of aggregates having regard to Cheshire East's apportionment of sub-national supply guidelines and Local Aggregate Assessments.
2. Seek to maintain aggregate landbanks of at least 7 years sand and gravel and at least 10 years crushed rock supply over the Plan period.
3. Seek to provide stocks of permitted silica sand reserves equivalent to at least 10 years production at each site throughout the Plan period, or at least 15 years at sites where significant new investment is required.
4. Identify suitable locations for potential sand and gravel, silica sand and salt extraction in the Site Allocations and Development Policies Document. These will take the form of specific sites, preferred areas and/or areas of search where appropriate.
5. Encourage and support the provision and use of suitable alternative materials to land-won minerals in order to minimise the need for new primary extraction and conserve finite natural resources.
6. Safeguard Cheshire East's important mineral resources of silica sand, sand and gravel, sandstone (including building stone), salt and surface coal through the definition of Mineral Safeguarding Areas, which will be defined in the Site Allocations and Development Policies Document and will include environmental designations, urban areas and buffer zones, plus development management criteria. Within these areas, mineral resources will be protected from unnecessary sterilisation by other development.
7. Safeguard existing and potential minerals associated infrastructure against other development in close proximity which may potentially constrain its current or future use.
8. Support the extraction of natural building and roofing stone needed for architectural and heritage purposes where environmentally acceptable.
9. Not support proposals for peat extraction from new or extended sites.
10. Encourage and support the transportation of minerals by alternative methods to road where practicable.
11. Secure at the earliest opportunity the high standard restoration and aftercare of sites following mineral working, recognising the diversity of appropriate restoration schemes to deliver the potential for beneficial afteruses.
12. Recognise the need for the afteruse of underground salt cavities for gas storage purposes in response to national energy policy.
13. Set out environmental criteria in the Site Allocations and Development Policies Document against which all minerals proposals will be assessed to ensure operations do not have unacceptable adverse impacts on the natural and historic environment or on human health.

Justification

13.94 Aggregates are the essential raw material needed in almost any construction activity such as new housing and infrastructure. Cheshire East is a producer of sand and gravel and, to a small scale, crushed rock (sandstone) used for aggregate purposes. To meet the future demand for



aggregates, supply levels set out in National and Sub-National Aggregate Guidelines have been apportioned between the Mineral Planning Authorities of the North West through agreement between the North West Aggregates Working Party. Table 13.2 sets out Cheshire East's contribution to sub-national supply and overall provision based on rolling forward annualised average apportionments over the plan period (2010-2030).

Aggregate	Cheshire East's Total Apportionment ⁽⁷⁶⁾ (2005-2020)	Annualised Average Amount	Rolled forward over Plan period (2010-2030)	Additional provision to maintain landbanks beyond Plan period ⁽⁷⁷⁾	Overall provision	Less existing reserves ⁽⁷⁸⁾
Sand and Gravel	11.36	0.71	14.2	4.97	19.17	13.58
Crushed Rock	0.66	0.04	0.8	0.4	1.2	-3.09 (surplus)

Table 13.2 Cheshire East Aggregate Provision over the Plan Period (in million tonnes)

13.95 Levels of aggregate supply to meet demand will be reviewed when necessary following the publication of updated National and Sub-National Aggregate Guidelines. Local Aggregate Assessments (LAAs) will also be prepared annually to assess the supply and demand of aggregates in Cheshire East based on 10-year sales averages and other relevant information, identifying if any shortfall or surplus exists.

13.96 In order to provide security of aggregate supply, provision should be made to maintain minimum aggregate landbanks of at least 7 years sand and gravel and at least 10 years crushed rock supply throughout the Plan period. Landbanks will be used to monitor the security of aggregate supply from Cheshire East, indicating if a review of provision is needed, and as a consideration when assessing the need for new planning permissions.

13.97 Our evidence base tells us that there is a sufficient crushed rock aggregate landbank across permitted sites, but that additional sand and gravel reserves will be required within the period up to 2030 in order to maintain a landbank consistent with national policy. Provision for sand and gravel supply in Cheshire East will be made through the Site Allocations and Development Policies Document.

13.98 Silica sand resources in Cheshire East are recognised as being of national economic importance. In response to national planning policy, the Authority is, therefore, required to ensure that a steady and adequate supply of this raw material is provided. Due to the national need for silica sand, it is important that each production site is adequately provided for, unless exceptional circumstances prevail. Therefore a minimum stock of permitted reserves for at least 10 years production should be maintained at individual sites throughout the Plan period, or for at least 15 years at new or existing sites where significant new capital investment is required.⁽⁷⁹⁾ Silica sand quarries in Cheshire East also produce quantities of sand for sold aggregate purposes and, therefore, contribute to the overall supply and landbank of aggregate sand and gravel.

78 5.59mt sand and gravel, 4.29mt crushed rock as of 31.12.2012

77 7 years sand and gravel, 10 years crushed rock

76 As detailed in NAWP (2011) 'Sub-regional apportionment of 2005-2020 guidelines for aggregate provision in the North West' and CWaC (2011) 'The Future of Sub-Regional Apportionment in the Cheshire Sub-region - A paper prepared for Cheshire West and Chester and Cheshire East Councils'

79 Landbanks for industrial minerals are to be calculated according to paragraph 53 of the Technical Guidance to the National Planning Policy Framework.



13.99 To enable the provision of a steady and adequate supply of both aggregate and industrial minerals, allocations in the form of specific sites, preferred areas and/or an area of search for potential future minerals development will be identified through the Site Allocations and Development Policies Document. This approach to allocations is considered to offer a level of certainty as to where potential mineral extraction may take place, whilst providing a degree of flexibility to meet needs over the plan period. This will involve reviewing existing allocations in the Cheshire Replacement Minerals Local Plan 1999. New allocations will be subject to necessary environmental assessment and sustainability appraisal. New sites, or extensions to existing sites for future peat extraction, will not be included consistent with national planning policy.

13.100 The consumption of primary (land-won) mineral resources can be offset by alternative materials such as secondary or recycled aggregates produced as industrial by-products or from construction, demolition and excavation (CD&E) waste. Whilst it is acknowledged not all primary minerals can feasibly be replaced, proposals offering to provide suitable alternative materials in appropriate locations should be supported in order to limit the need for land-won extraction and help to secure the long term conservation of finite natural resources. The Waste DPD will identify appropriate sites needed for the management of CD&E waste, including for aggregate recycling.

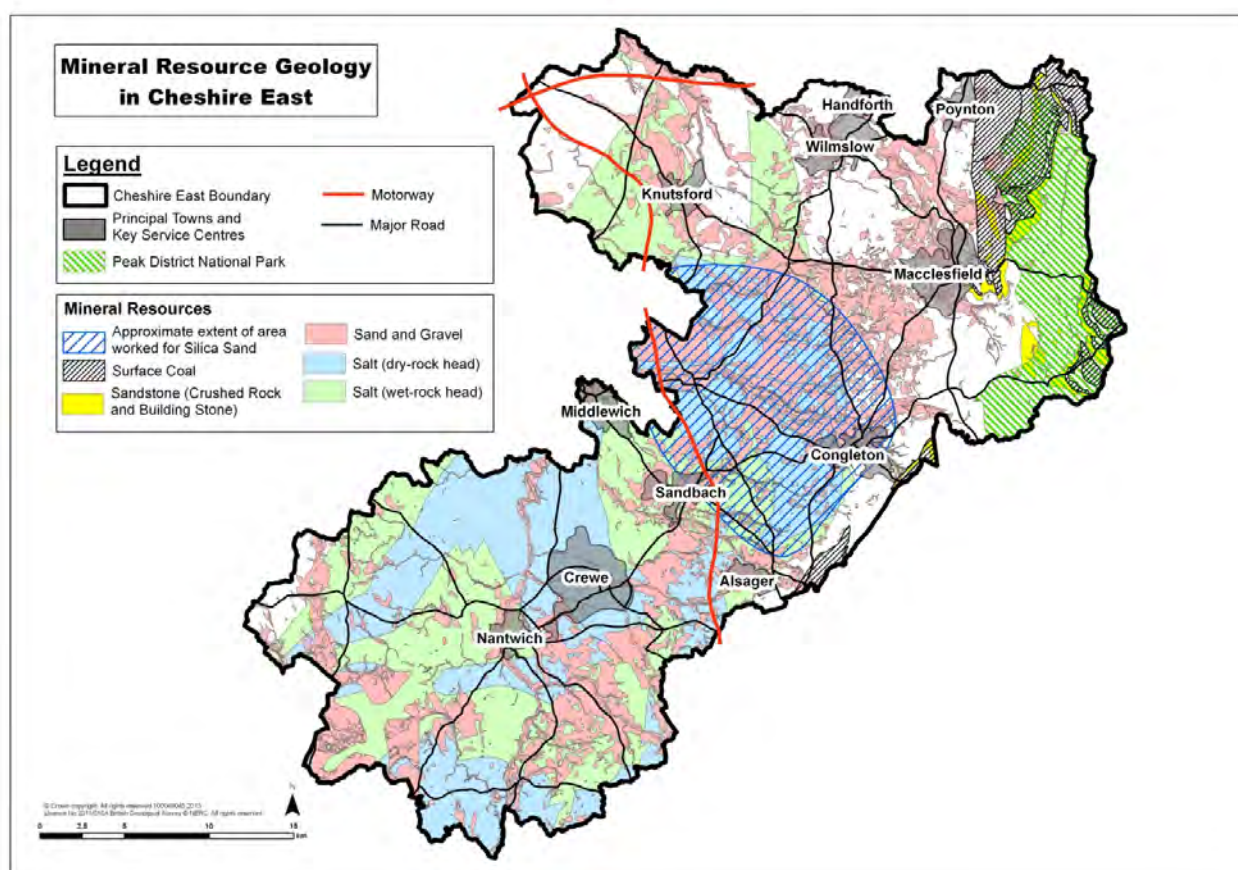


Figure 13.4 Mineral Resources in Cheshire East (based on BGS/Coal Authority data)

13.101 As mineral resources are finite and can only be worked where they naturally occur, in accordance with the principles of sustainable development, they should be safeguarded in order to meet the needs of future generations. Mineral resources considered for safeguarding in Cheshire East for their economic importance include:

- Silica (industrial) sand,
- Sand and gravel



- Sandstone (including for building stone purposes)
- Salt
- Surface coal

13.102 The broad extent of these resources is shown on the Mineral Resources in Cheshire East map (Figure 13.4). This is based on mineral resource data provided by the BGS and The Coal Authority. This data will provide the basis for the definition of Mineral Safeguarding Areas (MSAs) in the Site Allocations and Development Policies Document, subject to refinement through consultation with the minerals industry and others.

13.103 The purpose of MSAs is to prevent the needless sterilisation of mineral resources by alerting to their presence. This factor can then be given appropriate consideration in the planning process. MSAs do not preclude other (non-mineral) forms of development being permitted within them, nor do they carry any presumption that the mineral resource will be worked. Where it can be demonstrated that it is environmentally feasible and practicable, the prior extraction of the mineral resource will be encouraged ahead of necessary development.

13.104 In safeguarding sites for existing, planned and potential minerals associated infrastructure (as set out in the NPPF), including for secondary and recycled materials, appropriate consideration will also be given to the potential constraints that proximal (non-mineral) development may place on the operation of this infrastructure.

13.105 Cheshire East will work with the minerals industry and others to ensure that MSAs are based upon the best available information and that all relevant mineral associated infrastructure has been considered. Accompanying policy will be set out in the Site Allocations and Development Policies Document to support the practical implementation of determining proposals in these areas in line with best practice guidance.⁽⁸⁰⁾

13.106 Cheshire East has a valued, varied and unique built heritage. The provision of locally-sourced building and roofing stone is therefore important to enable the repair and maintenance of built heritage assets in support of their long term conservation as well as ensuring sensitivity of design in proximity to designated and local heritage assets and their settings. This complements the aims of Policy SE1 'Design' and Policy SE7 'The Historic Environment'.

13.107 Proposals for the extraction of peat at new or extended sites in Cheshire East, will not be supported, reflecting the national planning policy position on peat extraction.

13.108 Substantial environmental benefits can be achieved by replacing the road borne transportation of minerals with alternative methods such as rail, waterway, pipeline or conveyor. Whilst it is recognised that given the nature of mineral extraction in Cheshire East, road often presents the only feasible option, alternative methods will be encouraged and supported wherever this is practicable.

13.109 Mineral working is a temporary use of land, although it often takes place over long periods of time. The restoration and subsequent aftercare of mineral sites following the completion of extraction can provide opportunities to deliver a range of sustainable, positive and beneficial after-uses. This includes agriculture, forestry/native woodland, nature conservation, amenity and recreation. Restored land can also help adapt to or mitigate the effects of climate change and contribute to Cheshire East's network of Green Infrastructure, consistent with Policy SE6 'Green Infrastructure'. The most appropriate form of afteruse will be determined on a site-by-site basis.

13.110 Local geological circumstances in Cheshire East have demonstrated their feasibility for natural gas storage purposes in underground cavities, created following the extraction of salt (in brine)

80 BGS and The Coal Authority (2011) 'Mineral Safeguarding in England: good practice advise'



with the suggested potential for carbon storage. In response to national planning policy, encouragement should be given to such afteruse, subject to ensuring that the appropriate integrity and safety measures are satisfactorily secured. Government has identified the need for gas storage capacity to contribute to national energy security.

13.111 For all mineral development, it is essential that operations do not give rise to any unacceptable adverse impacts on the natural and historic environment or on human health. In addition to the relevant policies in this Plan, detailed policies will be brought forward through the Site Allocations and Development Policies Document setting out criteria against which all mineral related planning proposals, including for hydrocarbon resource development, will be assessed, consistent with national planning policy and guidance.

Key Evidence

1. Cheshire East Surface Mining Coal Resource Areas, The Coal Authority
2. The Future of Sub-Regional Apportionment in the Cheshire Sub-region - A paper prepared for Cheshire West and Chester and Cheshire East Councils, Cheshire West and Chester Council
3. Annual Monitoring Report 2013, North West Aggregates Working Party (NWAAP)
4. Local Aggregate Assessment (Draft) 2013, Cheshire East Council
5. Mineral Resource Information in Support of National, Regional and Local Planning: Cheshire, British Geological Survey (BGS)
6. National and regional guidelines for aggregates provision in England 2005-2020, Department for Communities and Local Government (DCLG)
7. Strategic Stone Study - A Building Stone Atlas of Cheshire, English Heritage
8. Sub-regional apportionment of 2005-2020 guidelines for aggregate provision in the North West, North West Aggregates Working Party (NWAAP)

Waste

13.112 The major streams of waste arising in the Borough include municipal or local authority collected (including household); commercial and industrial; construction, excavation and demolition; and hazardous. Waste management has changed significantly over the last twenty years in the UK with a major decrease in waste being disposed of to landfill and an increase in recycling - a trend experienced in Cheshire and Cheshire East. New technologies are also emerging to manage waste as a resource offering benefits such as energy generation.

13.113 A key aim of the Government is to move towards a 'zero waste economy'⁽⁸¹⁾ in which material resources are re-used, recycled or recovered wherever possible, and only disposed of as the last option. To achieve this, waste must be managed according to the principles of the 'Waste Hierarchy'.

Policy SE 11

Sustainable Management of Waste

To achieve the sustainable management of waste in Cheshire East, the Council will:

1. Expect all proposals for waste management development to maximise opportunities for waste to be managed in accordance with the principles of the Waste Hierarchy whereby

81 As set out in: DEFRA (2011) 'Government Review of Waste Policy in England 2011'



priority will be given, in order, to its (i) prevention; (ii) preparation for re-use; (iii) recycling; (iv) other recovery; and (v) disposal.

2. Meet the predicted needs of Cheshire East through provision of sufficient opportunities for waste management facilities in appropriate locations, including for waste disposal. This will be achieved through the preparation of a Waste Development Plan Document (DPD). This Plan will:
 - i. Identify sites and areas suitable for new or enhanced waste management facilities for the identified waste management needs of Cheshire East⁽⁸²⁾ over the Plan period.
 - ii. Integrate with Cheshire East's municipal waste management strategy.
 - iii. Set out policies to ensure that proposals for the management of waste do not endanger human health or cause environmental harm.

Justification

13.114 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'⁽⁸³⁾ whereby options for management are prioritised in order according to their environmental impact. 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 then given to preparing it for re-use, then to recycling (including composting), then to recovery (including energy generation), and last of all disposal (for example landfill).

13.115 Specific policies and the allocation of sites for waste development in Cheshire East will be set out in the Waste Development Plan Document (DPD). This will be prepared with regard to the Waste Management Plan for England and in consistency with national waste planning policy.⁽⁸⁴⁾ Production of the Waste DPD will follow the timetable outlined in the Local Development Scheme (LDS) to ensure the timely provision of new facilities .

13.116 The Waste DPD will identify and address the waste management needs of Cheshire East and plan for appropriate provision based on analysis of the best available waste data and appraisal of options. This will be based upon updated evidence on the authority's waste arisings (for all waste streams), its management capacity and on cross boundary waste flows both into and out of the authority area.

13.117 Sites and areas in the Borough suitable for new or enhanced waste management facilities will be identified consistent with criteria set out in national waste planning policy and, if necessary, safeguarded for this use. Recognition will be given to the benefits of co-locating waste management facilities and the potential for new technologies that use waste as a resource to help drive its management up the Waste Hierarchy.

13.118 The Waste DPD will also integrate with the Council's municipal waste strategy to ensure Cheshire East's waste is managed in the most sustainable way, reducing reliance on landfill.

82 Including parts of the Borough in the Peak District National Park

83 A legislative requirement under Article 4 of the revised EU Waste Framework (Directive 2008/98/EC) transposed through the Waste (England and Wales) Regulations 2011

84 The National Planning Policy Framework does not contain specific waste policies. Updated national waste planning policy, when finalised, will be published as part of the Waste Management Plan for England replacing the existing national waste planning policy contained in Planning Policy Statement 10 (PPS10): Planning for Sustainable Waste Management



13.119 Policy will be set to ensure that the environment and human health is protected through the prevention or mitigation of the adverse impacts of the generation and management of waste, complementing other relevant policies in the Local Plan.

13.120 It is recognised that waste management is strategic in nature and that movements of materials cross administrative boundaries. Preparation of the Waste DPD will involve engaging with other relevant Waste Planning Authorities to address any issues of cross boundary waste movements based on the evidence available.

Key Evidence

1. Cheshire East and Cheshire West and Chester Councils - Waste Needs Assessment Report, Urban Mines (2011)
2. Cheshire Joint Municipal Waste Management Strategy 2007-2020, Cheshire Waste Partnership

Pollution

13.121 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, Land Contamination and Land Instability

1. The Council will seek to ensure all development is located and designed so as not to result in a harmful or cumulative impact upon air quality, surface water and groundwater, noise, smell, dust, vibration, soil contamination, light pollution or any other pollution which would unacceptably affect the natural and built environment, or detrimentally affect amenity or cause harm. Developers will be expected to minimise, and mitigate the effects of possible pollution arising from the development itself, or as a result of the development (including additional traffic) during both the construction and the life of the development. Where adequate mitigation cannot be provided, development will not normally be permitted.
2. Development for new housing or other environmentally sensitive development will not normally be permitted where existing air pollution, soil contamination, noise, smell, dust, vibration, light or other pollution levels are unacceptable and there is no reasonable prospect that these can be mitigated against.
3. Development should support improvements to air quality, not contradict the Air Quality Strategy or Air Quality Action Plan and seek to promote sustainable transport policies.
4. Where a proposal may affect or be affected by contamination or land instability (including natural dissolution and/or brine pumping related subsidence), at the planning application stage, developers will be required to provide a report which investigates the extent of the contamination or stability issues and the possible affect it may have on the development and its future users, the natural and built environment. This report should be written in line with best practice guidance.
5. In most cases, development will only be deemed acceptable where it can be demonstrated that any contamination or land instability issues can be appropriately mitigated against and remediated, if necessary.



Justification

13.122 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*'; as well as '*remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate*'

13.123 The Council strongly supports the need to protect the environment and residents from the effects of pollution. Some types of development may cause or contribute to air quality, water or land pollution. The Council will therefore seek to make sure that levels are kept to a minimum through the construction phase and life of the development, and are not detrimental to human health, the environment or the amenity of neighbouring or nearby users, or the users of the development itself.

13.124 Paragraph 124 of the NPPF requires that planning policies should sustain compliance with, and contribute towards, EU Limit values or national objectives for pollutants, taking account of the presence of Air Quality Management Areas and the cumulative impacts on air quality for individual sites in local areas. Planning decisions should ensure new development in (or which may affect) an Air Quality Management Area is consistent with the current Cheshire East Air Quality Action Plan.

13.125 One approach to dealing with the cumulative impact of developments is through the preparation of a low emissions strategy designed to accelerate the uptake of low emissions fuels and technologies in and around development sites. Cheshire East Council is currently in the process of producing a low emission strategy for the Borough.

13.126 Noise and vibration can lead to harm or be detrimental to amenity. Whilst planning cannot control the noise or vibration from existing established development, it can try to ensure that new noise sensitive development is not close to existing sources which generate noise, such as industrial uses, noise created by vehicles and other forms of transport or even evening uses such as hot food takeaways. This policy will seek to ensure development is planned appropriately, so new developments which have the potential to create noise are not located in places where they would unacceptably affect the natural and built environment, or detrimentally affect amenity or cause harm.

13.127 Noise and vibration during the construction process can often cause disturbance and detrimentally affect amenity to occupants of neighbouring properties. The Council will, where necessary, seek to attach planning conditions assessing each case on its individual merits.

13.128 Lighting is an important part of 'everyday life' as it can be used to improve the appearance and character of an area/building, as a security feature and a way in which uses can be extended for longer periods of time (into the evening hours) thereby causing potential noise issues. The Council is aware of the increasing issues arising from artificial lighting, which can often impact upon residential amenity, the character and appearance of an area (particularly rural locations) and the environment. Aspects such as poor design, location, the expel of unnecessarily high levels of light can have a harmful impact. In addition, lighting left on unnecessarily is a waste of energy.

13.129 Whilst not all forms of lighting require planning permission, the Council will, where appropriate, seek to influence light pollution that would have a harmful impact upon the natural/built environment and amenity.

13.130 Contamination is not always restricted to previously developed land, it can be located on greenfield land and can arise from natural sources as well as from human activities. Development on land which is known or suspected to be contaminated, or for uses which would be particularly vulnerable in terms of exposure to contamination (such as housing or schools), must be supported by sufficient information to enable the possible contamination risks to be fully assessed. It is essential that measures are then put in place which allows the development to go ahead safely.



13.131 Natural conditions such as landslides (due to geology, angle of land), soluble rocks or mining activities such as coal mining or subsidence caused by brine pumping⁽⁸⁵⁾ can cause land instability. Guidance on areas affected by brine pumping is available as part of the pre-application advice process (generally, this issue affects Middlewich, Sandbach and North Cheshire). Specific conditions may need to be applied to address the impact of ground instability in these areas. Development on land which would be affected by, or would affect land stability must therefore be accompanied by a report which identifies the risk. Development on land where instability cannot be mitigated and remediated will not normally be allowed.

13.132 The Council will seek the advice of the appropriate regulatory/statutory organisations including the Environment Agency, Health and Safety Executive, Manchester Airport, The Coal Authority and The Cheshire Brine Subsidence Compensation Board on proposals falling within defined consultation zones. There are a number of installations and pipelines in the Borough handling notifiable substances and the Proposals Map will indicate consultation zones appropriate to their uses.

13.133 Further guidance on the above will be provided in subsequent planning policy or Supplementary Planning Documents.

Key Evidence

1. Cheshire East Air Quality Strategy
2. Cheshire East Air Quality Management Areas and their resultant assessments
3. Cheshire East Air Quality Action Plan
4. Cheshire East Annual Air Quality Progress Reports
5. Cheshire East Contaminated Land Strategy
6. Environmental Noise Directive - Noise Action Plans (various for Air, Road, Agglomerations)
7. Cheshire Planning Noise Guidelines (Part 1: Mineral and Waste Disposal) (1996)
8. Noise Pollution: Construction Noise Leaflet
9. Cheshire Brine Pumping (Compensation for Subsidence) Act, 1952

Flood Risk and Water Management

13.134 In recent years, floods have shown how vulnerable the UK is to extreme weather events, resulting in significant economic, social and environmental cost. Whilst Cheshire East may not have experienced devastating fluvial or surface water flood events as seen in 2007, 2009, 2012 and 2014, the number and severity of recent floods seems to be on the increase and climate change means that the frequency, pattern and severity of flooding are expected to increase.

13.135 Effective land use management has become one of the most important ways to manage flood risks and improve community resilience. Sustainable development in the right locations can help reduce the quantity of water entering our river and drainage networks, improve water quality within the Borough and provide opportunities to enhance biodiversity, health and recreation.

13.136 The National Planning Policy Framework (NPPF) and its supporting Technical Guidance sets out the approach that Local Planning Authorities and developers should follow in considering flood risk, including a hierarchy of flood risk assessment documents.

13.137 Cheshire East Council as a Local Planning Authority is required to undertake a Strategic Flood Risk Assessment (SFRA) to identify areas at risk of flooding from all sources. For Cheshire East, this is flooding from rivers (fluvial), canals and reservoirs, groundwater, surface water and

⁸⁵ There is a statutory duty under the Cheshire Brine Pumping (Compensation for Subsidence) Act, 1952 to consult with the Cheshire Brine Subsidence Compensation Board for all development within certain prescribed consultation areas



sewers, and the implications of climate change. The SFRA will then in turn inform the Local Plan Strategy.

Policy SE 13

Flood Risk and Water Management

Developments must 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, in line with national guidance, by ensuring that:

1. All development follows the sequential approach to determining the suitability of land for development, direct new development to areas at lowest risk of flooding and where necessary apply the exception test; this should take into account all sources of flooding identified in the Cheshire East SFRA.
2. All planning applications for development at risk of flooding are supported by an appropriate Flood Risk Assessment (FRA) to demonstrate that development proposals will not increase flood risk on site or elsewhere and opportunities to reduce the risk of flooding are sought, taking into account the impacts of Climate Change in line with the Cheshire East SFRA. New development will be required to include or contribute to flood mitigation, compensation and / or protection measures, where necessary, to manage flood risk associated with or caused by the development.
3. New development is designed to be safe, taking into account the lifetime of the development, and the need to adapt to climate change.
4. All developments, including changes to existing buildings, seeks improvements to the current surface water drainage network and be designed to manage surface water. This should include appropriate sustainable drainage systems (SuDS) and Green Infrastructure to store, convey and treat surface water prior to discharge with the aim of achieving a reduction in the existing runoff rate, but must not result in an increase in runoff. It is not sustainable to dispose of surface water via the public sewer systems; applicants seeking to drain to the public sewers must demonstrate there are no other more sustainable viable options. Where appropriate, opportunities to open existing culverts should be identified.
5. Where water infrastructure capacity is an issue, all major development must demonstrate that there is adequate infrastructure in place to serve the development.
6. New development enhances and protects water quality and complies with the Water Framework Directive in ensuring that development does not cause a deterioration in the status of inland waters, unless suitable mitigation measures are in place; and
7. New development incorporates water efficiency measures.

Justification

13.138 The Cheshire East area predominantly covers the Cheshire Plain, a flat, lowland area, which is characterised by watercourses running in well-defined floodplains and localised areas of hilly terrain. To the northeast, this includes part of the western Peak District, an upland area forming the southern end of the Pennines. This area has steep topography, and is characterised by steep sided valleys and large numbers of minor watercourses.

13.139 The main source of flood risk in Cheshire East is from main rivers and Ordinary Watercourses. Whilst the overall level of risk from these sources is low, there are principal town centres such as Crewe, Macclesfield and in Key Service Centres such as Congleton, where risk is greater due to the presence of a densely urban population. In these urban areas, watercourses can



often be modified with straightened and culverted sections, especially where rivers flow underneath major railway and road infrastructure.

13.140 Cheshire East Council (CEC) published the Cheshire East Level 1 Surface Water Management Plan (SWMP) in July 2012. The SWMP project brought together existing flood risk information from CEC, the Environment Agency and United Utilities to assess the surface water flood risk across the study area, first through a strategic review of flood risk and then an assessment of particular sites potentially at high risk from flooding. The strategic review of flood risk across the study area has indicated that the overall level of surface water flood risk is moderate. In particular:

- Due to the flat nature of the topography, there is likely to be extensive surface water flooding resulting from an extreme rainfall event. This flooding is unlikely to be deep or fast flowing, except in localised areas, and only small numbers of properties are likely to be affected.
- Deep flooding is only likely to be experienced where there are localised low-points, such as natural closed depressions, or man-made features, for example underground car parks or subways.
- In a small number of locations, steep topography is likely to result in surface water flooding along well defined flow-paths. Flooding in these areas has the potential to represent a significant hazard to people due to its velocity and depth.
- There are likely to be a number of locations throughout the study area where surface water and fluvial flooding mechanisms are likely to interact. In these areas, it may be difficult to identify the exact source of any flooding, and CEC and the Environment Agency will have to work together to manage these issues.
- There are a large number of Ordinary Watercourses within the study area, some of which run through urban areas. In many cases, these watercourses have been culverted over and are likely to be in poor condition. A blockage or collapse of one of these culverts could represent a significant flood risk to adjacent properties.

13.141 As a Local Planning Authority, Cheshire East Council should use the flood risk evidence collected through the SFRA and SWMP to avoid inappropriate development in areas at risk of flooding by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. This should be carried out through the planning process, specifically during the development of the Local Plan.

13.142 The NPPF also 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'*.

13.143 As a Lead Local Flood Authority (LLFA) the Council has a number of roles and responsibilities within local flood risk management as required under the Flood Risk Regulations 2009 and the Flood and Water Management Act 2010.

13.144 The Flood Risk Regulations require the Council to develop a Preliminary Flood Risk Assessment (PFRA). The Cheshire East PFRA was published in June 2011. The PFRA did not identify a Flood Risk Area using the national significant thresholds set by Defra. As a result, the next stages of the PFRA process, the requirement to develop flood risk hazard mapping and Flood Risk Management Plans, do not apply to Cheshire East Council. However, the Environment Agency is currently in the process of updating their national Flood Map for Surface Water (uFMfSW), which is expected to meet the requirements for flood risk hazard mapping and will be available to Cheshire East Council later in 2013.

13.145 Under the Flood and Water Management Act, Cheshire East, as the LLFA, has responsibility for developing a Local Flood Risk Management Strategy (LFRMS) for their area covering local sources of flooding. The local strategy produced must be consistent with the national strategy. It will set out



the local organisations with responsibility for flood risk in the area, partnership arrangements to ensure co-ordination between these, an assessment of the flood risk and plans and actions for managing the risk. The Strategy will outline how the Council intends to deliver its remaining duties under the Act. The Council now has additional permissive powers of control over ordinary watercourses to help manage flood risk across the Borough (notably new regulatory duties under Land Drainage Act 1991 and any associated Byelaws currently being considered).

13.146 The Cheshire East LFRMS is currently being prepared and the findings of the Cheshire East SFRA and the Cheshire East SWMP should help inform its development.

13.147 Wider national policy contained within Catchment Flood Management Plans (CFMPs) and River Basin Management Plans (RBMPs) should also influence how flood risk is managed at a local level.

13.148 A CFMP provides a detailed overview of flood risk from multiple sources and policies for long-term management of flood risk within the catchment that take into account the likely impacts of climate change, the effects of land use and land management, deliver multiple benefits and contribute towards sustainable development. This is critical when areas under development pressure coincide with high flood risk.

13.149 Chosen policies and actions can be used to influence the location of development. Development should be focused towards the more 'sustainable' areas in terms of lower risk of flooding or where flood risk management is considered viable within the short and long-term plans. Development should be avoided in those areas where it is deemed inappropriate, to reduce flood risk now and in the future. Therefore, development should not rely on the future policy direction, as Environment Agency led Flood Risk Management infrastructure investment is not there to support future development, but rather to protect current properties and people at risk. Where development is planned in high risk areas, private (developer) funding will be required to reduce risk. In this instance, development may not be viable. Cheshire East is located in two CFMP catchments; the Upper Mersey and the Weaver Gow.

13.150 The Water Framework Directive (WFD) is to deliver improvements across Europe in the management of water quality and water resources as well as improving the physical state of water courses and improving in-channel habitat. The WFD requires all inland and coastal waters to reach "good ecological status" by 2015 through a catchment-based system of River Basin Management Plans (RBMPs). The Water Environment Regulations (2003) transposed the WFD into law in England and Wales and the Environment Agency is leading on its delivery.

13.151 Cheshire East is within the North West River Basin District and the Environment Agency published the final North West River Basin Management Plan in December 2009. The main responsibility for the Council is to work with the Environment Agency to develop links between river basin management planning and the development of Local Authority plans, policies and assessments. In particular, the programme of actions (measures) within the River Basin Management Plan highlights the need for:

- Water Cycle Strategies,
- Considering the WFD objectives (achieving good status or potential as appropriate) in the spatial planning process, including LDDs and Sustainable Community Strategies, and
- Promoting the use of Sustainable Drainage Systems (SuDS) in new development.

13.152 Cheshire East Council has set up strategic partnerships with Cheshire West and Chester Council, Warrington BC, Halton BC and St Helens BC. The Cheshire and Mid Mersey Partnership Group also serves to ensure consistency amongst the Councils in their approach to water management issues.



13.153 New development should incorporate water efficiency measures as much as is practicable. Standards of water efficiency for residential and commercial development will be further defined at Site Allocations and Development Policies stage.

Key Evidence

1. Cheshire East Strategic Flood Risk Assessment
2. Cheshire East Preliminary Flood Risk Assessment
3. Cheshire East Surface Water Management Plan
4. Water Environment (Water Framework Directive) (England and Wales) Regulations 2003

Jodrell Bank

Policy SE 14

Jodrell Bank

1. Within the Jodrell Bank Radio Telescope Consultation Zone, as defined on the Proposals Map, development will not be permitted if it:
 - i. Impairs the efficiency of the telescopes; or
 - ii. Has an adverse impact on the historic environment and visual landscape setting of the Jodrell Bank Radio Telescope.
2. Conditions will be imposed to mitigate identified impacts, especially via specialised construction techniques.

Justification

13.154 The Jodrell Bank site is one of the earliest planned sites for radio-telescopes in the world and is home to the iconic Lovell Telescope (Grade I listed Building) which is a prominent feature within the Cheshire East landscape.

13.155 The Council recognises that Jodrell Bank is a unique site which is of significant scientific and historical value. Accessible to the general public, this site is an important contribution to the Borough's tourism economy and has the potential to attract many more national and international visitors to the region.

13.156 Jodrell Bank is on the UK National Shortlist (the tentative list) for UNESCO in a bid for World Heritage site status due to its potential outstanding universal value.

13.157 The *Town and Country Planning (Jodrell Bank Radio Telescope) Direction 1973* sets out the zones and the type of development in which the Council must consult the University of Manchester. This policy aims to make sure that the telescopes retain their ability to receive radio emissions from space with minimum interference from electrical equipment.

13.158 The Council is currently considering providing further detailed policy and advice within the Site Allocations and Development Policies document

Key Evidence

1. Town and Country Planning (Jodrell Bank Radio Telescope) Direction 1973



2. Jodrell Bank Design Guide (under preparation)
3. The protection and management of World Heritage sites in England (English Heritage)
4. Jodrell Bank Management Policies (under preparation)

Peak District National Park Fringe

Policy SE 15

Peak District National Park Fringe

1. Within the Peak District National Park Fringe⁽⁸⁶⁾ development that would affect the setting of the Peak District National Park will be resisted where it compromises the statutory designation and purposes of the National Park.
2. Development will be considered on its individual merits having particular regard to the type, scale and location taking account of the Peak District National Park Landscape guidelines and characteristics of the South West Peak and the adjoining areas of the Cheshire Plain.

Justification

The Peak District National Park is an asset of national, regional, and local importance. 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.

13.159 The Environment Act (1995) 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.

13.160 Section 62 of the Act places a general duty on all relevant authorities, statutory undertakers and other public bodies, to have regard to these purposes.

13.161 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.

13.162 In the Peak District National Park Core Strategy, they are described as valued characteristics and 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.

86 As identified within the Local Landscape Designation Document (May 2013) as the 'Peak Park Fringe'



- 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.

13.163 The Peak District National Park is a complex tapestry of different landscapes in which there are three distinct areas. The South West Peak sits along the boundary of the Peak Park Fringe but also includes parts of this area in order to reflect the flow of landscape character (a feature which is reflected in the list of special qualities above). It is particularly characterised by its sloping valleys with woodlands which are described within the Peak District National Park Landscape strategy as: *'a pastoral landscape with a varied undulating topography of steep slopes, low ridges and incised valleys. Blocks of woodland are a characteristic feature of this landscape, together with patches of acid grassland and bracken on steeper slopes and higher ground. This is an area of traditional dispersed settlement with probable ancient origins. Views to lower ground are framed by woodlands and valley sides. This landscape covers extensive tracts of the western slopes of the South West Peak, in the landscapes rising above Macclesfield and Leek.'*

13.164 In places, the boundaries of the Peak District National Park follow administrative rather than landscape boundaries. Through consultation, the Council will seek to work with the Peak District National Park to ensure that all new developments within the Peak District National Park Fringe will not have an adverse impact upon the purposes of the Peak District National Park and its valued characteristics, having particular regard to the type and scale of the development and the Peak District National Park Landscape Assessment and Strategy.

Key Evidence

1. Environment Act 1995 (Sections 61 & 62)
2. Peak District National Park Core Strategy
3. Peak District National Park Management Plan
4. The Peak District National Park Landscape Strategy and Action Plan 2009-2019



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14

Connectivity



14 Connectivity

14.1 National planning policy seeks to reduce car use and to encourage people to adopt more sustainable travel habits. The NPPF requires local authorities to support a pattern of development that facilitates the use of sustainable modes of transport, locate significant trip generating development where the need to travel is minimised and promote a mix of uses within walking distance of homes.

14.2 The targets for housing and employment growth in the Borough further strengthen the need for adequate supporting infrastructure including the provision of new transport infrastructure, measures to restrain car use and increase use of public transport, cycling and walking as well as other improvements.

14.3 The relationship between Local Transport Plans and the Core Strategy is crucial to implementing the objective of managing transport demand and promoting accessibility and integration, both across Cheshire East and with neighbouring areas. The Local Plan Strategy 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. It sets out how we will seek to improve connectivity in the future.

14.4 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 the Local Plan Strategy.

14.5 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.

14.6 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 transport system enables people to safely 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.

Sustainable Travel and Transport

14.7 The challenge for the Local Plan Strategy is twofold; to redress shortfalls in infrastructure and improve connectivity to support economic growth, whilst changing the need for travel and the way we travel, by promoting new and sustainable options.

Policy CO 1

Sustainable Travel and Transport

To deliver the Council objectives of delivering a safe, sustainable, high quality, integrated transport system that encourages a modal shift away from car travel to public transport, cycling and walking; supportive of the needs of residents and businesses and preparing for carbon free modes of transport, the Council will expect development to:

1. Reduce the need to travel by:
 - i. Guiding development to sustainable and accessible locations or locations that can be made sustainable and accessible;



- ii. Ensuring development gives priority to walking, cycling and public transport within its design;
 - iii. Encouraging more flexible working patterns and home working;
 - iv. Supporting improvements to communication technology for business, education, shopping and leisure purposes;
 - v. Supporting measures that reduce the level of trips made by single occupancy vehicles; and
2. Improve pedestrian facilities so that walking is attractive for shorter journeys⁽⁸⁷⁾ including:
- i. Supporting the priority of pedestrians at the top of the road user hierarchy and making sure that in settlements, town centres and residential areas, the public realm environment reflects this priority;
 - ii. Supporting safe and secure access for mobility and visually impaired persons including mobility scooter users and parents with pushchairs;
 - iii. Creating safe and secure footways and paths linking with public transport and other services;
 - iv. Ensuring new developments are convenient, safe and pleasant to access on foot; and
 - v. Supporting work to improve canal towpaths and Public Rights of Way where they can provide key linkages from developments to local facilities.
 - vi. Supporting measures that introduce safe routes to schools.
 - vii. Ensuring a selective and ongoing review of speed limits, as appropriate.
3. Improve cyclist facilities so that cycling is attractive for shorter journeys⁽⁸⁸⁾ including:
- i. Creating safe and pleasant links for cyclists travelling around the Borough;
 - ii. Providing secure cycle parking facilities at new developments, at public transport hubs, town centres and at community facilities;
 - iii. Improving route signing;
 - iv. Working with community groups to develop local cycling initiatives and seek external funding to assist with the development of the local network; and
 - v. Supporting the priority for cyclists over single occupancy vehicles by making sure that in settlements, town centres and residential areas, the public realm environment reflects this priority whenever possible.
4. Improve public transport integration, facilities, service levels, access for all users and reliability⁽⁸⁹⁾ including:
- i. Rail infrastructure - current schemes comprise:
 - a. Improvements to Crewe Railway Station, promoting its role as a national rail hub and providing associated connectivity for buses;
 - b. Supporting the aspiration for re-opening the Sandbach to Northwich railway line to passengers including the opening of a station at Middlewich;
 - c. Supporting proposals for rail infrastructure and the provision of rail facilities as appropriate; and
 - d. Engaging in proposals for improving rail connectivity through High Speed Rail;
 - ii. Bus Infrastructure - current schemes comprise:

87 In line with policy S7: Walking and Y1: Travel to Education of the Local Transport Plan 2011-2026

88 In line with Policy S8: Cycling of the Local Transport Plan 2011-2026

89 In line with policies S3: Public Transport (integration and facilities) and S4: Public Transport (service and reliability) of the Local Transport Plan 2011-2026



- a. Improvements to Crewe Bus Station.
- iii. Improving public transport service levels, which may involve developers temporarily subsidising new bus services or the extension of an existing service to provide additional journeys, or supporting community transport initiatives to enable sustainable access to new development;
- iv. Engaging in proposals for improving rail connectivity through the Northern Hub capacity improvement scheme; and
- v. Considering options to enhance Bus Priority at junctions and the provision of dedicated bus lanes.
- vi. Considering opportunities to improve cross border connectivity with neighbouring areas
- 5. Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods

Justification

14.8 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'*.

14.9 To effectively influence the individual's choice about their mode of travel, a range of options must be available that provide accessible, attractive, safe and reliable alternative options in respect of cost, time and convenience. Public transport has an important role to play in planning for sustainability and future needs by facilitating sustainable developments, as well as by encouraging a shift towards low carbon transport. An increase in the number of shorter journeys made on foot will contribute towards sustainability by reducing carbon emissions, as well as being beneficial for health and tackling congestion.

14.10 Investment in a high quality public realm linking housing, employment and town and village centres encourages people to walk and cycle and positively manages vehicular access that enables more sustainable patterns of travel. Well designed places with excellent public realm can quickly establish the key function of a place therefore promoting the legibility of towns and villages, and encouraging more sustainable lifestyles.

14.11 Cheshire East has strong links with neighbouring areas with an extensive road and rail network including the M6 and West Coast Main Line giving access to Greater Manchester and London Euston.

14.12 An effective freight network is essential for delivering sustainable economic growth. However, roads through residential areas would not be considered appropriate.

14.13 Policy Y1 (Travel to Education) of the Local Transport Plan 2011-2026 states that the Council will work with schools and colleges to enable sustainable travel to education, including appropriate provision for those eligible for free or assisted transport.

14.14 Policy H8 (Road Safety) of the Local Transport Plan 2011-2026 states that the Council will improve road safety and take account of vulnerable road users. This includes the consideration of where reduced speed limits would be appropriate (e.g. 20s Plenty Campaign for residential areas)



14.15 As currently proposed, the line of High Speed 2 (HS2) passes through the Borough. HS2 will have significant benefits for the Borough and the sub-region and is anticipated to connect to the West Coast Main Line just south of Crewe and will travel through parts of the Borough. In addition, Manchester Airport lies immediately to the north of the Borough offering world wide services.

14.16 Improved cross boundary and public transport connections are sought with all surrounding Local Authority areas and will be progressed through ongoing Duty to Co-operate arrangements.

Key Evidence

1. Cheshire East Local Transport Plan 2011-2026
2. Cheshire East Local Transport Plan - Implementation Plan 2011-15
3. Cheshire East Rights of Way Improvement Plan 2011-2026
4. Cheshire East Rights of Way Improvement Plan - Implementation Plan 2011-2015
5. Town Strategies for Alsager, Congleton, Middlewich, Sandbach and Wilmslow, Draft Town Strategies for Crewe, Handforth, Knutsford, Macclesfield, Nantwich and Poynton.

Policy CO 2

Enabling Business Growth Through Transport Infrastructure

The Council will support new developments that are (or can be made) 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⁽⁹⁰⁾.
2. Enabling development by supporting transport infrastructure, regeneration and / or behaviour change initiatives that will mitigate the potential impact of development proposals⁽⁹¹⁾ including:
 - i. Supporting schemes outlined within the current Infrastructure Delivery Plan / Local Transport Plan.
 - ii. Where new or improved infrastructure is provided, supporting measures to improve the walking, cycling and sustainable travel environment on routes relieved of traffic;
 - iii. Supporting improvements to communication technology for business, education, shopping and leisure purposes;
 - iv. Supporting the improvement of rail infrastructure - especially facilities at railway stations;
 - v. Supporting the improvement of national motorway network facilities, where appropriate and supported by the Highways Agency
 - vi. Providing recharging points for hybrid or electric vehicles in major developments in order to reduce carbon emissions; and
 - vii. Adhering to the current adopted Cheshire East Council Parking Standards for Cars and Bicycles set out in Appendix C (Parking Standards).
3. The Council will support the economic benefits of High Speed 2 whilst ensuring that environmental and community impacts are minimised.
4. The Council will work with neighbouring transport authorities and support proposals which mitigate the wider impacts of development and improve connectivity, particularly by public

90 In line with Policy S1: Spatial Planning of the Local Transport Plan 2011-2026

91 In line with Policy B2: Enabling Development of the Local Transport Plan 2011-2026



transport, so that the opportunities provided by economic growth can be accessible to a wider population.

5. Proposals for the safeguarding of disused transport corridors will be supported. Recreational and appropriate uses for disused transport corridors may be allowed provided they do not preclude eventual re-use for transport purposes or impact on public safety.⁽⁹²⁾

Justification

14.17 Paragraph 17 of the NPPF states that '*significant development should be focused in locations which are or can be made sustainable*'. Good transport connections are integral to our ambitious plans for economic growth and to the protection of our environment to ensure a sustainable future for all our residents and businesses.

14.18 A selection of the major highway schemes listed in the Infrastructure Delivery Plan include:

- Improvements to the Crewe Green Roundabout junction and completion of Crewe Green Link Road South
- Macclesfield Town Centre Movement Strategy
- Congleton Link Road
- Poynton Relief Road
- Middlewich Eastern Bypass
- Junction improvements on the A51 corridor north of Nantwich
- Improvements to the A534 corridor in Sandbach, including the M6 and A533 junctions
- Improvements to the A34 and A555 corridors in Handforth
- Improvements to the A537/A50 corridor through Knutsford
- Improvements to the junction of B5077 Crewe Road/B5078 Sandbach Road in Alsager

14.19 Climate change is nationally recognised as one of the most important challenges facing our society. Transport accounts for 25% of the carbon dioxide (CO₂) emissions in the UK and personal car travel is the single biggest contributor to individual CO₂ emissions.

14.20 Statistics indicate that, in 2011, Cheshire East's residents, commerce and industry and other non-residential energy uses resulted in carbon dioxide emissions of 3.159m tonnes. This equates to 8.5 tonnes of CO₂ emissions per person, which is more than the regional average of 7.0 tonnes per person. However, CO₂ emissions per person have fallen in recent years: from 10.6 tonnes in 2005 and 9.2 tonnes in 2010⁽⁹³⁾. This has implications for local, regional and national air quality.

14.21 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.

14.22 The improvement of key transport links on the highway network will allow a better use of the network for bus users and cyclists. There is also the potential for high occupancy vehicle lanes to be provided in the future.

92 This applies to sites of former railway stations, sidings etc, as well as to the alignment of the line. Such areas can provide essential space for interchanges, car parking, or other facilities associated with the new transport route.

93 Local and Regional CO₂ Emissions Estimates for 2005-11, produced by Richardo - AEA for the Department of Energy and Climate Change, Jul 2013. www.gov.uk/government/organisations/departments-of-energy-climate-change/series/sub-national-greenhouse-gas-emissions-statistics



14.23 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.

14.24 The Council will seek to ensure that development includes adequate parking provision for cars and bicycles. This should be based on the car parking standards set out in Appendix C.

14.25 There is a case for Britain to develop a high-speed rail network, primarily because there is a need for additional rail capacity in the future if we are to keep our economy moving. Building a high-speed railway (rather than a conventional speed one) is the best way to do this, as the faster journey times encourage people to switch from other, more carbon-hungry, modes of transport such as aviation or car. Building new fast lines also frees up space on the current railway system to allow more commuter or freight services, delivering further economic and environmental benefits.

14.26 High Speed 2 (HS2) is the most significant transport infrastructure project in the UK since the motorways were built in the 1950s and 1960s. It will provide a high speed rail line between London and Birmingham and on to Manchester and Leeds. Further details regarding HS2 will be included in the Site Allocations and Development Policies Development Plan Document.

Key Evidence

1. Cheshire East Local Transport Plan 2011-2026
2. Cheshire East Infrastructure Delivery Plan
3. Cheshire East Local Transport Plan - Implementation Plan 2011-15
4. Cheshire East Council's Business Travel Planning Guidance
5. Cheshire East Parking Guidance
6. Town Strategies for Alsager, Crewe, Congleton, Handforth, Knutsford, Macclesfield, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow.

Digital Connections

14.27 Digital technologies have been a major driving force in influencing and shaping industry and society in the 21st Century. Changes that are currently transforming our working, learning, leisure and community environments should 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 businesses and communities, subject to the number(s) of radio and telecommunications masts (and sites for such installations) being appropriately located and kept to a minimum and consistent with the efficient operation of the network.
2. Developers will be required to work with appropriate providers to deliver the necessary physical infrastructure to accommodate information and digital communications (ICT) networks as an integral part of all appropriate new developments.



Justification

14.28 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*'.

14.29 New developments must be 'future-proof' with appropriate digital infrastructure that will meet 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 4G and 5G networks.

Key Evidence

1. Cheshire and Warrington Local Enterprise Partnership Business Plan (2012 - 2015)
2. Connecting Cheshire Initiative

Travel Plans and Travel Assessments

Policy CO 4

Travel Plans and Transport Assessments

All major development proposals that are likely to generate significant additional journeys will be accompanied by a Transport Assessment and, where appropriate, a Travel Plan which will address the following requirements:

1. The Transport Assessment will need to demonstrate that the capacity and efficiency of the highway network will not be severely affected as a result of the development. This should be undertaken in accordance with the latest Cheshire East Council guidance;
2. The Transport Assessment and associated Travel Plan should demonstrate how the proposed development will link into and enhance existing walking, cycling or public transport infrastructure;
3. The Travel Plan will need to propose measures that will mitigate the impact of increased trips generated on the highway network;
4. The Travel Plan should propose measures to facilitate and encourage the use of sustainable travel alternatives (such as walking, cycling or public transport use), whilst discouraging single occupancy vehicle travel and parking; and
5. Major developments will be required to monitor the effectiveness of the travel plan and the traffic generated by that development and share data with the Local Authority.

Justification

14.30 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*'.

14.31 Proposals for developments that are likely to have a significant transport impact will be required to include a Transport Assessment and / or associated Travel Plan. This provides the opportunity to assess traffic generation, identify measures to reduce traffic congestion and improve accessibility by facilitating and encouraging sustainable modes of transport (walking, cycling, public transport use and car sharing).



14.32 A Travel Plan is essentially an action plan designed to help organisations implement measures to reduce the need for travel and to facilitate and encourage the remainder to travel more sustainably. It should help to reduce local traffic congestion, car parking problems and help to promote healthy lifestyles, economic growth and environmental improvements.

14.33 For any new development, it is important to encourage sustainable travel options from day one of occupation before car-based travel habits become established. Travel Plans can be origin-based (Residential Travel Plans) or destination-based (Workplace / Business Travel Plans).

14.34 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 and benefits of Travel Plans and advice on how to prepare a Travel Plan is provided in the Cheshire East Travel Planning Guidance Note.

Key Evidence

1. Cheshire East Local Transport Plan 2011-2026
2. Cheshire East Local Transport Plan - Implementation Plan 2011-15
3. Cheshire East Travel Planning Guidance Note



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15

Local Plan Strategy Sites and Strategic Locations



15 Local Plan Strategy Sites and Strategic Locations

15.1 Paragraph 157 of the National Planning Policy Framework states that the Local Plan Strategy should *'allocate sites to promote development and flexible use of land, bringing forward new land where necessary, and provide detail on form, scale, access and quantum of development where appropriate.'*

15.2 The Cheshire East Local Plan Strategy identifies both 'Sites' and 'Strategic Locations'. These are proposed in locations that will contribute to providing balanced sustainable communities, where there are housing and job opportunities, supported by key infrastructure and a range of services. They consist of:

- Local Plan Strategy Sites – Where the intended uses and location of development is precisely defined and allocated on the Policies Map and is deliverable in the short to medium term.
- Local Plan Strategy Strategic Locations – These are broadly-defined areas of land with the capacity to deliver proposals of strategic importance, where definitive site boundaries and intended uses will be included and allocated in the medium to long term in the Site Allocations and Development Policies document.
- Corridors of Interest – Where the general route of a road is known but the specific alignment is yet to be safeguarded.

15.3 The Local Plan Strategy focuses on identifying development proposals in and around Principal Towns and Key Service Centres informed by the Settlement Hierarchy. The Council will be preparing a Site Allocations and Development Policies document that will identify the remaining sites for development, in particular around Local Service Centres and Poynton.

15.4 It should be noted that an allocated site will still have to go through the planning application process and the fact that it is allocated does not guarantee that planning permission will be granted, although it does establish the principle of a particular land use. Planning applications on allocated sites will be assessed against the policies in this document, the saved development plan policies and other material planning considerations. It also needs to be recognised that planning applications can be made for sites not identified in this document and these will be assessed against the relevant policies of this document, the saved development plan policies and other material planning considerations. Any subsequent planning permissions granted on previously unidentified land are referred to as 'windfall' permissions.

15.5 All sites proposed in this section are expected to be developed in line with the policies of the Local Plan Strategy unless it is otherwise specified in the relevant allocation policy.

The Assessment of Strategic Sites and Locations

15.6 The first step in seeking sites to allocate was to consider information available to the Council through contact and discussion with developers, land owners, agents and promoters, from responses to earlier consultation stages in the preparation of the Local Plan Strategy alongside sites currently identified in evidence documents such as:

- Strategic Housing Land Availability Assessment (SHLAA);
- Employment Land Review;
- Housing and Employment Land Databases; and
- Town Strategies

15.7 The initial list of sites were then consulted on early in 2013 as part of the Development Strategy, with the Preferred Sites and Locations being selected as those that were felt more appropriate to meet the strategic vision, priorities and objectives of the Local Plan. These sites were all assessed



as part of the Sustainability Appraisal that accompanied the Development Strategy. A further selection of sites were then consulted on as part of the Possible Additional Sites Consultation, to ensure that all potential sites had been properly considered by the Council, key stakeholders and the public. Following on from this consultation, the Council produced a Pre-Submission Core Strategy for consultation at the end of 2013. The Pre-submission Core Strategy was a draft version of the Local Plan Strategy and allowed a last opportunity for comments on the proposed plan prior to the publication of the submission document.

15.8 The Local Plan Strategy Sites and Strategic Locations contained within this document have been selected following a thorough assessment of all the evidence available to the Council including:

- consideration of the responses from the previous consultations;
- the Sustainability Appraisal;
- the Habitats Regulations Assessment;
- the Flood Risk Assessment;
- the Viability Assessment;
- the Green Belt Assessment;
- known physical constraints;
- potential mitigation measures;
- availability of the site;
- conformity with the emerging Local Plan policies;
- ability to contribute to the strategic vision, priorities and objectives of the Local Plan;
- need for and contribution to infrastructure provision;
- the Equality Impact Assessment;
- the Rural Impact Assessment; and
- the Health Impact Assessment.

15.9 The decision taken to propose a site in this document is part of a balanced assessment of all the information available.

Development Proposals

15.10 It is important to remember that:

- the Local Plan Strategy Sites and Strategic Locations are not listed in priority order;
- where the Strategic Sites and Locations policies contain a list of criteria or proposals that these are not in any order of importance or priority, unless the policy specifically states that they are;
- proposals for new development will be assessed against all relevant policies in the Local Plan and will be expected to be in conformity with those relevant policies unless other material planning considerations dictate otherwise;
- national policy may not be repeated in these policies but will be applicable as appropriate.

Monitoring of Strategic Sites and Locations

15.11 This document has been produced at a time of national and local economic recovery and for that reason has been designed to be flexible and to build in contingency. Whilst the Council is committed to the delivery of the Local Plan Strategy Sites and Strategic Locations, it accepts that there could be circumstances where development will not come forward entirely as anticipated. Therefore, the Local Plan Strategy has an in-built mechanism to monitor performance through a Monitoring Report produced annually using performance indicators listed in Chapter 16 of this document. Generally, the outcome of the monitoring process will inform whether specific intervention actions should be pursued in the Local Plan Strategy. If these actions fail to address under performance then other complementary plans and strategies should be reviewed.



15.12 The full range of intervention actions that Council and Partners could take is set out in the monitoring chapter. These actions include the preparation of Development Briefs, completing or contributing to surveys and potentially undertaking Compulsory Purchase Orders to assist land assembly and the overall delivery of the site.

15.13 The Council will also look at the potential to bring forward sites from later phases of the Plan period to ensure that appropriate housing and employment provision is made. A review of employment land and employment land allocations may also be undertaken to maximise efficient use of sites.

Maps

15.14 Ordnance Survey based maps are provided for each town showing the development related proposals, as well as commitments (strategic developments that already have permission) and larger scale maps of each site and strategic location. These maps are presented for illustrative purposes.

15.15 The definitive spatial application of the proposals that will be land allocations and consequential policy boundary changes are to be shown on the new Policies Map. This will be an update of the combined Proposals Maps produced as part of the previous Local Plans adopted by the former District and County Councils. At this stage the Policies Map is reproduced in an interim form showing the new proposed land allocations on top of the previously adopted designations using map extracts.



Crewe

15.16 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: High Growth City strategy in response to this. The All Change for Crewe: High Growth City strategy proposes that by 2030 Crewe will be:

- A nationally significant economic centre;
- A key driver and hub for investment, connectivity, enterprise and business across the South Cheshire sub-region;
- Widely recognised as an important anchor to the North West region;
- One of the leading advanced engineering and manufacturing centres in England, building on its rich industrial heritage and successful outward-facing firms, with a major focus on automotive, advanced engineering and advanced manufacturing sectors;
- Recognised as a sought-after place in South Cheshire; where talented and able people want to live, work and play, and where once previously deprived areas of the town have been completely revitalised and re-energised;
- An improved strategic transport network and a state-of-the-art broadband Internet network;
- Home to premier educational facilities;
- A diversified 'knowledge economy' that attracts and keeps hi-tech firms and skilled workers; and
- A green and improved town environment and the health and well-being of its residents, through the requirement for development schemes to improve existing and to provide new Green Infrastructure.

15.17 In addition to the Local Plan Strategy Sites and Strategic Locations identified, there is an allowance within the Crewe urban area for the development and delivery of brownfield and windfall sites. It is expected that these will deliver in the order of 250 homes.

15.18 Further information about each of the identified Local Plan Strategy Sites and Strategic Locations can be found on the following pages.

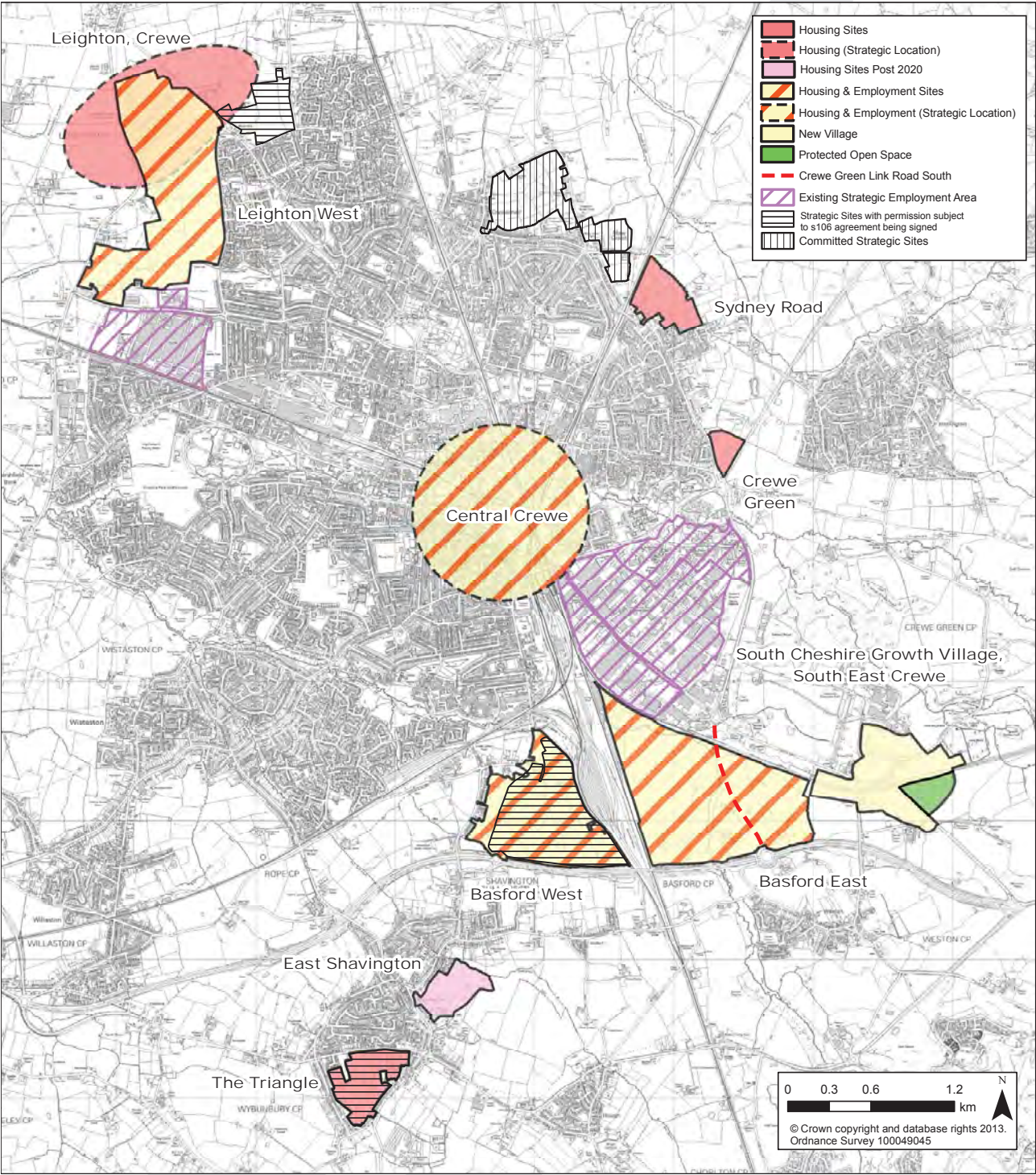


Figure 15.1 Crewe Town Map



High Speed Rail 2

15.19 Proposals for High Speed Rail (HS2) will consolidate the position of Crewe as one of the most connected areas in the UK and will support existing businesses, inward investment and job creation. The Council supports the economic benefits of High Speed Rail (HS2) but will look to minimise its environmental impacts.

15.20 The Government has announced its proposals for a High Speed Rail Line which links the West Midlands with Manchester. Called HS2 (phase two), it will pass through various parts of Cheshire East. The current proposals will have a potential transformative impact on Crewe and the local economy in line with aspirations established in High Growth City.

15.21 Any future proposal for High Speed Rail 2 might necessitate significant change in Crewe. In this event, the Council would prepare an Area Action Plan focusing on the area notated in Figure 15.1b below or alternatively trigger a review of the Local Plan.

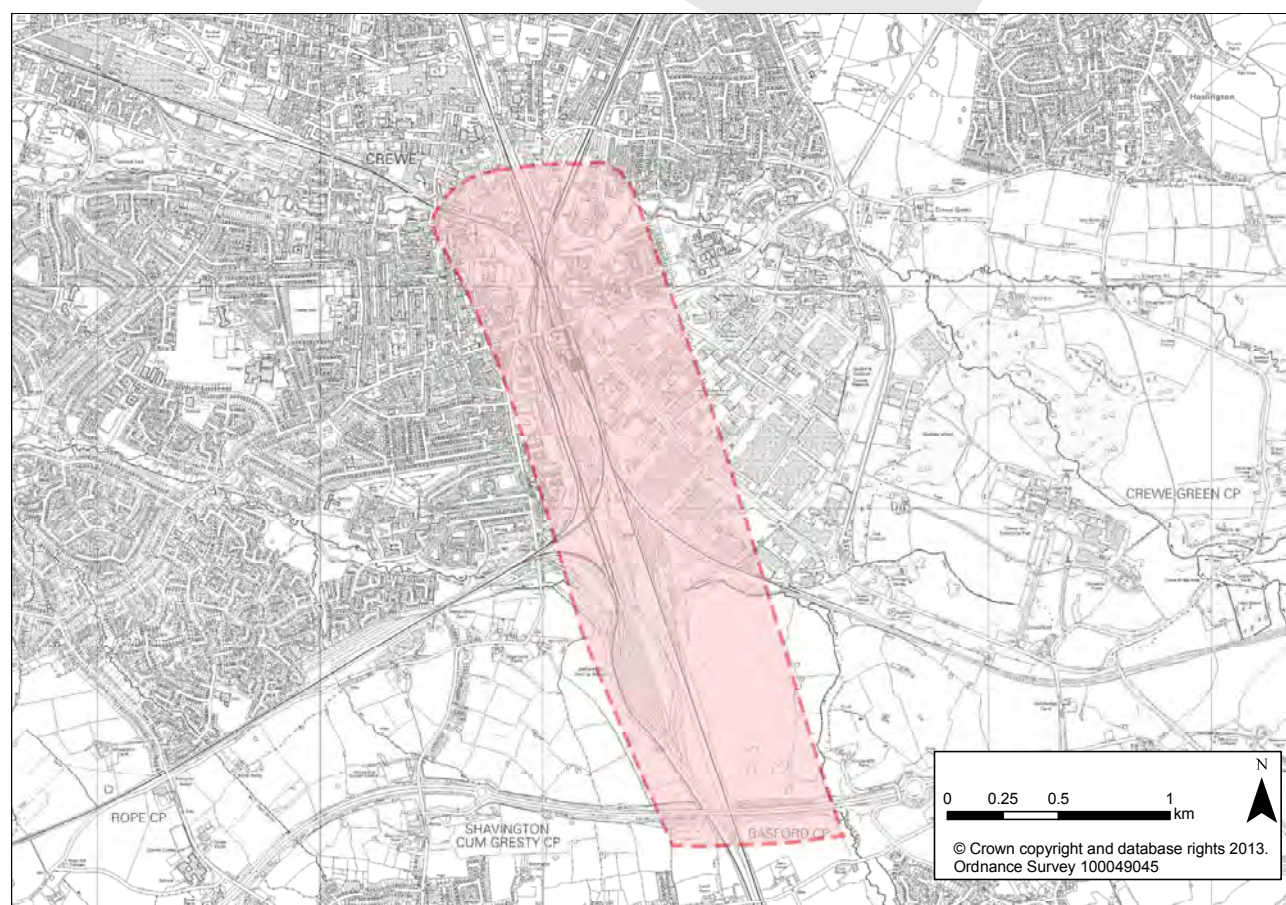


Figure 15.1b High Speed 2 Potential Impact



Strategic Location SL1: Central Crewe

15.22 Central Crewe comprising the Town Centre, Mill Street, Crewe Railway Station and Crewe Alexandra Football Ground presents a range of development and regeneration opportunities in Central Crewe which will deliver a high quality and accessible environment and present the opportunity for improvement and regeneration.

15.23 Central Crewe is characterised by three main development areas: the traditional town centre; Grand Junction Retail Park and the railway station (with adjoining areas of Nantwich Road.) Despite its origins as a railway town, Crewe Town Centre has historically developed some distance from the railway station. This disconnection has been exacerbated by the development of the Grand Junction Retail Park from the late 1990's onwards which is separate from the Town Centre. To ensure that Crewe thrives in the future, connectivity needs to be improved; the design of new buildings needs to be of a high standard and Green Infrastructure needs to be incorporated in new developments, to enhance the town's environment and improve the health and wellbeing of residents.

Strategic Location SL 1

Central Crewe

Within the Strategic Location identified as Central Crewe, the Council will look to maximise opportunities for improvement and regeneration incorporating the introduction of new and the improvement of existing Green Infrastructure. The regeneration and development of Central Crewe over the Local Plan Strategy period will be achieved through:

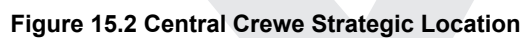
1. The delivery of new homes (at approximately 40 dwellings per hectare, including both apartments and family homes);
2. The provision of comparison retail and leisure, including at least 1 anchor store and a large scale leisure use within the Town Centre Boundary (as defined in the Crewe and Nantwich Local Plan and its eventual replacement in the Site Allocations and Development Policies Development Plan Document);
3. Support for the delivery of student accommodation, as appropriate;
4. Provision of other commercial uses including office;
5. Support for an enhanced cultural offer, in particular around the Lyceum Theatre;
6. Support for 24 hour town centre uses, including restaurants and cafes/bars;
7. Support of multi-use facilities that drive footfall generation and introduce a diversity of uses within the Town Centre;
8. The incorporation of new, and improvements to existing, Green Infrastructure within new developments to include increased tree planting; the creation of tree lined boulevards; the creation of green spaces; the provision of children's play areas and the provision of pedestrian and cycle links between new and existing developments;
9. Appropriately sited, rationalised and improved car parking to support town centre uses and the local economy;
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. Provision of new car parking, signage, concourse, public transport interchange and improved station facilities (including ancillary development relating to its use) at Crewe Railway Station;
14. Up to 5,000 square metres of retail on Mill Street and the creation of pedestrian and cycle links to the railway station and the town centre;
15. Potential leisure development and expansion of the existing sports and leisure hub at Crewe Alexandra Football Club on Gresty Road;



16. Provision of Flag Lane link to improve access and permeability of the town;
17. Corridor improvements on Earle Street from Grand Junction Way to Vernon Way;
18. Improvements to the wider highway network, including the A534 Nantwich Road Corridor and specifically in relation to the access to Crewe Railway Station; and
19. Improvements to Crewe Railway Station, including the development of adjacent land for complimentary uses, to improve connectivity at this major communications hub;

Site Specific Principles of Development

- a. The creation of stronger physical connections between the town centre, the Railway Station and Grand Junction including the provision of better transport information between the town centre and Railway Station.
- b. The promotion of development which capitalises on and enhances Crewe railway station's position as a major communications hub.
- c. The encouragement of landmark developments of an appropriate design in particular at Macon Way to reflect this prominent location. This should include offices or other commercial uses (not retail).
- d. New buildings should be of a high design quality and respond to Crewe's railway heritage and contemporary living. The new development should sensitively retain and incorporate any heritage buildings and/or structures within them.
- e. Provision of Green Infrastructure to reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting; the creation of tree lined boulevards with the provision of greenspaces within new developments. The creation of green spaces including those linking green infrastructure and safe and secure pedestrian and cycle routes should be integrated into any development proposals.
- f. Investigate potential of land contamination.
- g. Provision of new, and improvements to existing pedestrian, cycle and public transport links between existing and proposed residential areas, employment, commercial and leisure areas, schools and health facilities and within the town centre itself.
- h. Depending on the location within the town, a cultural heritage desk based assessment of the surviving fabric of the 19th century railway town and its industrial heritage may be required; proposals should also demonstrate that redevelopment proposals will conserve elements that contribute to Listed Buildings status and their setting.
- i. Financial contributions towards education provision, highway improvements and health infrastructure as required.



15.24 Central Crewe presents a unique opportunity to regenerate under-exploited assets and provide a strong mix of uses.

15.26 The provision of new Green Infrastructure and the improvement of existing Green Infrastructure are of paramount importance. This will assist in improving the health and well-being of residents and those working within the town, as well as enhancing the environment of the town and reflects the findings of the Green Infrastructure Action Plan for Crewe (TEP, 2012) and will also help deliver the 'All Change for Crewe' vision.

15.28 This development area supports the 'All Change for Crewe' initiative to enhance the attractiveness of Crewe as a place to live and work, develop underutilised sites and improve the town's public image.



15.29 Ongoing improvements to Crewe Railway Station with complimentary retail, commercial and leisure uses will support the role of the Railway Station as a key transport interchange.

15.30 Highway improvements along the A534 Nantwich Road corridor and specifically in relation to the access to Crewe Railway Station are fundamental, to ensure that the highway network can cope with future developments.

15.31 The introduction of residential accommodation will support and enhance the town centre, improving natural surveillance and the vitality of the night time economy. It will also support the wider aspirations of creating better, safer and improved links between the Railway station and the town centre.

15.32 New residential development can assist in promoting the connections between the town centre and the railway station, as well as improving the approach to the town from the south-east and the north-west. The introduction of further residential development in this area will also deliver a balance of uses which are essential to successful urban environments, as well as a catalyst for transforming the quality of streets and public spaces.

15.33 The town centre boundary along with the identification of primary and secondary frontages will be further defined in the Site Allocations and Development Policies document. Until this time the Town Centre boundary will remain as identified in the Crewe and Nantwich Local Plan.

15.34 There is a current planning permission on 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.

Indicative Site Delivery

- Throughout the Plan period.

Policy Context	
National Policy	NPPF (principally paragraphs): 18, 19, 23, 32, 34, 35, 37, 38, 40, 47, 50, 51, 56, 69, 70, 100, 101, 102, 109, 111, 126, 128, 141
Local Evidence	Strategic Housing Land Availability Assessment, Draft Crewe Town Strategy, Development Strategy, 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012), All Change for Crewe, Pre-Submission Core Strategy, Cheshire East Strategic Flood Risk Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurturing strong communities Priority 2: Creating conditions for business growth Priority 3: Unlocking the potential of our towns Priority 5: Ensuring a sustainable future by providing affordable and appropriate housing Priority 7: Driving out the causes of poor health

Table 15.1 Policy Context: Central Crewe Strategic Location



Site CS 1: Basford East, Crewe

15.35 Basford East presents the opportunity to create a high quality employment led, vibrant and sustainable, mixed use development with excellent links to Crewe and the M6 Motorway. This gateway site into Crewe will provide employment opportunities and homes of high quality to facilitate the delivery of employment on the site. Key to the site's comprehensive delivery will be the Crewe Green Link Road South.

15.36 The site is a large greenfield site covering approximately 92 hectares. The site is bordered by the West Coast Mainline (to the west) and Stoke-on-Trent / Nottingham rail line (to the north), and the A500 to the south.

Site CS 1

Basford East, Crewe

The development of Basford East over the Local Plan Strategy period will be achieved through:

1. The delivery of up to 19 hectares of B1 Office Space, up to 5 hectares of B2 floor space; to include the creation of a fourth generation business park, with generous Green Infrastructure provision. The site is not considered to be suitable for B8 uses, due to highway constraints;
2. The delivery of up to 1,000 new homes, ancillary to the delivery of employment uses on the site. The delivery of more than 1,000 new homes on the site will only be permitted if this can be justified by the submission of a viability study. Such a study will be independently evaluated, on behalf of Cheshire East Council, such costs to be borne by the developer(s);
3. The creation of a new local centre including:
 - i. One new Primary School located to the eastern edge of the site;
 - ii. Retail provision appropriate to local needs;
 - iii. Public house / restaurant; and
 - iv. A community facility that will be capable of accommodating a variety of uses
4. The retention and incorporation of the existing farm buildings (Crotia Mill) on the site, potentially as part of the Local Centre;
5. The 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 20metres) and the A500 (at least 40metres), to offset detrimental visual impact to the open countryside and the setting of the Grade 1 Listed Crewe Hall and its 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;
 - iv. The creation of drainage ponds that have visual and habitat potential;
 - v. Allotments; and
 - vi. Open space including sports pitches; Multi Use Games Area; outdoor gym; equipped children's play space and facilities for teenagers.



6. The provision of a pedestrian link (also allowing for cycle access) over the Crewe Green Link Road South.
7. The provision of contributions to local health infrastructure;

Site Specific Principles of Development

- a. The site must be developed on a comprehensive basis. To ensure that the impact upon protected species is minimised, the development of the site shall take place starting in the south and finishing in the north, on a phased basis. The Council will not permit the development of small portions of the site, unless it can be demonstrated that they contribute to and complement the development as a whole.
- b. As part of a comprehensive masterplan for the site, provision must be made for a community facility that contains space that can be used for a number of uses, on a flexible basis.
- c. 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.
- d. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- e. Environmental mitigation required as part of the Crewe Green Link Road South scheme will be safeguarded from development. The development should provide compensatory habitat for great crested newts and other protected and priority species on the site. The great crested newt mitigation areas shall be contiguous with that provided for the Crewe Green Link Road South, within a zone adjacent to the northern boundary of the site, parallel to the railway corridor.
- f. The development would be expected to provide contributions towards improvements to existing, and the provision of new, public transport links to Crewe railway station, Crewe town centre and local villages.
- g. The development would be expected to allow continued access to and servicing of the adjacent railways including improved access to the Rail Depot from Crewe Green Link Road South.
- h. The development would be expected to provide improvements to existing, and include the provision of new pedestrian, cycle and public transport links to existing and proposed residential and employment areas, shops, schools and health facilities.
- i. The development will provide connections to the South Cheshire Growth Village, South East Crewe, in the form of Green Infrastructure, pedestrian and cycle links with further consideration of comprehensively masterplanning both schemes.
- j. The provision of Green Infrastructure, to reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting; the creation of tree lined boulevards with the provision of greenspaces within new developments. This should include the creation of green spaces, including those linking green infrastructure, with safe and secure pedestrian and cycle routes that should be integrated into any development proposals.
- k. High quality employment provision on the site is key to its delivery, with housing considered ancillary and required in order to ensure the deliverability of this site.
- l. The development should provide a quality of place with pedestrian and cycle links through to Crewe Railway Station and beyond to Crewe Town Centre.
- m. A desk based archaeological assessment shall be carried out; if it requires further work and mitigation, this will be completed, as required.
- n. 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 must respond to this sensitive landscape setting and create a new high quality environment.
- o. Existing farm buildings offer the potential for conversion to alternative uses.



- p. Investigate potential for land contamination.
- q. There are several ponds located on the site and a range of mature trees and hedgerows which are of ecological value.
- r. The site is located in close proximity to the Grade 1 Listed Crewe Hall and its Grade II Listed Registered Park and Garden; any development on the site will need to ensure that it does not have an adverse impact upon its setting.
- s. Existing buildings of Crovia Mill Farm, on the site, are thought to lie on the site of a 14th century water mill. Archaeological investigations will be an important consideration across the site but particularly in relation to this farm complex.
- t. 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 Crovia Mill Farm (formerly a mill) on site.
- u. The Crewe Green Link Road South will run through the site and is a precursor to the comprehensive delivery of the site. The site will deliver a pedestrian and cycle link over the Crewe Green Link Road South.
- v. Future masterplanning and development of the site should take into account potential impacts from High Speed Rail Two.

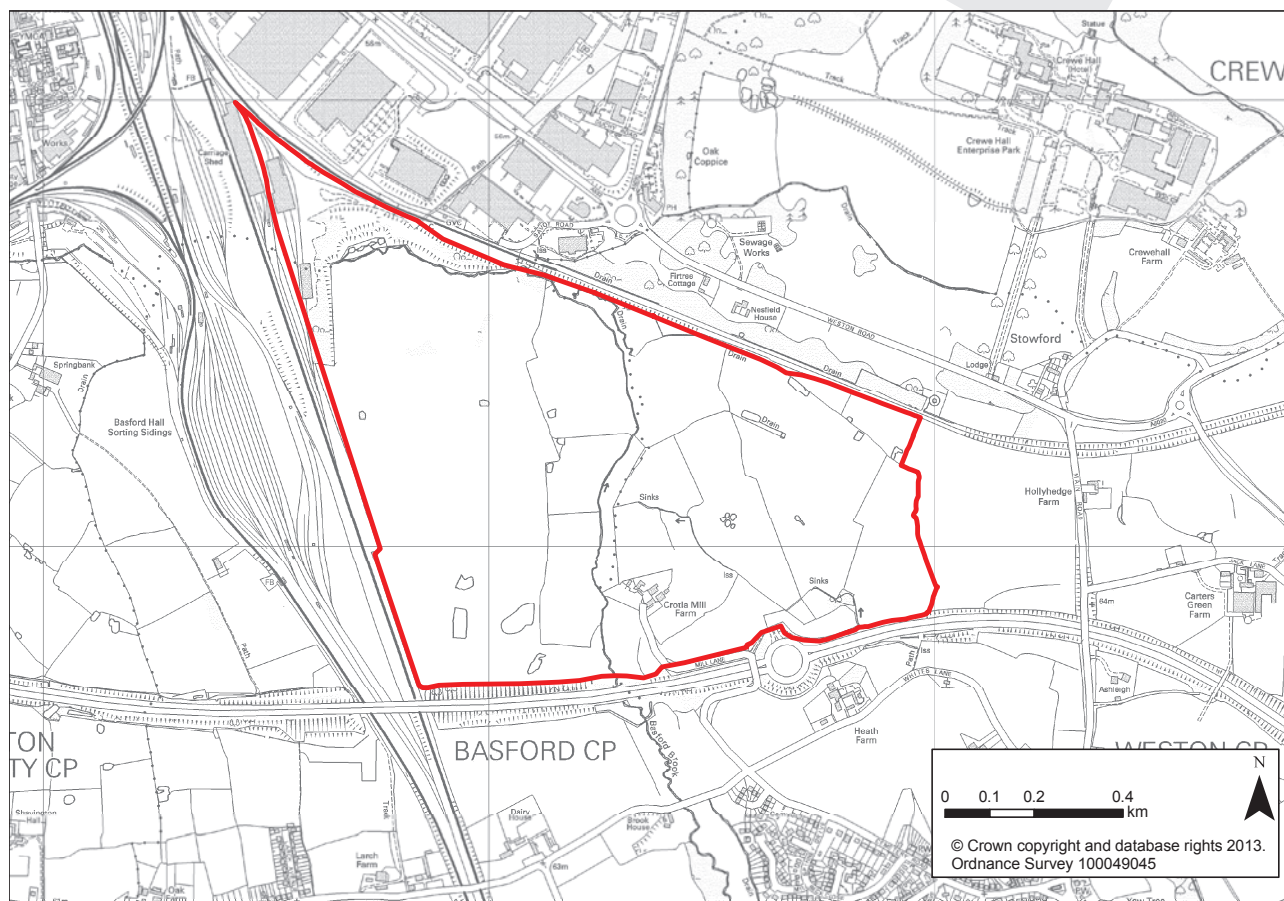


Figure 15.3 Basford East Site

Justification

15.37 At present, Basford East is a mix of arable, improved grassland and 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. Surrounding uses include the railway,



the A500, Crewe Hall Registered Park and Garden and open countryside. There are also a range of mature trees and hedgerows which are of ecological value.

15.38 The principle of developing this area has been accepted in previous Development Plans. 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. However, B8 uses are no longer considered to be appropriate, due to highway constraints.

15.39 The provision of employment development is the principal and overriding objective of the Basford East site. A viability assessment has been submitted, to justify the provision of 1,000 new homes on the site. The housing development will act as an 'enabler' to ensure that the employment development takes place. If any more than 1,000 new homes are proposed to be delivered on this site a viability study will be required to be submitted. This will be independently evaluated, on behalf of Cheshire East Council and the cost for this will be borne by the developer(s). This is to ensure that the objective of delivering an employment site, to support the aims of 'All Change for Crewe: High Growth City', will be met.

15.40 The provision of new Green Infrastructure and the improvement of existing Green Infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents and employees, as well as enhancing the environment of the town and reflects the findings of the Green Infrastructure Action Plan for Crewe (TEP, 2012) and will also help deliver the aspirations of 'All Change for Crewe: High Growth City'.

15.41 The Crewe Green Link Road (South) scheme (CGLRS) is a 1.1 km dual-carriageway link running north-south between the Weston Gate roundabout on the A5020 Weston Road and the A500 Hough-Shavington Bypass. The scheme was granted planning permission in October 2011. A revised planning application was progressed through 2012, and this was granted in January 2013. A Compulsory Purchase Order (CPO) for the land required to construct, operate and maintain the scheme was made and confirmed during November 2013. Construction of the scheme is expected to start in the summer of 2014 to be completed in 2015.

15.42 Future masterplanning and development of the site should take into account potential impacts from High Speed Rail Two (HS2).

15.43 The provision of a local centre, including appropriate medical facilities; a new primary school; local retail; pub/restaurant and a community facility, with space that can be used for a number of uses, on a flexible basis is essential, to ensure that the site is sustainable. The community facility must be formed of flexible space to accommodate uses including toilets; kitchen and storage and be capable of a variety of uses such as clubs (for people of all ages), community meetings and as a place of worship.

15.44 Basford Brook has been selected as a local wildlife site and flows through the heart of the site providing the greatest source of flood risk. A site specific Flood Risk Assessment will be required on the site that should consider future transport infrastructure including impacts of High Speed Rail Two (HS2). Any infrastructure planned over the brook or in the floodplain should be designed to not impact on flood flow. Culverting part or the entire brook is not recommended. Masterplanning of the site should avoid areas at greatest source of flood risk.



Indicative Site Delivery

- 125 homes expected during the early part of the plan period 2015-2020
- 500 homes expected during the middle part of the plan period 2020-2025
- 375 homes expected towards the end part of the plan period 2025-2030
- It is expected that employment land allocations in mixed use schemes will be phased in tandem with the housing allocations. Where appropriate, the phased release of employment land will be secured through S106 agreements/obligations.

Policy Context	
National Policy	NPPF (principally paragraphs): 20, 21, 30, 31, 34, 35, 38, 41, 47, 50, 52, 56, 59, 69, 70, 100, 109, 112
Local Evidence	Employment Land Review, Strategic Housing Land Availability Assessment, draft Crewe Town Strategy, Development Strategy, 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012), All Change for Crewe, Pre-Submission Core Strategy, Cheshire East Strategic Flood Risk Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 2: Create Conditions for Business Growth Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.2 Policy Context: Basford East Site



Site CS 2: Basford West, Crewe

15.45 Basford West presents the opportunity for an employment led vibrant and sustainable mixed use development with excellent links to Crewe. The site will provide high quality homes and employment opportunities and represents a gateway into Crewe from the south.

15.46 The site is approximately 52 hectares in size and located to the south of Crewe Town Centre. 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).

Site CS 2

Basford West, Crewe

The development of Basford West over the Local Plan Strategy period will be achieved through:

1. Delivery of up to 0.16 hectares of B1 employment uses and through highway improvements the delivery of about 22 hectares of employment uses with existing outline planning permission;
2. Delivery of up to 370 new homes, ancillary to the delivery of employment uses on the site. The delivery of more than 370 new homes on the site will only be permitted if this can be justified by the submission of a viability study. Such a study will be independently evaluated, on behalf of Cheshire East Council, such costs to be borne by the developer(s);
3. Creation of a new local centre including:
 - i. Appropriate retail to meet local needs;
 - ii. Restaurant / takeaway
 - iii. Hotel;
 - iv. Car showroom;
4. Protection of the amenity of residential properties along Crewe Road
5. Continued access to and servicing of the adjacent railways; and
6. 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. Community woodland;
 - iv. Open space, separating the residential development from the ecological mitigation areas, including Multi Use Games Area; outdoor gym and equipped children's play space

Site Specific Principles of Development

- a. The development would be expected to contribute towards road infrastructure improvements in the area, including the Crewe Green Link Road South, A500 link capacity improvements, the provision of a spine road; improvements to Junction 16 of the M6 and other traffic management and regulations;



- b. 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;
- c. The development would be expected to allow continued access to and servicing of the adjacent railways;
- d. Development should incorporate Green Infrastructure and reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012), including tree planting; the creation of tree lined boulevards with the provision of greenspaces within new developments. This should include the creation of green spaces, including those linking green infrastructure with safe and secure pedestrian and cycle routes that should be integrated into any development proposals;
- e. Future masterplanning and development of the site should take into account potential impacts from High Speed Rail Two;
- f. Development must not have an adverse impact on the established Great Crested Newt habitat areas;
- g. A financial contribution will be sought from developers to fund tree planting at appropriate locations;
- h. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, open space and community facilities;
- i. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes);
- j. 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;
- k. 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;
- l. Habitat and appropriate mitigation measures to be provided within the site for protected species;
- m. The masterplanning of the site will need to ensure that the development is located within the site in such a way that it will not have any adverse impact on existing and proposed protected species habitat; and
- n. 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.

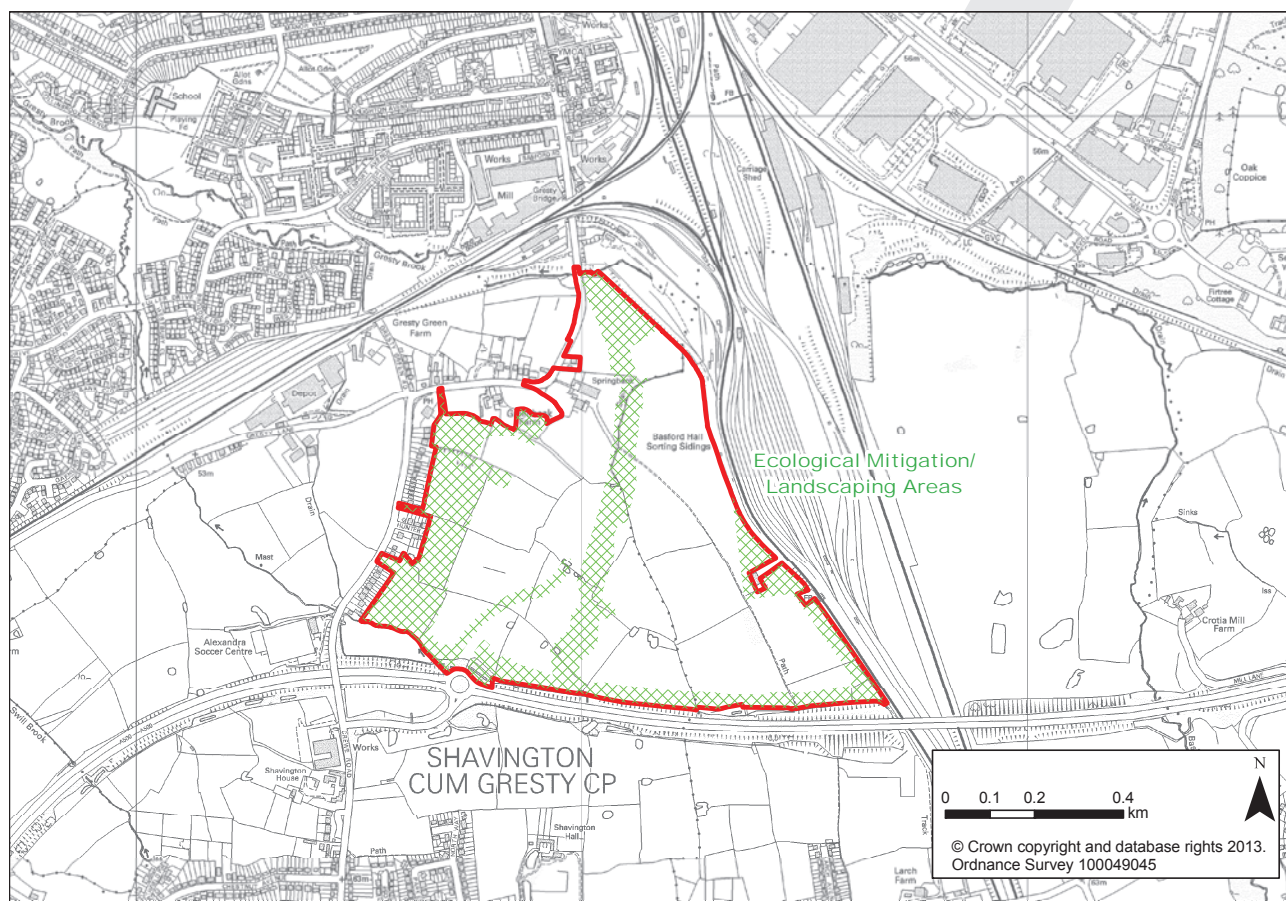


Figure 15.4 Basford West Site

Justification

15.47 At present the site comprises open farmland, with mature trees and hedgerows. It is known to support some interesting flora and fauna, including great crested newts. Surrounding uses include the railway to the east; the A500 to the south; Crewe Road to the north and west, with mainly ribbon residential development to the west, on Crewe Road.

15.48 The principle of developing this area has been accepted in previous Development Plans. The strategic site is a development plan allocation for regional and strategic employment identified in the Crewe and Nantwich Local Plan and known as Basford West. An outline planning application (ref P03/1071) for employment uses and associated works was granted permission on 13 May 2008 on the majority of the land within the employment allocation.

15.49 Reserved matters applications have been approved for employment units totalling 40,035 square metres of B1/B2 and B8 uses and a further outline approval for 16,630 square metres B1/B8 uses which represented an extension to the original outline planning consent for Basford West. Further applications to consolidate employment uses on the site have been submitted to the Council.

15.50 An outline planning application, on part of the site, for residential development (up to 370 units), offices, local centre, restaurant, hotel, car showroom and new spine road was approved, subject to S.106, by Strategic Planning Board in August 2013 (ref 13/0336N).

15.51 The provision of employment development is the principal and overriding objective of the Basford West site. A viability assessment has been submitted, to justify the provision of 370 new homes on the site. The housing development will act as an 'enabler' to ensure that the employment development takes place. If any more than 370 new homes are proposed to be delivered on this site a viability study will be required to be submitted. This will be independently evaluated, on behalf of



Cheshire East Council and the cost for this will be borne by the developer(s). This is to ensure that the objective of delivering an employment site, to support the aims of 'All Change for Crewe; High Growth City' are met.

15.52 The delivery of the employment elements of the site, as well as the contributions that it will make towards infrastructure improvements, including the A500, Crewe Green Link Road, Junction 16 of the M6 and the spine road, are considered to be of vital importance to the delivery of "All Change for Crewe"

15.53 The provision of new Green Infrastructure and the improvement of existing Green Infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents and employees, as well as enhancing the environment of the town and reflects the findings of the Green Infrastructure Action Plan for Crewe (TEP, 2012) and will also help deliver the aspirations of 'All Change for Crewe: High Growth City' .

15.54 Habitat for protected species and appropriate mitigation will be provided within the site; the development will have to be appropriately sited, to ensure that there is not any adverse impact on such habitat areas.

Indicative Site Delivery

- 185 homes expected during the early part of the plan period 2015-2020
- 185 homes expected during the middle part of the plan period 2020-2025
- It is expected that employment land allocations in mixed use schemes will be phased in tandem with the housing allocations. Where appropriate, the phased release of employment land will be secured through S106 agreements/obligations.

Policy Context	
National Policy	NPPF (principally paragraphs): 20, 21, 30, 31, 34, 35, 38, 41, 47, 50, 52, 56, 59, 69, 70, 100, 109, 112
Local Evidence	Employment Land Review, Strategic Housing Land Availability Assessment, draft Crewe Town Strategy, Development Strategy, 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012), All Change for Crewe, Pre-Submission Core Strategy
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 2: Create Conditions for Business Growth Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.3 Policy Context: Basford West Site



Site CS 3: Leighton West, Crewe

15.55 The area defined as Leighton West presents the opportunity to deliver a new sustainable urban extension that will support and complement the adjacent Leighton Hospital and other major employers including Bentley.

15.56 Leighton West lies to the north west of Crewe and borders existing residential development to the east and Leighton Hospital to the north. Surrounding land uses include residential, Leighton Hospital, open countryside, waste disposal site and Council depot.

15.57 Two areas are included in the Local Plan Strategy for the Leighton West area; this site and Strategic Location SL 2 'Leighton, Crewe'.

Site CS 3

Leighton West, Crewe

Development at Leighton West will result in the creation of a new sustainable neighbourhood to support Leighton Hospital and provide a key site for the development of an automotive research, development and supply hub, in partnership with Bentley Motors which is located in very close proximity to the site. The development of Leighton West over the Local Plan Strategy period will be achieved through:

1. Contributions to health infrastructure and the 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. The delivery of around 850 new homes (at a variety of densities);
3. The inclusion of key worker housing, for the employees of Leighton Hospital;
4. The delivery of a new mixed-use local centre that will serve Leighton Hospital and nearby residents including:
 - i. Provision of retail appropriate to meet local needs;
 - ii. Community facilities;
 - iii. Public House;
 - iv. Children's day nursery; and
 - v. A new primary school
5. About 5 hectares of additional employment land located at the southern end of the site including a science/energy park which could include advanced/automotive engineering and manufacturing;
6. The 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;
7. A new bus interchange for the hospital and nearby residential areas;
8. On land to the north of Pym's Lane, there is potential for a science/energy park and delivery of a key site for the development of an automotive research, development and supply hub, working in partnership with Bentley Motors. This area also has the potential to include a geothermal plant and district heating hub;
9. The widening and/or realignment of Smithy Lane, to provide improved access to Leighton Hospital for emergency vehicles and suitable footpath and cycle lanes;



10. The realignment of Middlewich Road to provide improved access to Leighton Hospital for emergency vehicles and suitable footpath and cycle lanes; and
11. An improved 'emergency portal' for blue light vehicles being able to access the hospital's Accident and Emergency Department from Smithy Lane.

Site Specific Principles of Development

- a. Leighton West is situated in close proximity to both Leighton Hospital and Bentley Motors, both of which offer key opportunities to implement the aspirations contained in 'All Change for Crewe: High Growth City'. The site will help to deliver the future expansion of Leighton Hospital, to ensure that it can provide the healthcare needs for the area, as it grows, along with key improvements to highways; the 'blue light' portal and public transport serving the hospital. The close proximity of the site to Bentley provides an opportunity for the creation of an automotive hub which will provide new employment opportunities and expand the automotive related investment in Crewe and the wider area.
- b. Development should incorporate Green Infrastructure and reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting; the creation of tree lined boulevards with the provision of greenspaces within new developments. This should include the creation of green spaces, including those linking green infrastructure, with safe and secure pedestrian and cycle routes that should be integrated into any development proposals.
- c. Leighton West includes a potential site for the location of a deep geothermal plant. Following work by leading academics at Keele University, Cheshire East Council is investigating the feasibility of using deep geothermal energy to supply a district heating network in the vicinity, to potentially supply new residential developments, major industrial units, and nearby Leighton Hospital.
- d. Improved highway and public transport links to Leighton Hospital, Crewe town centre and major employment areas.
- e. Contributions to key enabling infrastructure, including improvements to the A530 corridor and the corridor from the Flowers Lane Junction with the A530 to Crewe Green Roundabout.
- f. 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.
- g. A green buffer should be provided between Leighton Hospital and the village of Bradfield Green.
- h. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- i. Provision of habitat for great crested newts and other protected and priority species and habitats as required.
- j. Investigate the potential of contamination issues to the south of the site.
- k. Following the findings of a desk based archaeological assessment, targeted mitigation is likely to be required in areas not subject to a geophysical survey.
- l. Development should be masterplanned to facilitate highway improvements required to mitigate against the impact of the new development and address existing pinch points, including the Flowers Lane and Smithy Lane Junctions with the A530.
- m. Any development of the Leighton West site will require highway improvements. These improvements will be phased with the development of the site and also delivered through masterplanning of the area covered by both the Leighton West and the Leighton Strategic Location.

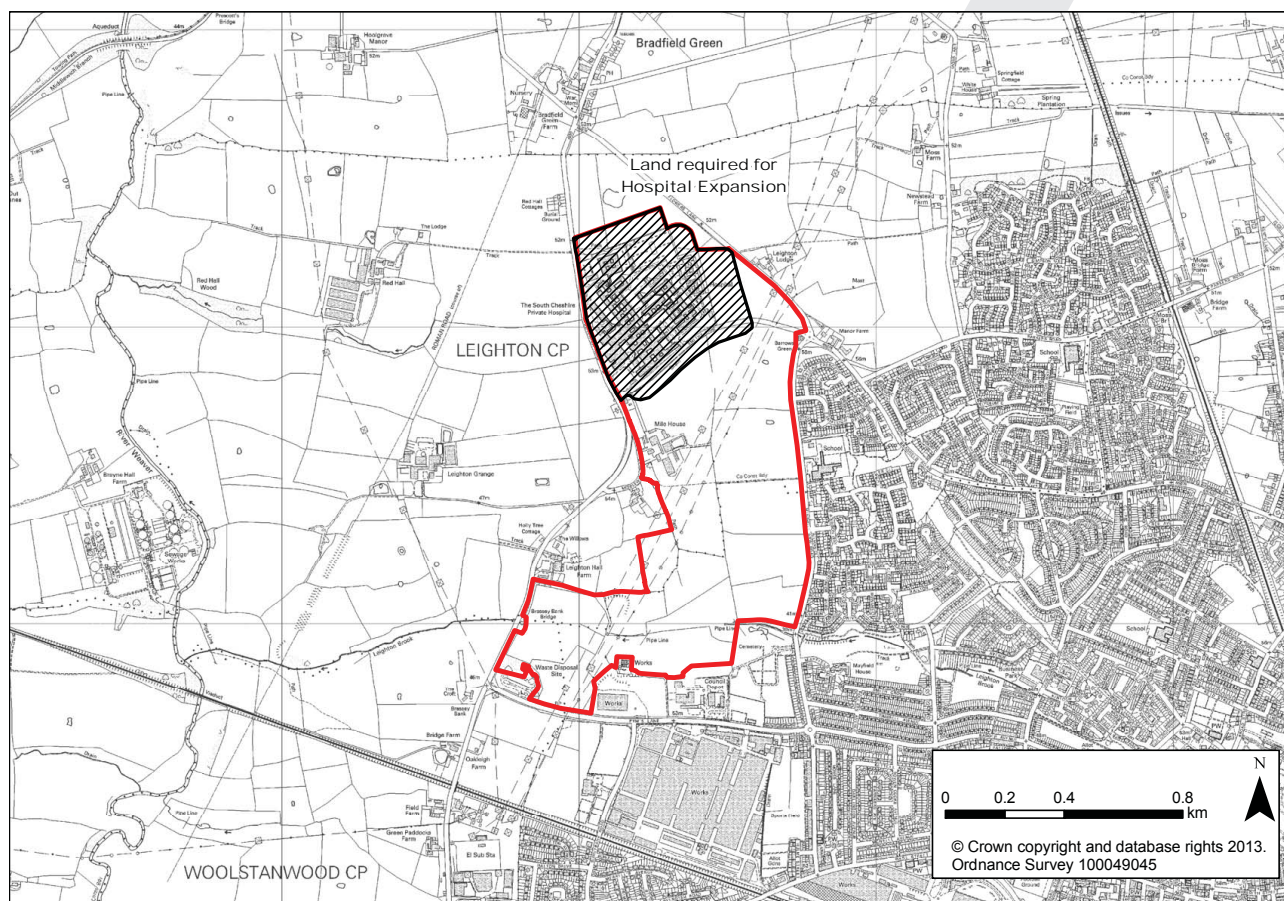


Figure 15.5 Leighton West Site

Justification

15.58 Traffic studies have been undertaken to look at the effect of the traffic generated by the Leighton West site on the highway network. This has highlighted issues at the junctions of the A530 with Flowers Lane and also with Smithy Lane, both of which are in close proximity of the site and would require improvements to be made, to enable them to handle the additional demand at these locations, as a result of the Leighton West development.

15.59 The work undertaken also shows that improvements will be required at other junctions to facilitate the growth in traffic expected as a result of the Leighton West development and other development in the area. In particular the A530 corridor from the north, past the site and to Alvaston Roundabout north of Nantwich, and also the corridor from the junction of Flowers Lane and the A530 to Crewe Green Roundabout around the north of Crewe through Maw Green.

15.60 The provision of employment land on the site offers the opportunity to establish a science/energy park and a key site for the development of an automotive research, development and supply hub, in close proximity to Bentley Motors. This site offers a single location with good access to infrastructure and linkages to the wider area. In 2013, Bentley Motors announced a £1billion investment in Crewe from 2015. Working in partnership with Bentley Motors and key businesses across the United Kingdom this site provides the opportunity to expand Crewe's significant automotive heritage and skills base; to provide new employment opportunities and to kickstart wider automotive related investment in Crewe, in line with the aspirations contained in 'All Change for Crewe: High Growth City'.



15.61 The provision of land adjacent to Leighton Hospital for its future expansion will ensure that the future health care needs of the town are met and will help to deliver the aspirations of 'All Change for Crewe: High Growth City'.

15.62 Masterplanning of the site should consider further constraints on the site including high voltage power lines which cross the site from the south west to the north which require an easement of 30m to the nearest building.

15.63 The provision of new Green Infrastructure and the improvement of existing Green Infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents and employees, as well as enhancing the environment of the town and reflects the findings of the Green Infrastructure Action Plan for Crewe (TEP, 2012) and will also help deliver the aspirations of 'All Change for Crewe: High Growth City'.

15.64 It is important that cycle and pedestrian links between the site and surrounding residential and employment areas and to Crewe Town Centre are provided to improve connectivity with the town centre. Links should also be provided to the Connect 2 scheme.

15.65 Great crested newts are known to be present on site. There will therefore be a requirement to deliver a significant area of habitat creation to compensate for the impacts of any development on this site.

15.66 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. Provision of land adjacent to Leighton Hospital, for future expansion is of importance, to ensure that the future health care needs of the area can be met.

15.67 A desk-based assessment of archaeology on site has been completed and a geophysical survey for the eastern area. Given the size of the area, targeted mitigation likely to be required in areas not subject to geophysical survey.

15.68 Land adjacent to this site (known as land north of Parkers Road) has planning permission for up to 400 homes.

15.69 This site includes a potential location for a geothermal plant, as it is situated within an area that has been identified as a geothermal 'hotspot'. This provides the opportunity for the development of a district heating scheme; energy supply to nearby employers and to Leighton Hospital. The potential development of a geothermal plant is a stand alone proposal and would not require housing development to cross-subsidise it.

Indicative Site Delivery

- 140 homes expected during the early part of the plan period 2015-2020
- 375 homes expected during the middle part of the plan period 2020-2025
- 335 homes expected towards the end part of the plan period 2025-203
- It is expected that employment land allocations in mixed use schemes will be phased in tandem with the housing allocations. Where appropriate, the phased release of employment land will be secured through S106 agreements/obligations.



Policy Context	
National Policy	NPPF (principally paragraphs): 18, 29, 34, 35, 37, 38, 47, 50, 56, 58, 70, 73, 95, 97, 109, 112, 120, 128
Local Evidence	Strategic Housing Land Availability Assessment, Draft Crewe Town Strategy, Development Strategy, Employment Land Review, 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012), All Change for Crewe, Geothermal Energy Potential: Great Britain and Northern Ireland
Strategic Priorities	Priority 1: promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: protecting and enhancing environmental quality Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurturing strong communities Priority 4: Supporting our children and young people Priority 5: Ensuring a sustainable future by providing affordable and appropriate housing Priority 6: Preparing for an increasingly older population Priority 7: Driving out the causes of poor health

Table 15.4 Policy Context: Leighton West Site



Strategic Location SL 2: Leighton, Crewe

15.70 The area defined as Leighton West presents the opportunity to deliver a new sustainable urban extension that will support and complement the adjacent Leighton Hospital and other major employers including Bentley.

15.71 Leighton West lies to the north west of Crewe and borders existing residential development to the east and Leighton Hospital to the north. Surrounding land uses include residential, Leighton Hospital, open countryside, waste disposal site and Council depot.

15.72 Two sites are included in the Local Plan Strategy for the Leighton West area. This site represents a strategic location in the general vicinity of Leighton Hospital and adjacent to the Leighton West allocation.

Strategic Location SL 2

Leighton, Crewe

This site lies adjacent to the Strategic Site of Leighton West. The site lies in close proximity to both Leighton Hospital and Bentley Motors; its development will result in the expansion of the new sustainable neighbourhood at Leighton West. This will provide opportunities for people to live near to the key automotive hub, to be located at the southern end of the Leighton West site and in close proximity to Bentley Motors. The development of the Leighton West Strategic Location over the Local Plan Strategy period will be achieved through:

1. Further road improvements to upgrade access to Leighton Hospital for emergency vehicles and suitable footpath and cycle lanes;
2. The delivery of up to 400 homes in the vicinity of Leighton hospital;
3. Key worker housing to be provided, for the employees of Leighton Hospital;
4. Site to be designed to complement the allocated site at Leighton West; and
5. Incorporation of Green Infrastructure, including:
 - i. Green corridor;
 - ii. Allotments;
 - iii. Open space including Multi Use Games Area; outdoor gym and equipped children's play space.

Site Specific Principles of Development

- a. Development should incorporate Green Infrastructure and reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting; the creation of tree lined boulevards with the provision of green spaces within new developments. This should include the creation of green spaces, including those linking green infrastructure, with safe and secure pedestrian and cycle routes that should be integrated into any development proposals.
- b. Development should provide key linkages and connectivity as part of a wider masterplanned development with the Leighton West site. This should include pedestrian, cycle, public transport and Green Infrastructure links between the two sites.
- c. Contributions to key enabling infrastructure, including improvements to the A530 corridor and Sydney Road / Flowers Lane / Remer Street / Bradfield Road corridor.
- d. The Strategic Location will be expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- e. Potential use of geothermal resources provided from the energy park included in CS3.



- f. 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.
- g. A green buffer should be provided between Leighton Hospital and the village of Bradfield Green.
- h. Improved public transport links to Leighton Hospital, Crewe town centre and major employment areas.
- i. Provision of habitat for great crested newts as required.
- j. A desk based archaeological assessment is required for the site, with appropriate mitigation being carried out, if required.
- k. There will be a requirement for financial contributions to be made to the provision of a new primary school, on the adjacent Leighton West site CS3 or improved educational facilities, as required.
- l. Any development of the Leighton West site will require highway improvements. These improvements will be phased with the development of the site and also delivered through masterplanning of the area covered by both the Leighton West and the Leighton Strategic Location. In order for the additional land in the Leighton Strategic location to be developed then significant improvements to the A530 corridor will be required, including its realignment past Leighton Hospital and junction improvements at the Flowers Lane and Smithy Lane junctions.
- m. Financial contributions towards health infrastructure as required.

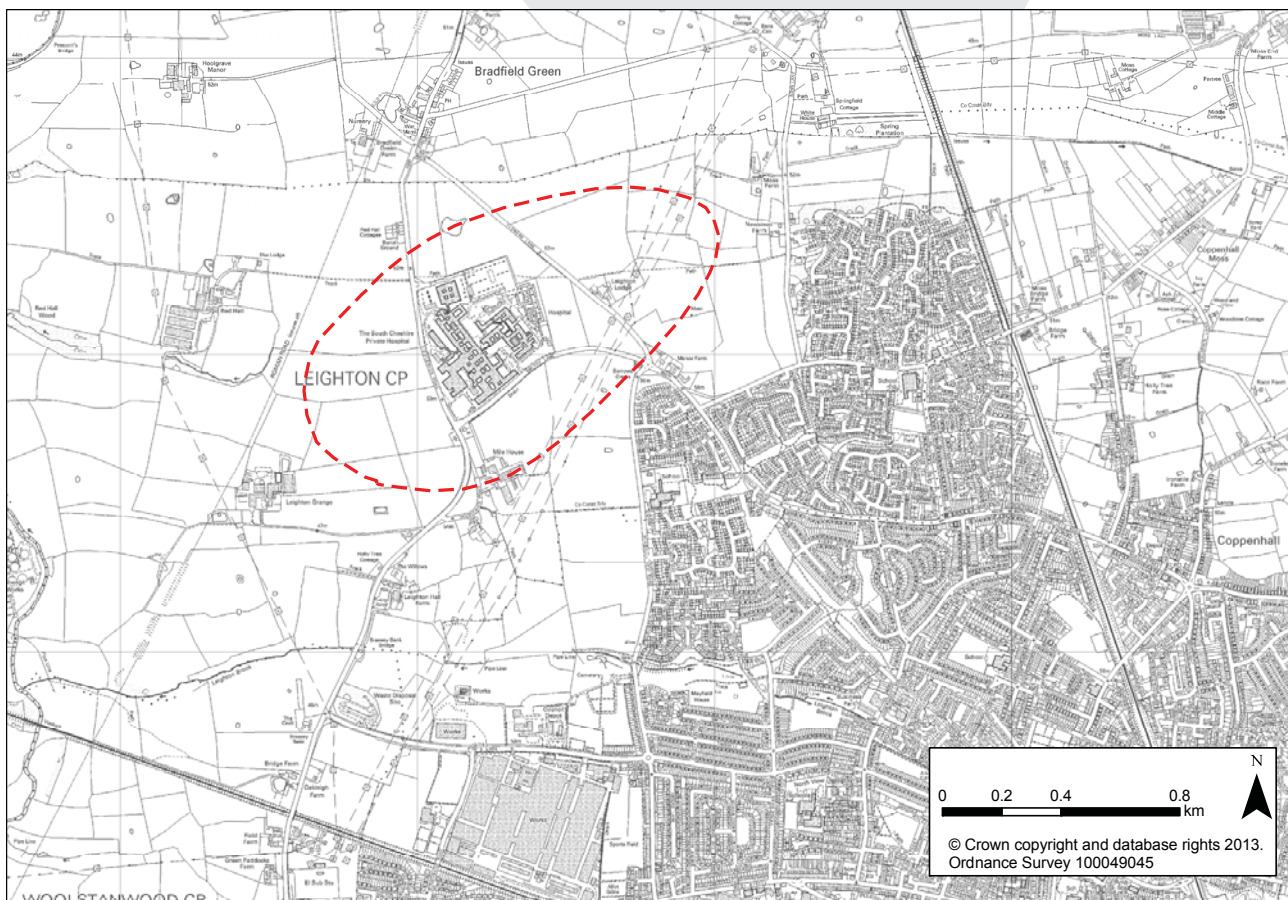


Figure 15.6 Leighton Strategic Location



Justification

15.73 Land adjacent to part of 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.

15.74 The opportunity is presented by this strategic location for new homes to be delivered at a sustainable location, in close proximity to Bentley Motors and the new automotive hub that will be created at the southern end of the Leighton West site. In turn this will assist in delivering the aspirations of 'All Change for Crewe: High Growth City'.

15.75 This strategic location is intended to deliver key highways improvements in and around the area known as Leighton West, which will facilitate the development and address current and future congestion issues in the area.

15.76 The provision of new Green Infrastructure and the improvement of existing Green Infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents, as well as enhancing the environment of the town and reflects the findings of 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) and will also help deliver the aspirations of 'All Change for Crewe: High Growth City'.

15.77 It is important that cycle and pedestrian links between the site and surrounding residential and employment areas and to Crewe Town Centre are provided to improve connectivity with the town centre. Links should also be provided to the Connect 2 scheme.

15.78 Great crested newts could be present on site. If this is the case, appropriate mitigation will be required.

15.79 The improvement to the Smithy Lane and Flowers Lane Junctions with the A530 and the associated realignment of Middlewich Road must be completed before development can take place on this site, to ensure highway capacity and access to the Hospital are maintained.

15.80 Provision of land adjacent to Leighton Hospital, for future expansion is of importance, to ensure that the future health care needs of the area can be met.

Delivery

- 100 homes expected during the middle part of the plan period 2020-2025
- 300 homes expected during towards the end part of the plan period 2025-2030



Policy Context	
National Policy	NPPF (principally paragraphs): 29, 30, 34, 35, 38, 47, 50, 52, 56, 58, 69, 70, 73, 95, 97, 109
Local Evidence	Strategic Housing Land Availability Assessment, Draft Crewe Town Strategy, Development Strategy, The Green Infrastructure Action Plan for Crewe (TEP, 2012), All Change for Crewe, Pre-Submission Core Strategy
Strategic Priorities	Priority 2: To create sustainable communities Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurturing strong communities Priority 4: Supporting our children and young people Priority 5: Ensuring a sustainable future by providing affordable and appropriate housing Priority 6: Preparing for an increasingly older population Priority 7: Driving out the causes of poor health

Table 15.5 Policy Context: Leighton Strategic Location



Site CS 4: Crewe Green

15.81 Crewe Green presents the opportunity to provide a high quality residential development at a key gateway into Crewe whilst delivering improvements to the transport network in particular the Crewe Green roundabout. Located to the east of Crewe town centre, the triangular parcel of land is bordered to the north by open countryside, the east by the A534, the south by Crewe Green roundabout with the Crewe Green Conservation Area adjoining the roundabout and to the west by Sydney Road.

Site CS 4

Crewe Green

The development of Crewe Green over the Local Plan Strategy period will be achieved through:

1. The delivery of around 150 homes;
2. The provision of land to Cheshire East Council that is necessary to facilitate the delivery of highway improvements at Crewe Green Roundabout. Such improvement to be completed before development of the new homes starts on site; and
3. The incorporation of Green Infrastructure, to include open space provision, including children's equipped play space/multi use games area.

Site Specific Principles of Development

- a. The provision of a high quality design on this gateway site to Crewe, which lies in close proximity to the Crewe Green Conservation Area and the numerous Listed Buildings that are located within it. This should include appropriate landscaping, to ensure that the visual impact of development on the site is minimised, particularly in regard to the close proximity to the Crewe Green Conservation Area and proposed new Green Belt Area of Search.
- b. The development of this site will assist in the facilitation and delivery of highway improvements at Crewe Green roundabout.
- c. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- d. Development should incorporate Green Infrastructure and reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting; the creation of tree lined boulevards with the provision of greenspaces within new developments. This should include the creation of green spaces, including those linking green infrastructure, with safe and secure pedestrian and cycle routes that should be integrated into any development proposals.
- e. The improvement of existing and provision of new pedestrian and cycle links to link new and existing residential areas, employment areas, shops, schools and health facilities.
- f. The inclusion of appropriate planting and buffering along the northern boundary of the site.
- g. Provision of habitat for protected species, if required.
- h. The development will be expected to provide contributions to education provision and health infrastructure.
- i. A desk based archaeological assessment is required for the site, with appropriate mitigation being carried out, if required.

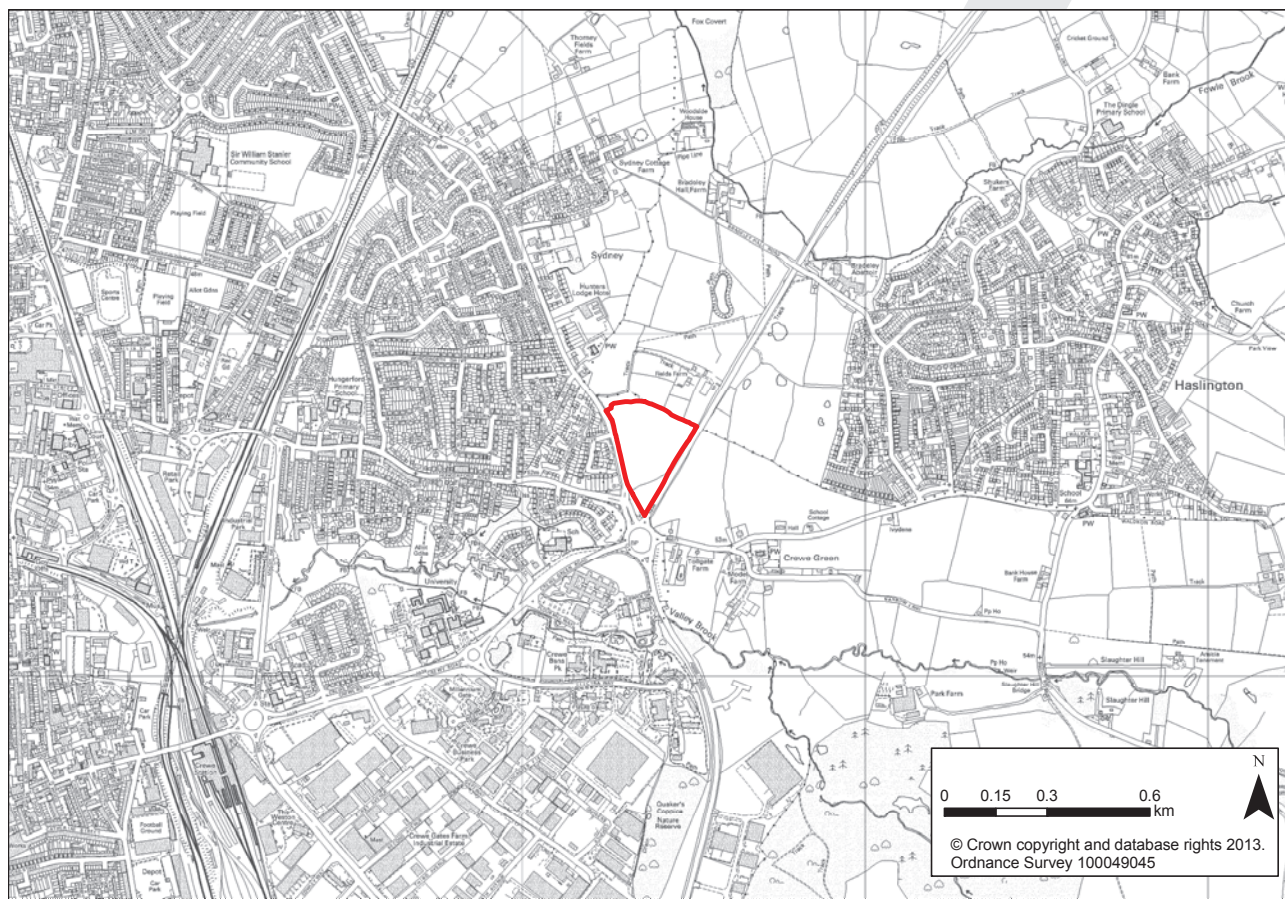


Figure 15.7 Crewe Green Site

Justification

15.82 This site is a gateway site into Crewe which will deliver improvements to the highway network at the Crewe Green roundabout. The development of this site will assist in the delivery of improvements to the Crewe Green roundabout which is a key piece of highway infrastructure and is identified in the Infrastructure Delivery Plan which states that the roundabout suffers from peak period delays and includes it within the 'Physical Infrastructure Delivery Schedule'.

15.83 The key gateway location of the site, along with its close proximity to Crewe Green Conservation Area, necessitates the delivery of a very high quality designed development, including appropriate landscaping to reduce the visual impact of the development. The provision of new Green Infrastructure and the improvement of existing Green Infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents, as well as enhancing the environment of the town and reflects the findings of the Green Infrastructure Action Plan for Crewe (TEP, 2012) and will also help deliver the aspirations of 'All Change for Crewe: High Growth City'.

15.84 The development of this site will assist in the delivery of improvements to the Crewe Green roundabout which is a key piece of highway infrastructure and is identified in the Infrastructure Delivery Plan which states that the roundabout suffers from peak period delays and includes it within the 'Physical Infrastructure Delivery Schedule', with funding sources being developers, Local Transport Plan and Local Enterprise Partnership

15.85 Habitat for protected species must be provided if required.

15.86 The development will be expected to provide contributions to education provision.



Delivery

- 150 homes expected towards the end of the plan period 2025-2030

Policy Context	
National Policy	NPPF (principally paragraphs): 9, 19, 30, 47, 50, 57, 69, 73, 75, 109, 112
Local Evidence	Strategic Housing Land Availability Assessment, draft Crewe Town Strategy, All Change for Crewe, Development Strategy, 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012), Pre-Submission Core Strategy
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 3: Unlock the potential of our towns Priority 5: Ensure a sustainable future

Table 15.6 Policy Context: Crewe Green Site



Site CS 5: Sydney Road, Crewe

15.87 Sydney Road presents the opportunity for a high quality sustainable residential development. The site is located 1.5 kilometres from Crewe Town Centre. Surrounding uses include residential, the railway line and open countryside. The site is currently open agricultural fields, with significant areas of trees and hedgerows.

Site CS 5

Sydney Road, Crewe

The development of Sydney Road over the Local Plan Strategy period will be achieved through:

1. The delivery of 250 new homes; and
2. The incorporation of Green Infrastructure including:
 - i. Allotments;
 - ii. Equipped Children's Play Area/Multi-Use Games Area;
 - iii. Community Woodland;
 - iv. Outdoor Gym; and
 - v. Formal Sports Pitches

Site Specific Principles of Development

- a. Development should incorporate Green Infrastructure and reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting; the creation of tree lined boulevards with the provision of greenspaces within new developments. This should include the creation of green spaces, including those linking green infrastructure, with safe and secure pedestrian and cycle routes that should be integrated into any development proposal.
- b. Contributions towards highway improvements at Crewe Green Roundabout, Maw Green Junction and Sydney Road Bridge.
- c. The improvement of existing and provision of new pedestrian and cycle links to link new and existing residential areas, employment areas, shops, schools and health facilities.
- d. The inclusion of appropriate planting and buffering along the northern and western boundaries of the site, to provide a clear edge to the development and reduce the visual impact of the development of this site on the adjacent proposed new Green Belt area of search. Such buffering and planting to also ensure that noise and disturbance, from the West Coast Mainline which runs along the western boundary of the site, is reduced to a level to be agreed at a future date.
- e. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- f. Provision of habitat for protected species, if required.
- g. Fowle Brook runs through the site and into Sandbach Flashes SSSI. Any discharge, foul drainage and / or run-off from the site must not lead to a deterioration in water quality entering the SSSI.
- h. The development will be expected to provide contributions to education provision and health infrastructure.
- i. A desk based archaeological assessment is required for the site, with appropriate mitigation being carried out, if required.

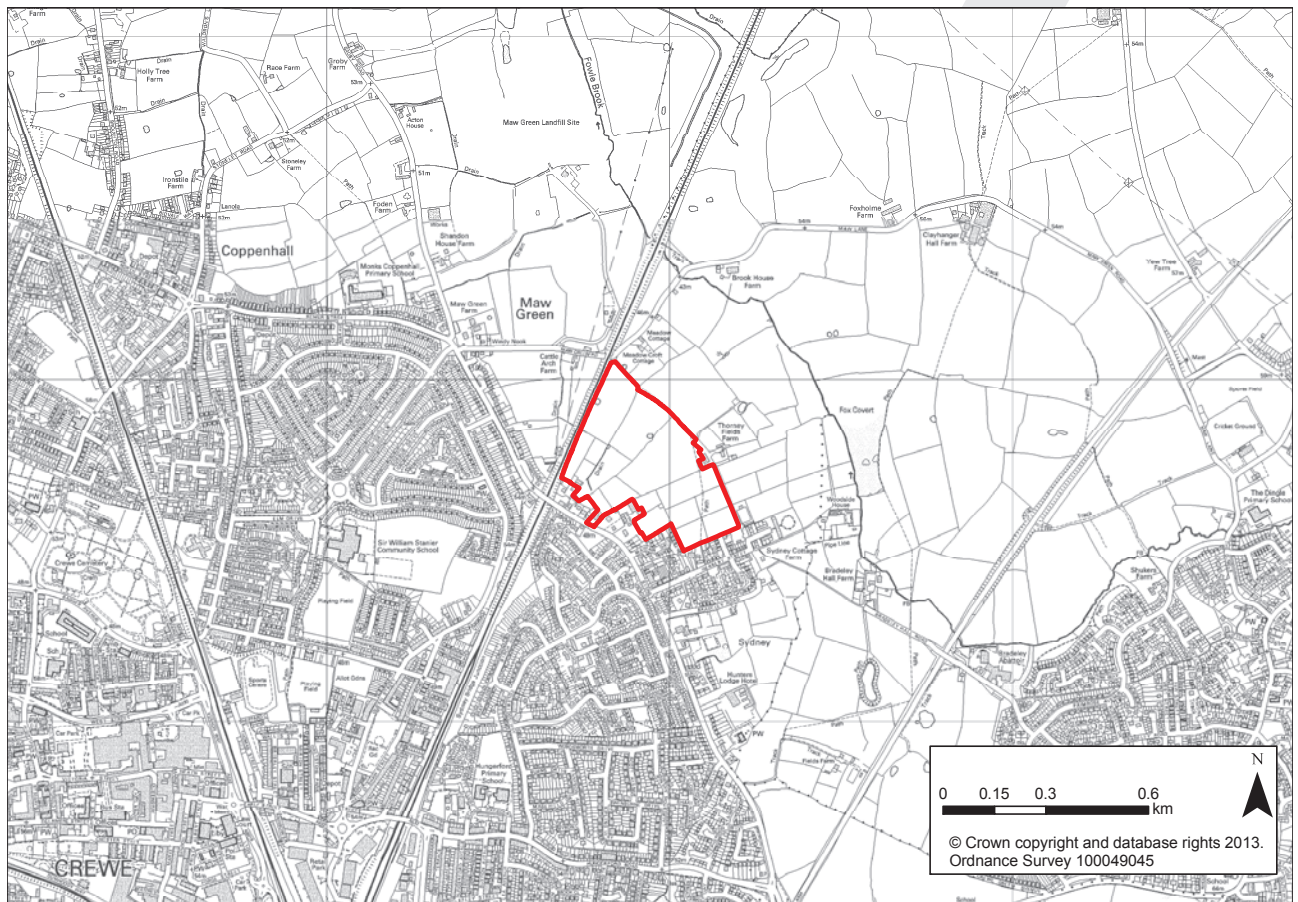


Figure 15.8 Sydney Road Site

Justification

15.88 Green Infrastructure provision underpins future development in Crewe, ensuring that it is a pleasant place to live and work. Any proposals should take into account the Green Infrastructure Action Plan for Crewe.

15.89 The provision of new Green Infrastructure and the improvement of existing Green Infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents, as well as enhancing the environment of the town and reflects the findings of the Green Infrastructure Action Plan for Crewe (TEP, 2012) and will also help deliver the aspirations of 'All Change for Crewe: High Growth City'.

15.90 Mechanisms must be put in place, to ensure that water from the development, flowing into Fowle Brook, does not have an adverse impact on the Sandbach Flashes SSSI.

15.91 Adjacent land lies within the proposed new Green Belt Area of Search. It is important that any visual impact of development on the proposed new Green Belt Area of Search is minimised by appropriate landscaping and the retention of existing trees and hedgerows.

15.92 It is important that the site contributes to highway improvements at Sydney Road Bridge, Maw Green Junction and Crewe Green Roundabout, to ensure highway safety.

15.93 Habitat for protected species, if required, will be provided.

15.94 It is important that buffering planting, along the western boundary of the site, with the West Coast Mainline is provided in such a way that noise and disturbance are mitigated to an acceptable level.

15.95 The site is subject to a current outline planning application for up to 240 dwellings on the north-western part of the site (13/2055N). The minutes of the Strategic Planning Board held on 9/12/2013 include a resolution to grant permission, subject to a prior legal agreement including highway improvements.

Indicative Site Delivery

- 175 homes expected during the early part of the plan period 2015-2020
- 75 homes expected during the middle part of the plan period 2020-2025

Policy Context	
National Policy	NPPF (principally paragraphs): 19, 30, 47, 50, 57, 69, 73, 75, 109, 112, 117
Local Evidence	Strategic Housing Land Availability Assessment, draft Crewe Town Strategy, All Change for Crewe, Development Strategy, 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012), Pre-Submission Core Strategy
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 3: Unlock the potential of our towns Priority 5: Ensure a sustainable future Priority 5: Ensuring a sustainable future by providing affordable and appropriate housing

Table 15.7 Policy Context: Sydney Road Site





Site CS 37: South Cheshire Growth Village, South East Crewe

15.96 The South Cheshire Growth Village, South East Crewe represents the opportunity to deliver a high quality residential environment, in an attractive setting, in close proximity to Crewe and to the M6 motorway. It is a greenfield site located to the south east of Crewe adjacent to the Basford East mixed use site, the Grade I Listed Crewe Hall and its Registered Park and Garden. Surrounding land uses include the Basford East site, Crewe Hall Registered Park and Garden, open countryside, the railway line and the A500.

Site CS 37

South Cheshire Growth Village, South East Crewe

A new sustainable settlement will be delivered over the Local Plan Strategy period. This will be achieved through:

1. The delivery of around 800 new homes (at an average of 30 dwellings per hectare);
2. The provision of a new mixed-use local (village) centre comprising:
 - i. Appropriate retail provision to meet local needs;
 - ii. Community Centre and a new Village Square;
 - iii. Sports and leisure facilities.
3. Open space including sports pitches, Multi Use Games Area, outdoor gym, equipped children's play space and facilities for teenagers;
4. The provision of pedestrian and cycle links to the new primary school and wider adjacent Basford East site; and
5. Incorporation of Green Infrastructure, including:
 - i. A significant depth of native woodland and other semi-natural habitat screening along all 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; and
 - vi. A woodland green corridor

Site Specific Principles of Development

- a. Development should incorporate Green Infrastructure and reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting; the creation of tree lined boulevards with the provision of greenspaces within new developments. This should include the creation of green spaces, including those linking green infrastructure, with safe and secure pedestrian and cycle routes that should be integrated into any development proposals.
- b. The development will be expected to provide contributions towards education provision and provide key linkages through to a school to be provided at Basford East, along with the wider Basford East area. This should include pedestrian and cycle links.
- c. Development should be comprehensively masterplanned to take account of the following:



- i. The creation of appropriate linkages and connectivity between the site at Basford East, Crewe Town Centre and Railway Station and the M6; and
 - ii. The appropriate consideration of heritage assets in and in close proximity to the South Cheshire Growth Village; including the Grade I Listed Crewe Hall; the Registered Park and Garden at Crewe Hall and Listed Buildings to ensure no substantial harm is caused to the historic environment and the development designed accordingly.
- d. A full assessment will need to be undertaken of the significance of the heritage assets that are affected by the South Cheshire Growth Village, South East Crewe (both designated and undesignated) and the impact on the historic environment.
 - e. Improvements to existing and provision of new pedestrian and cycle links to new and existing residential and employment areas, shops, schools and health facilities.
 - f. Contributions to improvements to existing and the provision of new public transport links to Crewe railway station, Crewe town centre and local villages.
 - g. The Local Plan Strategy Site will provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
 - h. The land within the Registered Park and Garden of Crewe Hall and the Green Belt will be excluded from the site boundary.
 - i. On site provision, or where appropriate, relevant contributions towards education, health, Green Infrastructure, open space and community facilities.
 - j. The development would be expected to contribute towards and / or facilitate 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 and Crewe Green Roundabout.
 - k. Potential for self build units to be incorporated into the masterplan and design of the scheme.
 - l. An appropriate green buffer will be provided between the site and the village of Weston.
 - m. 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 must respond to this sensitive landscape setting.
 - n. The provision of a high quality designed development, which lies in close proximity to the Grade I Listed Crewe Hall and its Registered Park and Garden.
 - o. Archaeological desk based assessment required, to determine if any further evaluation / mitigation will be needed.
 - p. Future masterplanning must ensure that cycle and pedestrian links are provided to the adjacent mixed use site of Basford East, including the new Primary School.
 - q. Financial contributions will be required towards the provision of a new primary school on the nearby Basford East site CS1.
 - r. Provision of habitat for protected species, if required.
 - s. Noise and air quality assessments, if required, relating to the railway and main roads passing through or adjoining the site.

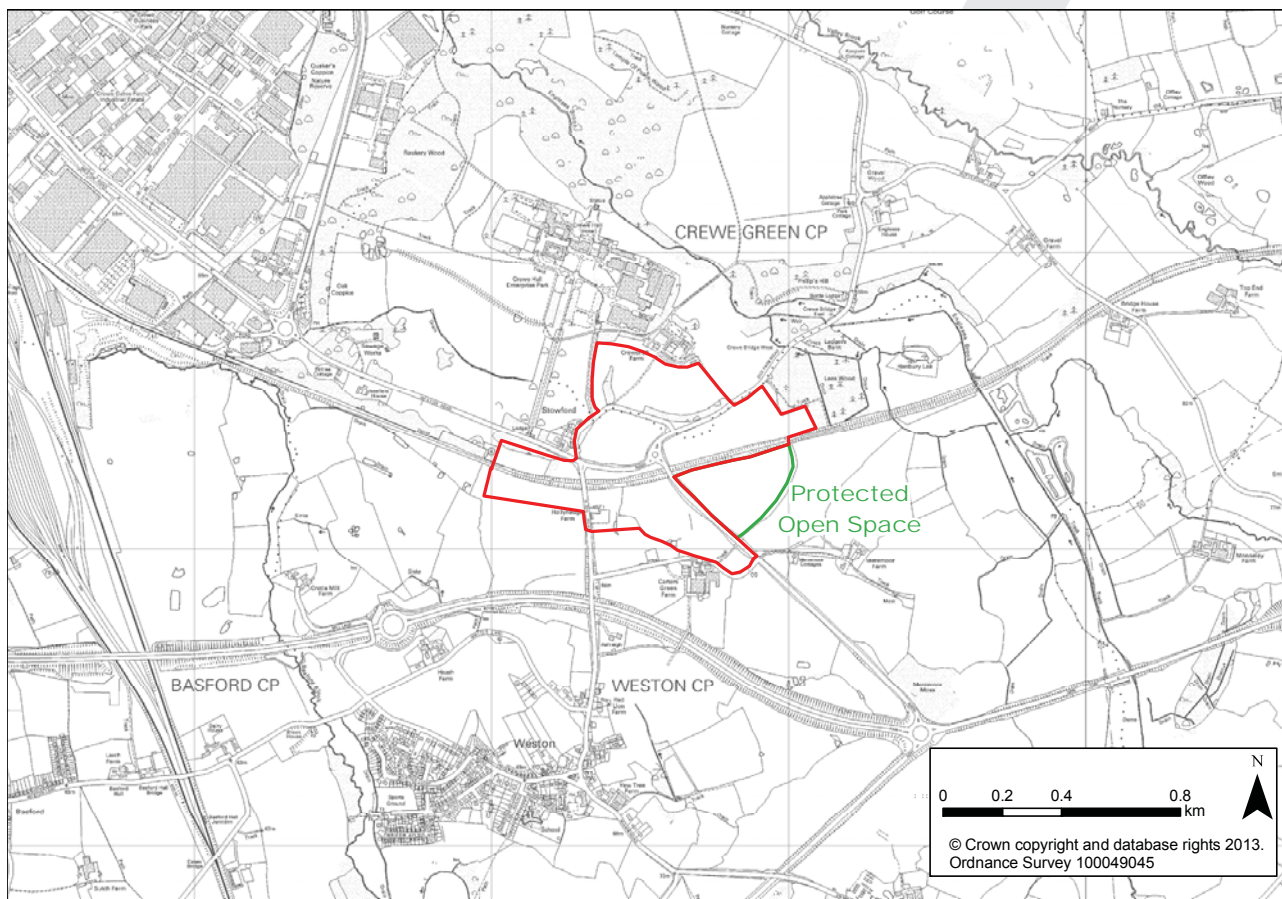


Figure 15.9 South Cheshire Growth Village, South East Crewe Strategic Location

Justification

15.97 The allocation proposes a new sustainable village which provides distinctive new housing in a high quality landscape setting. Existing woodland and vernacular estate architecture set the tone for the creation of new residential community which compliments the current housing offer in Crewe. The site will help meet the needs of Crewe's growing population and labour force demand, to support the retention and growth of a highly skilled workforce.

15.98 The provision of this site will support growth in Crewe and the aspirations of 'All Change for Crewe: High Growth City in improving local infrastructure, reducing the loss of skilled people to other areas and increasing local expenditure on goods and services leading to further jobs being created. The South Cheshire Growth Village will contribute to delivering the vision for Crewe as a national significant economic centre and a sought after place in South Cheshire.

15.99 This site will be able to take advantage of the interchange planned at Crewe for the current preferred route for the High Speed Rail 2 network. The Council will work in partnership with the Duchy of Lancaster, the Highways Agency, Environment Agency and other statutory consultees to deliver improvements to the A500.

15.100 The site has good accessibility to the M6 via the A500, which will be improved by the Crewe Green Link Road. The Council will work in partnership with the Duchy of Lancaster, the Highways Agency, Environment Agency and other statutory consultees to deliver improvements to the A500.

15.101 The provision of new Green Infrastructure and the improvement of existing Green Infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents, as well as enhancing the environment of the town and reflects the findings of the Green



Infrastructure Action Plan for Crewe (TEP, 2012) and will also help deliver the aspirations of 'All Change for Crewe: High Growth City'.

15.102 A new pedestrian and cycle link will be created south of the railway line to Basford East. This must provide a safe and secure environment for children to travel to school. For example it could take the form of an attractive country lane with low density housing, which will afford a lit and overlooked route.

15.103 Future masterplanning must include a full 'assessment of significance' as required by English Heritage, that assesses the significance of the impact of the development on the historic environment

15.104 Adjacent land lies within the Strategic Open Gap and Green Belt, along with the Grade I Listed Crewe Hall and Registered Park and Garden. It is important that the visual impact of development on these areas is minimised by appropriate landscaping and the retention of existing trees and hedgerows. The area south of the village, either side of Main Road, Weston, is particularly sensitive. It should be retained as farmland, with strong planting on the boundaries of the settlement.

15.105 It is important that this site contributes to highway network improvements, to ensure highway network improvements, to ensure highway safety and deliver the aspirations of 'All Change for Crewe: High Growth City'.

15.106 The area of protected open space is located within the Green Belt. As well as providing for open space and recreation to meet the needs of the village, it will accompanied by supporting facilities compatible with Green Belt Status. As part of the proposed new Green Belt extension, detailed boundaries will be reviewed and could further assist in separating the Village from Weston.

15.107 An archaeological assessment will be required, to ensure that there will not be an impact on undesignated heritage assets.

15.108 Habitat for protected species must be provided if required.

Indicative Site Delivery

- 400 homes expected during the middle part of the plan period 2020-2025
- 400 homes expected during towards the end part of the plan period 2025-2030

Policy Context	
National Policy	NPPF (principally paragraphs): 18, 29, 38, 47, 50, 52, 56, 58, 69, 70, 73, 109, 112, 117, 126, 128, 132
Local Evidence	Development Strategy, Strategic Housing Land Availability Assessment, The Green Infrastructure Action Plan for Crewe (TEP, 2012), Crewe Town Strategy, All Change for Crewe, Pre-Submission Core Strategy
Strategic Priorities	Priority 1: Promoting economic prosperity Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurturing strong communities Priority 4: Supporting our children and young people Priority 5: Ensuring a sustainable future by providing affordable and appropriate housing Priority 7: Driving out the causes of poor health

Table 15.8 Policy Context: South Cheshire Growth Village, South East Crewe Site



Site CS 6: The Shavington / Wybunbury Triangle

15.109 The Shavington / Wybunbury Triangle presents the opportunity for a high quality sustainable residential development. The Shavington / Wybunbury Triangle site is located south of Newcastle Road between the villages of Shavington and Wybunbury and is approximately 4 km south of Crewe. The site extends to 17.38 hectares and is surrounded on all sides by residential development.

15.110 Wybunbury Moss nature area (Special Area of Conservation) lies some 400 metres to the south of the site.

Site CS 6

The Shavington / Wybunbury Triangle

The development of the Shavington / Wybunbury Triangle over the Local Plan Strategy period will be achieved through:

1. The delivery of 350 new homes;
2. Appropriate retail provision to meet local needs;
3. Community hub and village green;
4. The provision of Green Infrastructure including:
 - i. Allotments;
 - ii. Community Woodland;
 - iii. Open space including children's play space, Multi Use Games Area and outdoor gym;
 - iv. Nature conservation area;
 - v. Drainage areas;
 - vi. Incidental open space;
 - vii. Protection of watercourses and ponds on site;
 - viii. Creation of an undeveloped buffer zone scheme; and
 - ix. Village green;
5. The improvement of existing and provision of new pedestrian and cycle links to link new and existing residential areas, employment areas, shops, schools and health facilities.

Site Specific Principles of Development

- a. Contributions towards public transport and highways improvements.
- b. Contributions towards habitat improvements within the Meres and Mosses Natural Improvement Area.
- c. Contributions towards a planned improvement of Gresty Road and the Crewe Green Link Road.
- d. Contributions towards education provision.
- e. Contributions towards health infrastructure.
- f. Development should incorporate Green Infrastructure and reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting; the creation of tree lined boulevards with the provision of greenspaces within new developments. This should include the creation of green spaces, including those linking green infrastructure, with safe and secure pedestrian and cycle routes that should be integrated into any development proposals.
- g. Provision of SuDS included as part of green infrastructure on the site.
- h. A masterplan to be produced for the site to guide development and ensure good design.
- i. Important hedgerows and trees to be retained and incorporated within the development.



- j. The development should be supported by an appropriate Travel Plan, including measures to monitor its implementation.
- k. An up to date archaeological report to be produced, to include appropriate mitigation, if required.
- l. An up to date contaminated land study to be produced, to include appropriate mitigation, if required.
- m. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).

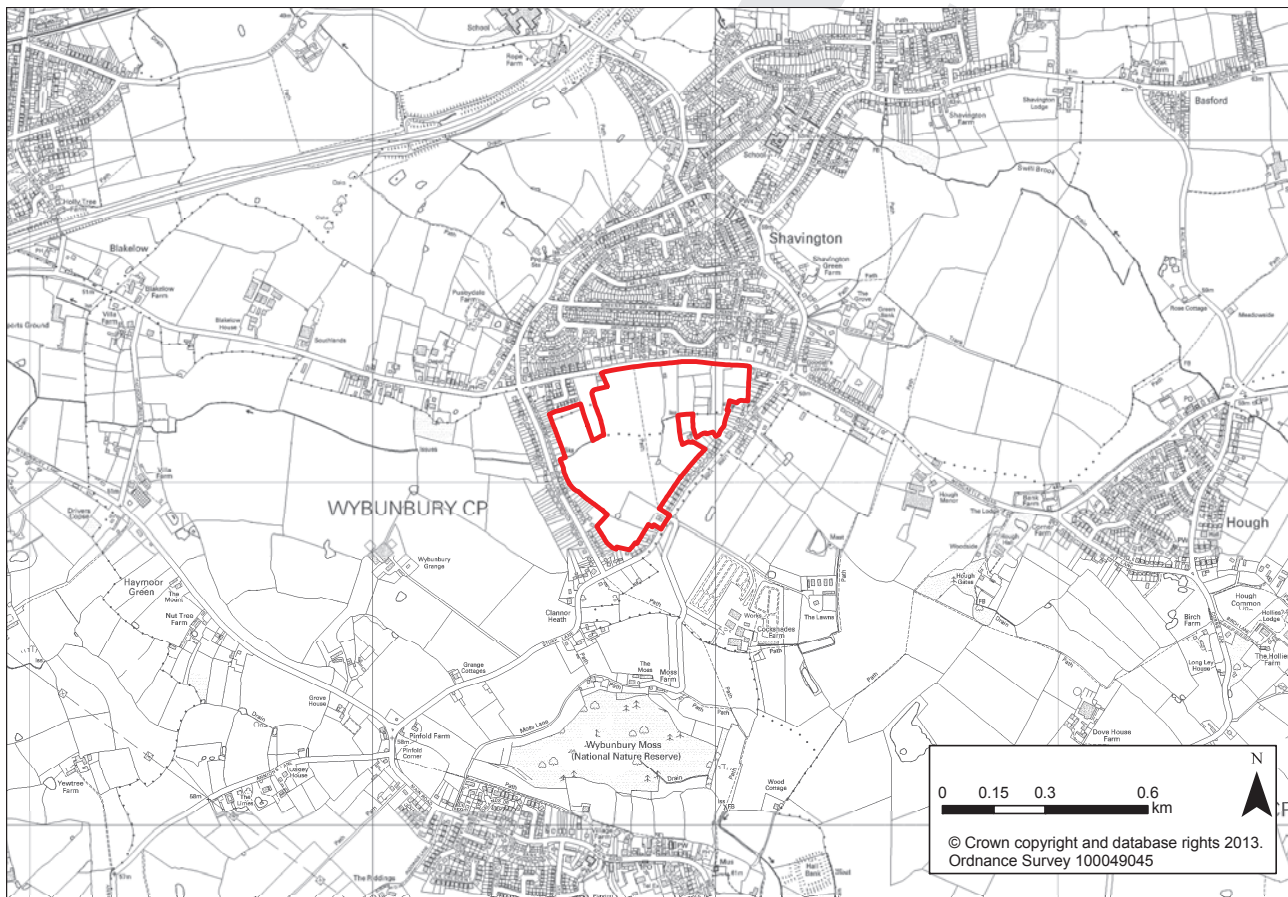


Figure 15.10 The Shavington / Wybunbury Triangle Site

Justification

15.111 An outline planning application for the site has been granted including a legal agreement (12/3114N). This application included a Habitats Regulations Assessment which considered the impact of the proposal on Wybunbury Moss Special Area of Conservation and RAMSAR site.

15.112 The provision of new Green Infrastructure and the improvement of existing Green Infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents, as well as enhancing the environment of the town and reflects the findings of the Green Infrastructure Action Plan for Crewe (TEP, 2012) and will also help deliver the aspirations of 'All Change for Crewe: High Growth City'.

15.113 The Wybunbury Moss Special Area of Conservation and RAMSAR site lie within close proximity of this site. It is important that this site contributes towards habitat improvements at



Wybunbury Moss. The provision of Green Infrastructure, open space and SuDs should reduce any potential impacts on European Designated sites

15.114 The existing landscape includes some hedgerows and hedgerow trees of landscape value. Two ponds and a watercourse are also present on the site. All these features should be conserved, utilised and extended as part of the landscape framework and Green Infrastructure proposals within the development.

15.115 Contributions are required to be made for improvements to public transport, highways and education.

15.116 It is important that cycle and pedestrian links between the site and nearby residential and employment areas are provided, to integrate the site within the area and ensure sustainability.

15.117 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).

Indicative Site Delivery

- 175 dwellings included in the early part of the plan period 2015-2020
- 175 dwellings included in the middle part of the plan period 2020-2025

Policy Context	
National Policy	NPPF (principally paragraphs): 29, 38, 47, 50, 52, 56, 58, 69, 70, 73, 109, 112, 117, 128
Local Evidence	Development Strategy, Strategic Housing Land Availability Assessment, The Green Infrastructure Action Plan for Crewe (TEP, 2012), Crewe Town Strategy, All Change for Crewe, Pre-Submission Core Strategy
Strategic Priorities	Priority 1: Promoting economic prosperity Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurturing strong communities Priority 4: Supporting our children and young people Priority 5: Ensuring a sustainable future by providing affordable and appropriate housing Priority 7: Driving out the causes of poor health

Table 15.9 Policy Context; The Shavington / Wybunbury Triangle Site



Site CS 7: East Shavington

15.118 East Shavington presents the opportunity for a high quality sustainable residential development. The site lies on the eastern edge of Shavington village. It comprises approximately 11 hectares of greenfield agricultural land. The site slopes downwards towards Swill Brook and up towards Weston Lane.

Site CS 7

East Shavington

The development of East Shavington over the Local Plan Strategy period will be achieved through:

1. The delivery of 250 new homes post 2020;
2. The provision of Green Infrastructure including:
 - i. Allotments or Community Woodland;
 - ii. Open space including children's play space;
 - iii. Multi Use Games Area or outdoor gym;
 - iv. Nature conservation area;
 - v. Drainage areas;
 - vi. Incidental open space;
3. The improvement of existing and provision of new pedestrian and cycle links to link new and existing residential areas, employment areas, shops, schools and health facilities; and
4. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities.

Site Specific Principles of Development

- a. Consideration of any impact on the Wybunbury Moss Special Area of Conservation (SAC) and RAMSAR site and implementation of any mitigation measures.
- b. Contributions towards public transport and highways improvements.
- c. Contributions towards habitat improvements within the Meres and Mosses Natural Improvement Area.
- d. Contributions towards a planned improvement of Gresty Road and the Crewe Green Link Road.
- e. Contributions towards education provision.
- f. Contributions towards health infrastructure.
- g. Development should incorporate Green Infrastructure and reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting; the creation of tree lined boulevards with the provision of greenspaces within new developments. This should include the creation of green spaces, including those linking green infrastructure, with safe and secure pedestrian and cycle routes that should be integrated into any development proposals.
- h. Provision of SuDS included as part of green infrastructure on the site.
- i. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- j. Important hedgerows and trees to be retained and incorporated within the development.
- k. The development should be supported by an appropriate Travel Plan, including measures to monitor its implementation.



- l. An up to date archaeological report to be produced, to include appropriate mitigation, if required.
- m. An up to date contaminated land study to be produced, to include appropriate mitigation, if required.

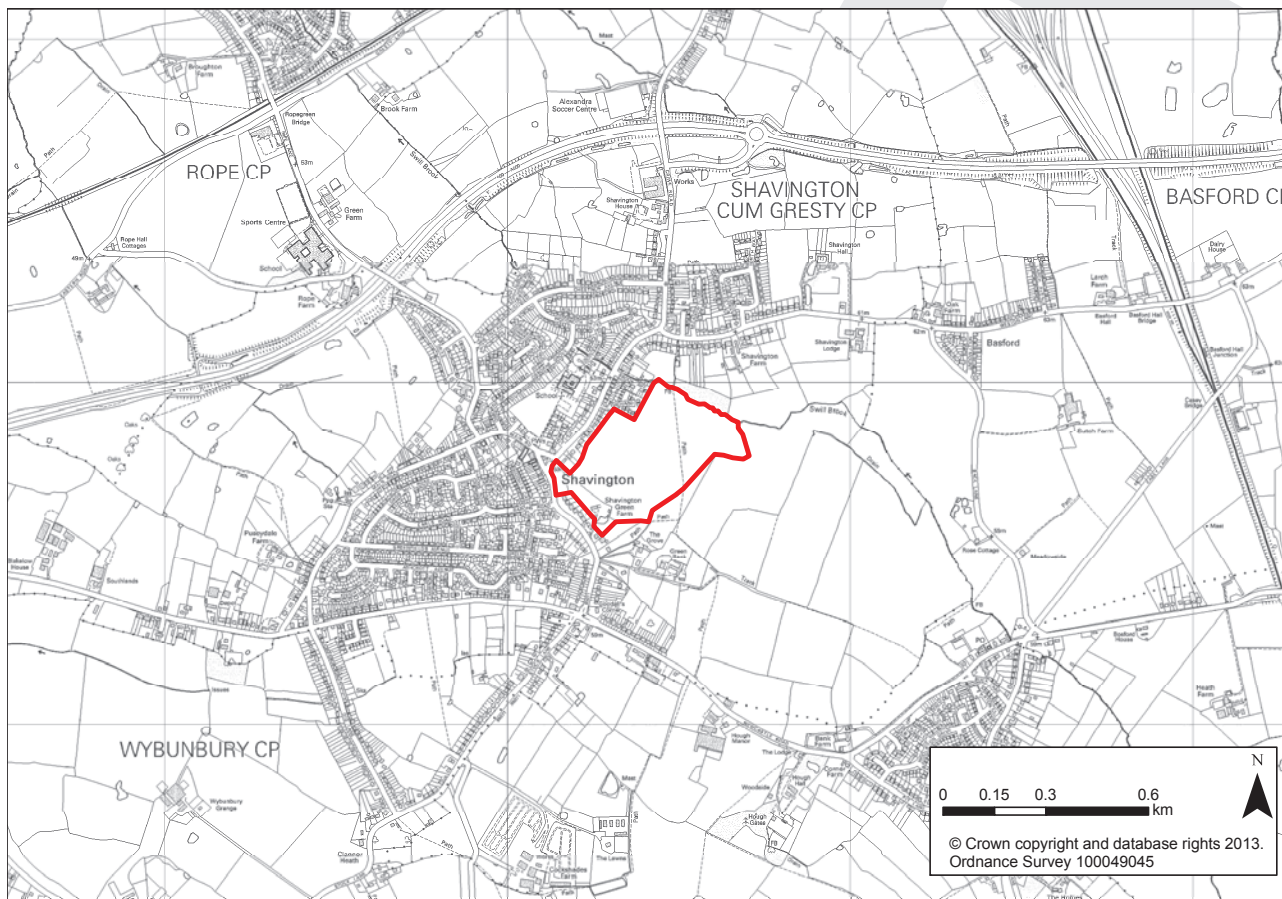


Figure 15.11 East Shavington Site

Justification

15.119 A planning application for the site has been submitted (13/2069N). The application has included a Habitats Regulations Assessment which considered the impact of the proposal on Wybunbury Moss Special Area of Conservation and RAMSAR site.

15.120 The provision of new Green Infrastructure and the improvement of existing Green Infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents, as well as enhancing the environment of the town and reflects the findings of the Green Infrastructure Action Plan for Crewe (TEP, 2012) and will also help deliver the aspirations of 'All Change for Crewe: High Growth City'.

15.121 The Wybunbury Moss Special Area of Conservation and RAMSAR site lie within close proximity of this site. It is important that this site contributes towards habitat improvements at Wybunbury Moss. The provision of Green Infrastructure, open space and SuDs should reduce any potential impacts on European Designated sites.

15.122 The existing landscape includes some hedgerows and hedgerow trees of landscape value. All these features should be conserved, utilised and extended as part of the landscape framework and Green Infrastructure proposals within the development.



15.123 Contributions are required to be made for improvements to public transport, highways and education.

15.124 It is important that cycle and pedestrian links between the site and nearby residential and employment areas are provided, to integrate the site within the area and ensure sustainability.

15.125 As a result of congestion issues around the current access to Crewe Station and the town centre from the southwest of Crewe there are plans between now and 2020 to improve the Station access. These plans will be developed through discussions with Network Rail and HS2 in association with the wider aspirations for Crewe Station.

15.126 The planned development around Crewe and growth in the rail network as well as HS2 has led to the pressing need to make changes to Crewe Station and access to it, this need has been recognised by the rail industry. Strategic modelling of the area shows that without changes to the existing pinch points around the Station area, then further development beyond what is committed to the southwest of the Station should be limited until the necessary improvements are in place.

15.127 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).

Indicative Site Delivery

- 250 dwellings included in the middle part of the plan period 2020-2025

Policy Context	
National Policy	NPPF (principally paragraphs): 29, 38, 47, 50, 52, 56, 58, 69, 70, 73, 100, 109, 112, 117, 128
Local Evidence	Development Strategy, Strategic Housing Land Availability Assessment, 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012), Crewe Town Strategy, All Change for Crewe, Pre-Submission Core Strategy
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurturing strong communities Priority 4: Supporting our children and young people Priority 5: Ensuring a sustainable future by providing affordable and appropriate housing Priority 7: Driving out the causes of poor health

Table 15.10 Policy Context: East Shavington Site



Macclesfield

15.128 Macclesfield is the second largest town in Cheshire East and one of the two Principal Towns. In order to sustain the town's performance as one of the most successful in the regional economy significant development is encouraged which will support its role as one of the most important settlements in the Borough. The map below identifies a number of Local Plan Strategy Sites & Strategic Locations, in and around Macclesfield, for growth in the future.

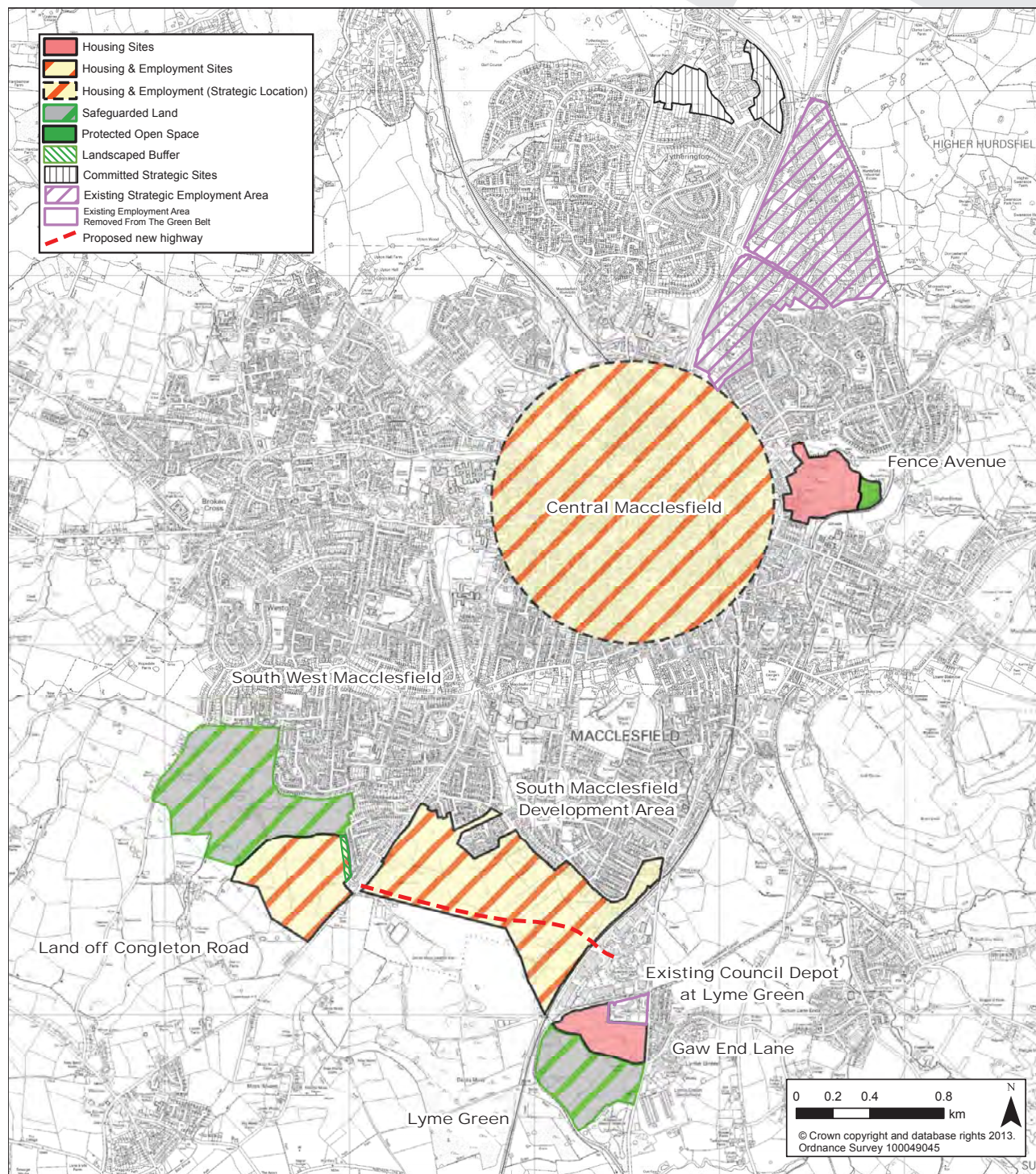


Figure 15.12 Macclesfield Town Map



15.129 Figure 15.12 (above) also shows Safeguarded Land. This is land not allocated for development at the present time but is taken out of the Green Belt and will be reviewed in future Local Plans that consider needs beyond 2030. Further information on these areas is in the 'Safeguarded Land' section at the end of the Local Plan Strategy Sites and Strategic Locations chapter.

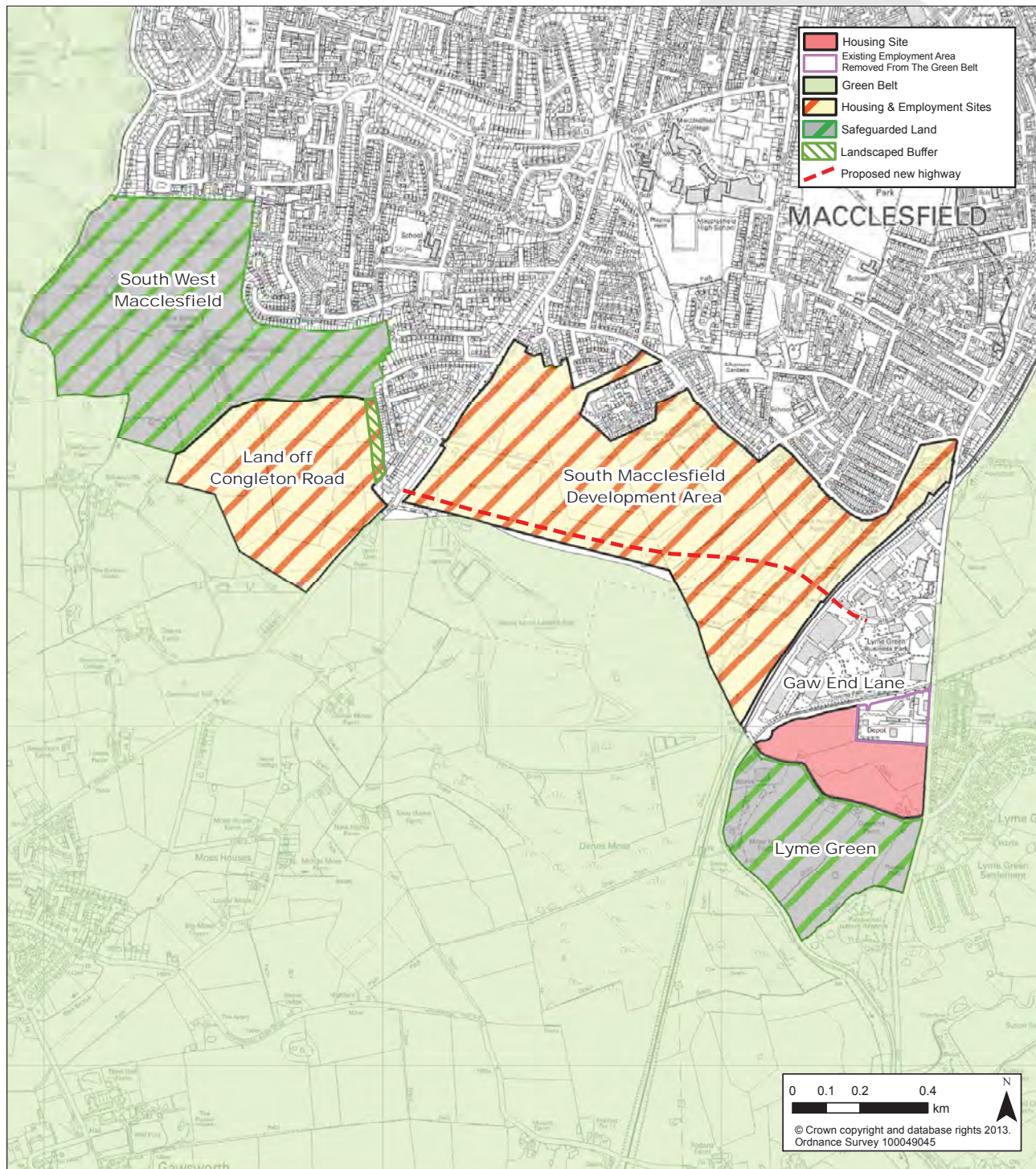


Figure 15.12b Map showing new Green Belt boundary around southern Macclesfield

15.130 In addition to the Strategic Sites and Locations identified on this plan and in the text below, there is an allowance within Macclesfield for the development and delivery of brownfield and windfall sites. It is expected that these will deliver in the order of 500 homes.



15.131 As a result of the decline in traditional manufacturing, there is capacity for the partial re-development of the Hurdsfield employment site to help meet future employment need.

15.132 Further information about each of the identified Local Plan Strategy Sites and Strategic Locations can be found below:

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Strategic Location SL4: Central Macclesfield

15.133 This site covers the central areas of Macclesfield. It includes the existing main shopping area and its surrounds, as well as the existing Tesco Hibel Road site, the Barracks Mill (Black Lane) site and The King's School's Cumberland Street Site. Surrounding uses include residential, retail, sports facilities and commercial uses. Planning permission has been granted (reference 12/1212M) for a comprehensive town centre regeneration scheme covering part of this area.

Strategic Location SL 4

Central Macclesfield

Within the area identified as Central Macclesfield, the Council will look to maximise opportunities for improvement and regeneration, incorporating the introduction of new and the improvement of existing Green Infrastructure. The regeneration and development of Central Macclesfield over the Local Plan Strategy period will be achieved through:

1. The delivery of new dwellings;
2. Support for new and improved retail and leisure developments that are in-centre and improve the quality of the shopping experience;
3. Provision of other commercial uses including B1 office use;
4. Support for enhanced cultural offer;
5. Support for new restaurants and cafés, to increase footfall throughout the evening;
6. Delivery of landmark, well designed buildings;
7. Heritage Walk created along Churchill Way linking Heritage Centre with Silk Museum;
8. Appropriate car parking;
9. Promotion of the local markets;
10. Improvements to the public realm;
11. 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;
12. Improved pedestrian and cycle links to the railway station and bus station;
13. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities;
14. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities.
15. Highway improvements to Cumberland Street Corridor and Hibel Road, Flower Pot Junction and Broken Cross Junction; and
16. Improved strategic highways links towards the north and Manchester on the A523 corridor, including Poynton Relief Road
17. Maximising opportunities to bring disused and underused buildings back into use

Site Specific Principles of Development

- a. The overriding objective is to create a quality of life and urban environment which is attractive for all those who want to live, work and shop in Macclesfield. To do this the focus must be on offering increased high quality retail provision, a varied and interesting entertainment centre, a mix of residential accommodation and high quality commercial space.



- b. Retail and leisure sectors must be strengthened – with particular attention paid to the forthcoming Wilson Bowden development. This prime location must be properly integrated with the remainder of the Town Centre.
- c. Macclesfield Railway Station is very well connected with frequent trains to London and Manchester. In light of this connectivity there is a significant opportunity to create a ‘hub’ of activity built around the station with commercial, residential and leisure development.
- d. Land immediately to the south of Hibel Road (A537) is ‘wedged’ between the retail core and northern inner ring road. The area is small-scale and intimate with some attractive buildings but could benefit from enlivening via small scale development and reintegration with the Town Centre.
- e. Sensitive infill residential development will be appropriate around Macclesfield’s historic centre. Furthermore there are numerous opportunities to rationalise and consolidate existing car parks – in so doing ‘unlocking’ important regeneration opportunities.
- f. There are opportunities to deliver high quality public open space throughout the town centre, most notably on Park Lane / Park Green. Allied with this pedestrian activity and linkages must take preference over vehicular activity. These pedestrian routes should be safe, secure, accessible and well lit.
- g. The encouragement of landmark developments of a high quality design that should respond to local heritage and contemporary buildings.
- h. The Macclesfield Area of Archaeological Potential lies within the Central Macclesfield area. Archaeological assessments of development areas will be required, to include provision for mitigation if required.

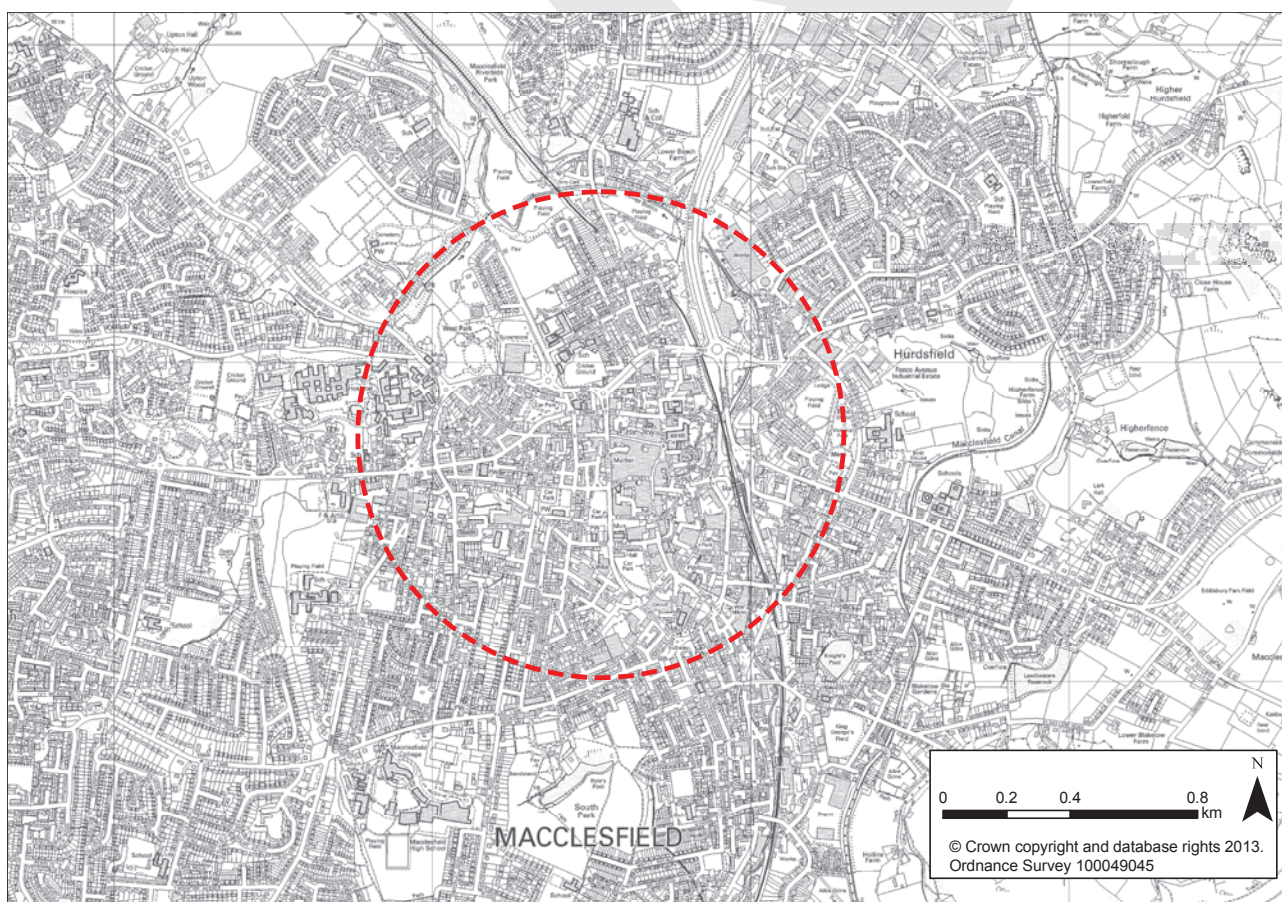


Figure 15.13 Central Macclesfield Strategic Location (Indicative)



Justification

15.134 Central Macclesfield presents a valuable opportunity to maximise the assets and enhance the character of Macclesfield town centre and central area.

15.135 This area contains a number of heritage assets and locally important buildings and spaces. It is particularly important these buildings, places and spaces are retained and the local heritage is considered in any new developments.

15.136 The delivery of new residential development within this central area will help to support and enhance the town centre, improving natural surveillance in the area and supporting the night time economy. It will also help to maintain a balance of uses within the area, that will help to create and support sustainable communities.

15.137 High quality public spaces will support the vitality of this area and help to create successful urban environments. Whilst the improved pedestrian and cycle links will increase footfall through this central area and will help to bring life to the area throughout the day. Safeguarding and enhancement of the River Bollin corridor will be important considerations.

Indicative Site Delivery

- Throughout the Plan period.

Policy Context	
National Policy	NPPF (principally paragraphs): 20, 23, 30, 35, 37, 40, 47, 50, 51, 56, 57, 69, 70, 100, 109, 126, 132, 137
Local Evidence	Strategic Housing Land Availability Assessment, draft Macclesfield Town Strategy, Development Strategy, Employment Land Review, Macclesfield Conservation Area appraisal, Cheshire East Strategic Flood Risk Assessment.
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided Priority 3: Environmental quality should be protected and enhanced Priority 4: To reduce the need to travel, where possible, facilitate and promote more sustainable modes of transport, manage car use and improve the road network
SCS Priorities	Priority 1: Nurture strong communities Priority 2: Create conditions for business growth Priority 3: Unlock the potential of our towns Priority 5: Ensure a sustainable future

Table 15.11 Policy Context: Central Macclesfield Strategic Location



Site CS 8: South Macclesfield Development Area

15.138 The South Macclesfield Development Area is a large, predominantly greenfield site adjacent to the southern urban edge of Macclesfield, bounded by Congleton Road (A536) and the railway line. Much of this site consists of open fields and scrub land with hedgerow boundaries but there are some existing uses on site such as small business uses off Turf Lane, a Depot and playing fields with changing rooms.

15.139 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.

15.140 The site offers the opportunity to create a sustainable urban extension to facilitate some growth in Macclesfield; providing new housing alongside employment, convenience retail, community, recreation and sporting facilities as well as green infrastructure and an important contribution to the new link road.

Site CS 8

South Macclesfield Development Area

The development of the South Macclesfield Development Area over the Local Plan Strategy period will be achieved through:

1. The delivery of around 1,050 dwellings;
2. Provision of:
 - i. Replacement playing fields, Green Infrastructure and open space to offer multi sports and recreational opportunities including a new pavilion / changing rooms;
 - ii. Class A3 / A4 Public house and restaurant;
 - iii. Class A3 / A5 drive-through restaurant or hot food takeaway
 - iv. Class D2 Health club / gym facility;
3. Provision of a new Class A1 superstore with a net sales area of up to 5,000 square metres. The majority of the net sales floorspace should be dedicated for convenience goods⁽⁹⁴⁾;
4. Provision of up to 5 hectares employment land and employment related uses;
5. Provision of a new primary school;
6. Potential relocation of Macclesfield Town Football Club;
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 highways and transport, education, health, open space, community and sports facilities.

Site Specific Principles of Development

- a. Delivery of Link Road between Congleton Road and London Road.
- b. Existing trees, water courses and natural habitats are to be retained and enhanced as appropriate.

⁹⁴ Convenience goods defined to comprise the following Classification of Individual Consumption by Purpose (COICOP) categories: Food and non-alcoholic beverages, Tobacco, Alcoholic beverages (off-trade), Newspapers and periodicals, and Non-durable household goods.



- c. Necessary infrastructure, open space and structural planting to include additional tree planting must be provided.
- d. The north / north-east portion of the site is most suitable for residential development. Proposals should take account of the scale, massing and density of the existing adjacent properties and access should be taken from the new link road. Site layouts should preserve the amenity of existing properties.
- e. The site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes);
- f. Commercial, convenience retail and leisure development will be appropriate on the western end of the site.
- g. The south-east part of the site provides an excellent opportunity for the provision of a new stadium facility for Macclesfield Town Football Club. There would also be an opportunity, to the west of the Stadium, to provide training facilities along with car parking which could serve the whole site.
- h. The form of development should endeavour to retain, where appropriate, much of the existing tree cover which is present on site – in particular on the southern boundary. Pedestrian and cycle links to existing routes and the proposed parcels of development should be provided, set within greenways which are safe, attractive and comfortable for users.
- i. A desk based archaeological assessment is required for the site, with appropriate mitigation being carried out, if required.
- j. A detailed site-specific flood risk assessment should be prepared.

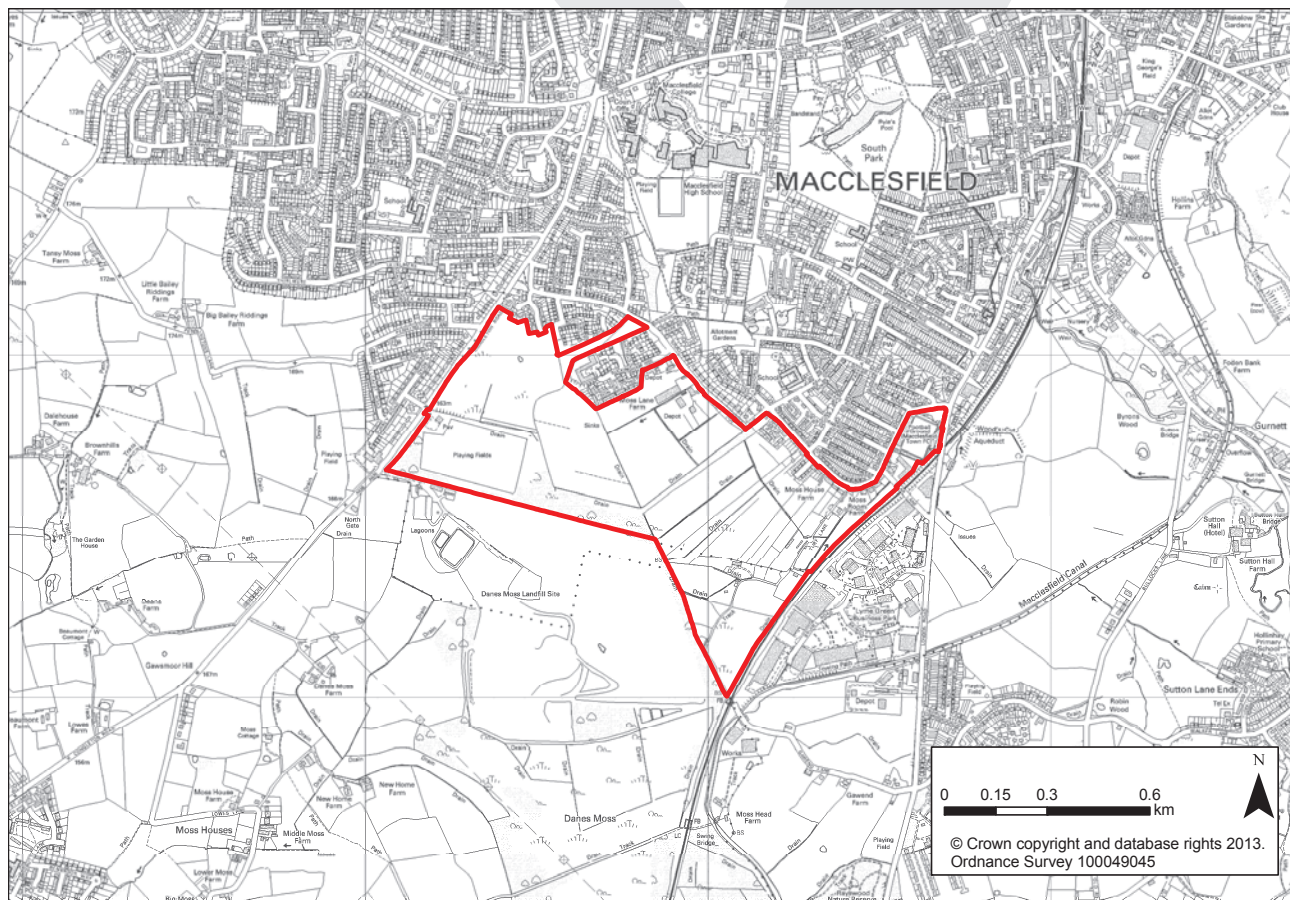


Figure 15.14 South Macclesfield Development Area Site



Justification

15.141 This site has been allocated for a mix of uses including employment and shopping purposes since 1997, but has not come forward for development due to a combination of site conditions, market demand and competition pressures from other employment locations within the Borough.

15.142 A mixed use allocation including a number of higher-value land uses including residential and Class A1 convenience retail is therefore considered to be crucial in enabling this site to come forward for development within the plan period.

15.143 Residential development will play a key role in achieving development on this site but the density of the proposals will need to be carefully balanced so as to achieve viability whilst ensuring the development is of a sustainable and high quality design that will be in keeping with the semi rural character of this particular area.

15.144 Due to the scale of the development and its location on the urban fringe the retention of large areas of open space and play facilities across the site will be considered important for recreation purposes.

15.145 The site has been subject to a long-standing allocation for Class A1 retailing since 1997 (subsequently carried forward in the 2004 Local Plan Update) with the South Macclesfield Development Area Supplementary Planning Guidance (SPG – adopted November 1998) identifying that a Class A1 food superstore with a net sales area of 2,787 square metres (30,000 sq. ft.) would be appropriate.

15.146 The 2011 Town Centres Study identifies that there is a significant under-supply of convenience goods floorspace in Macclesfield with existing large out-of-centre superstores identified to be significantly overtrading. Even taking account of planned commitments, a significant quantitative and qualitative based need is identified by the study for a new Class A1 superstore in the town to re-distribute trade whilst enhancing genuine competition and choice for local residents.

15.147 A new Class A1 superstore on the site would therefore realise the long-standing Local Plan allocation and address the current spatial deficiency in main food shopping provision in the south of Macclesfield. The store would meet a 'location-specific' need and serve the planned new residential development as well as encouraging sustainable convenience shopping patterns.

15.148 Given the planned regeneration of Macclesfield town centre, it is important that the proposed Class A1 superstore predominantly meets convenience shopping needs and the Council will seek to control the quantum of non-food retail floorspace via appropriate planning conditions.

15.149 The socio-economic profile of south Macclesfield suggests that there are pockets within this part of the town which are most likely to suffer from deprivation. The allocation of employment land within this site will help to improve access to employment opportunities for local residents and also contribute to the town's overall employment needs.

15.150 The site is in close proximity to the Danes Moss SSSI and any new development will need to be respectful of this fact. The Council will expect all existing landscape features to be retained, where possible, as well as the retention of any trees subject of a Tree Preservation Order unless there are exceptional circumstances for their removal. An extensive network of green infrastructure will be required on site, particularly to the south in order to integrate the site successfully into the area and to help mitigate any impacts on the SSSI. A comprehensive landscaping scheme will be required to soften the urban edge and ensure the site responds positively to the character and appearance of this area as well as providing an appropriate buffer between the built form and the SSSI. Dependant on the layout of the site a structural landscape buffer with appropriate planting may also be considered necessary adjacent to the railway line in order to assist mitigation of noise.



15.151 The site has also been identified as a site having ecological potential. A more detailed consideration should be given to this through the submission of an ecological survey and incorporation of mitigation measures.

15.152 The site will be served by a new link road between Congleton Road (A536) and London Road (A523). The road will be constructed in a phased manner, proportionate to the development of adjacent housing, retailing and business. The development of the eastern portion of the site will require completion of the link road to London Road. No development is expected to be served from the existing road network to the north.

15.153 Appropriate off and on site highway works will be necessary to enable sustainable linkages between the site and the town centre without exacerbating current traffic congestion pressures. The Council will expect cycle and pedestrian routes to ensure sustainable modes of transport are encouraged.

15.154 Due to the scale of this development and sensitive constraints, a master plan should be submitted so the site may be planned in a co-ordinated and comprehensive manner.

Indicative Site Delivery

- 250 dwellings during the early part of the Plan period (2015-2020)
- 500 dwellings during the middle part of the Plan period (2020-2025)
- 300 dwellings towards the end of the Plan period (2025-2030)
- It is expected that employment land allocations in mixed use schemes will be phased in tandem with the housing allocations. Where appropriate, the phased release of employment land will be secured through S106 agreements/obligations.
- It is anticipated that the Class A1 superstore will be delivered during the early part of the plan period.

Policy Context	
National Policy	NPPF (principally paragraphs): 22, 30, 32, 34, 35, 38, 41, 47, 50, 52, 56, 69, 70, 74, 100, 109, 112, 117, 120
Local Evidence	Strategic Housing Land Availability Assessment, draft Macclesfield Town Strategy, Development Strategy, Employment Land Review
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided Priority 3: Environmental quality should be protected and enhanced Priority 4: To reduce the need to travel, where possible, facilitate and promote more sustainable modes of transport, manage car use and improve the road network
SCS Priorities	Priority 1: Nurture strong communities Priority 2: Create conditions for business growth Priority 3: Unlock the potential of our towns Priority 5: Ensuring a sustainable future by providing affordable and appropriate housing

Table 15.12 South Macclesfield Development Area Policy Context



Site CS 9: Land East of Fence Avenue, Macclesfield

15.155 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 King's School and covers an area of approximately 13 hectares. Adjacent land uses include the Fence Avenue Industrial Estate and residential areas. The Macclesfield Canal bounds the south-eastern end of the site.

15.156 This site presents a suitable opportunity for the delivery of a sustainable and high quality residential development in a central and accessible location.

15.157 Part of the site is within the Buxton Road Conservation Area and the Macclesfield Canal Conservation Area. Allocation of this site will require an adjustment to the Green Belt boundary.

Site CS 9

Land East of Fence Avenue, Macclesfield

The development of Land East of Fence Avenue over the Local Plan Strategy period will be achieved through:

1. The delivery of around 250 new homes, including the sensitive conversion of the main school building to apartments; development will focus on the School curtilage (which includes the sports fields);
2. Incorporation of Green Infrastructure throughout the site, to include an appropriate level of open space provision; an area adjacent to the canal shall be retained as open space (in order to minimise impact on the Conservation Area and Landscape Designation Area);
3. Improvement of existing and provision of new pedestrian and cycle links to existing residential areas, shops, schools and health facilities; in particular, improvements to the canal towpath; and
4. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities.

Site Specific Principles of Development

- a. Public realm provision must play a critical part of any proposals, reflecting the green credentials of the site. These spaces will need to be safe and secure and appropriately managed.
- b. Proposals should retain the main school building which faces onto Fence Avenue.
- c. Green infrastructure provision should be prioritised throughout the site. It must connect with the Town Centre by providing links to the bottom of Hurdsfield Road and Fence Avenue to link to Victoria Park and also to the eastern edge of the site which provides connectivity with the wider Green Belt and open countryside. Existing trees and hedgerows should be retained where possible as these make a valuable contribution to the character of the area, and its relationship with surrounding land uses.
- d. The Macclesfield Canal, which frames the southern portion of the site, provides an excellent opportunity for improved permeability and connectivity with any proposed development and also for enhancement of the Public Right of Way.
- e. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- f. Hibel Road and Cumberland Street corridor improvements.
- g. Retention (or replacement) and enhancement of playing fields and sporting facilities are required as part of the development.

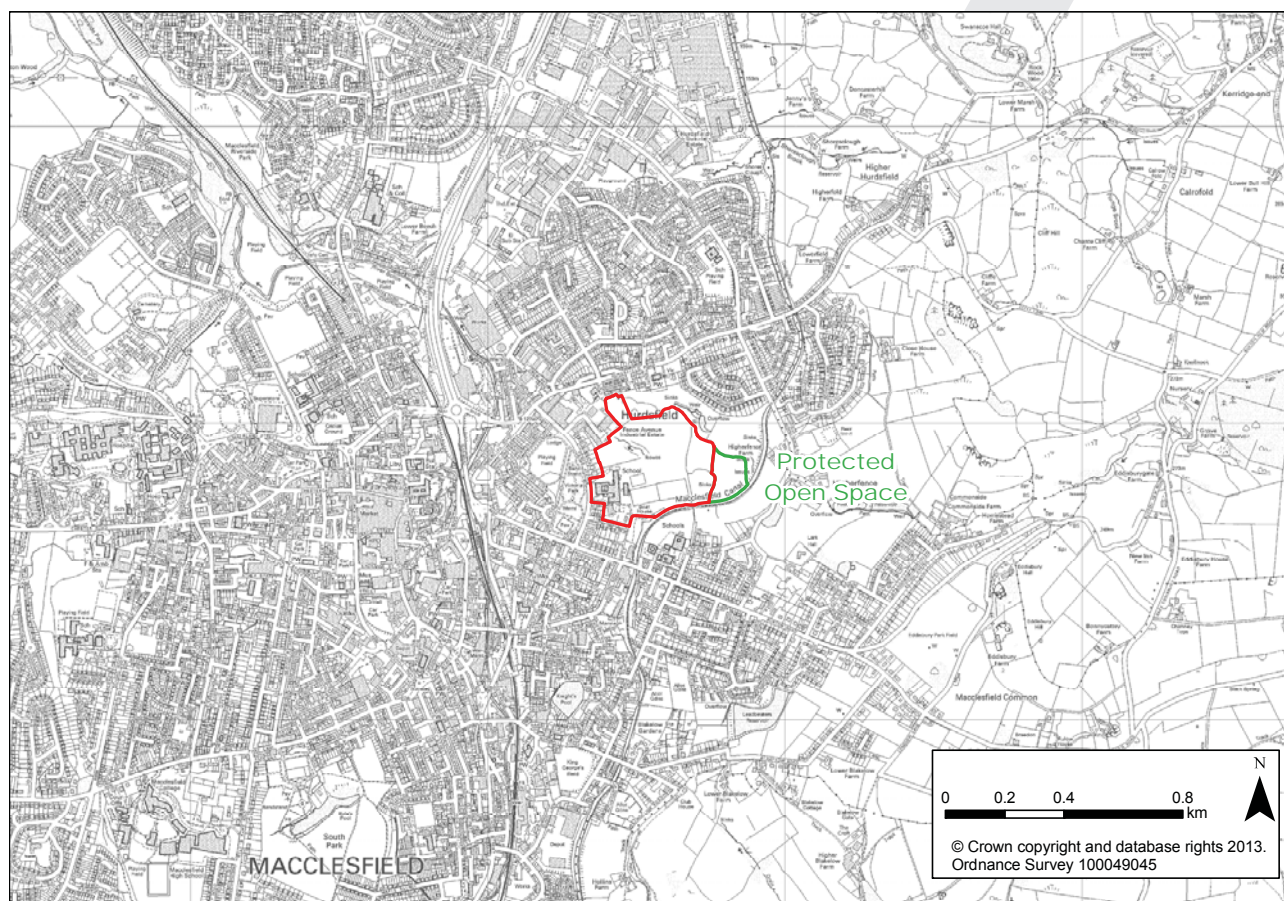


Figure 15.15 Land East of Fence Avenue Site

Justification

15.158 Located to the north of Buxton Road and within 500m of Macclesfield Town Centre this site presents itself as a very sustainable location as it is within easy walking distance of local amenities (shops / library) and public transport provision (bus stops, train station).

15.159 The site is one of two sites currently occupied by The King's School who are seeking to consolidate existing operations into one site. The Council intends to identify a new site for The King's School through its Site Allocations Development Plan Document. This has the benefits of releasing central, sustainably-located sites for development and will enable improved school and sporting facilities to be developed.

15.160 The Fence Avenue site comprises a main school building and a series of ancillary buildings to the east. The main school building dates back to 1909 and although not listed it is considered to be of architectural merit and offers an important contribution to the character of the Buxton Road Conservation Area, within which it is located. A sympathetic conversion of the existing building is therefore required.

15.161 The remainder of the site consists of playing fields, farmland and a wooded valley and is framed by the Macclesfield Canal. The main school building and western boundary of the site is located within the Buxton Road Conservation Area and the eastern boundary runs parallel to the Macclesfield Canal Conservation area.

15.162 The site sits adjacent to the Cheshire Green Belt to the east and it lies within an area identified as the "Peak Park Fringe" within the Cheshire East: Local Landscape Designation Study (2013). Any new development on this site must respect the landscape character of this particular



area, and the openness of the adjacent Green Belt. Green Infrastructure and landscape will therefore be important to ensuring the proposed development integrates well into the character of this particular area.

15.163 The close proximity of the Macclesfield Canal is an ideal opportunity to expand on the connectivity of this site particularly to areas of existing open space. Therefore improvements to the Canal towpath should be sought.

Indicative Site Delivery

- 175 during the middle part of the Plan period (2020-2025)
- 75 towards the end of the Plan period (2025-2030)

Policy Context	
National Policy	NPPF (principally paragraphs): 30, 34, 35, 37, 38, 47, 50, 56, 57, 59, 69, 70, 74, 83, 100, 109, 126, 132, 137
Local Evidence	Strategic Housing Land Availability Assessment, draft Macclesfield Town Strategy, Development Strategy, Green Belt Assessment, Cheshire East: Local Landscape Designation Study (2013), Macclesfield Canal Conservation Area: Appraisal and Management Proposals (2009), Buxton Road Macclesfield Conservation Area appraisal
Strategic Priorities	Priority 2: To create sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided Priority 3: Environmental quality should be protected and enhanced Priority 4: To reduce the need to travel, where possible, facilitate and promote more sustainable modes of transport, manage car use and improve the road network
SCS Priorities	Priority 1: Nurture strong communities Priority 5: Ensuring a sustainable future by providing affordable and appropriate housing

Table 15.13 Land East of Fence Avenue Policy Context



Site CS 10: Land off Congleton Road, Macclesfield

15.164 The area lies to the south west of Macclesfield to the north west of Congleton Road. Surrounding uses include mainly residential and agricultural land.

15.165 Allocation of this site will require an adjustment to the Green Belt boundary.

Site CS 10

Land off Congleton Road, Macclesfield

The development of land off Congleton Road over the Local Plan Strategy period will be achieved through:

1. The delivery of 300 new dwellings;
2. Provision of up to 5 hectares employment land and employment related uses;
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, relevant contributions towards highways and transport, education, health, open space and community facilities.

Site Specific Principles of Development:

- a. The development would be expected to contribute towards off-site road infrastructure improvements in the central and southern Macclesfield area.
- b. Any development that would prejudice the future comprehensive development of the adjacent safeguarded land will not be permitted (Site reference CS 32).
- c. The access road must be designed to serve any potential future development on the adjacent safeguarded land and it must be of a standard to form part of any future South West Macclesfield Link Road.
- d. The development would be expected to provide improvements to existing and include the provision of new pedestrian, cycle and public transport links to existing and proposed residential and employment areas, shops, schools & health facilities.
- e. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- f. The development should deliver compensatory habitats on the site as required.
- g. A desk based archaeological assessment is required for the site, with targeted evaluation and appropriate mitigation being carried out, if required.
- h. A landscaped buffer should be incorporated between development and the rear of properties on Hillcrest Road.

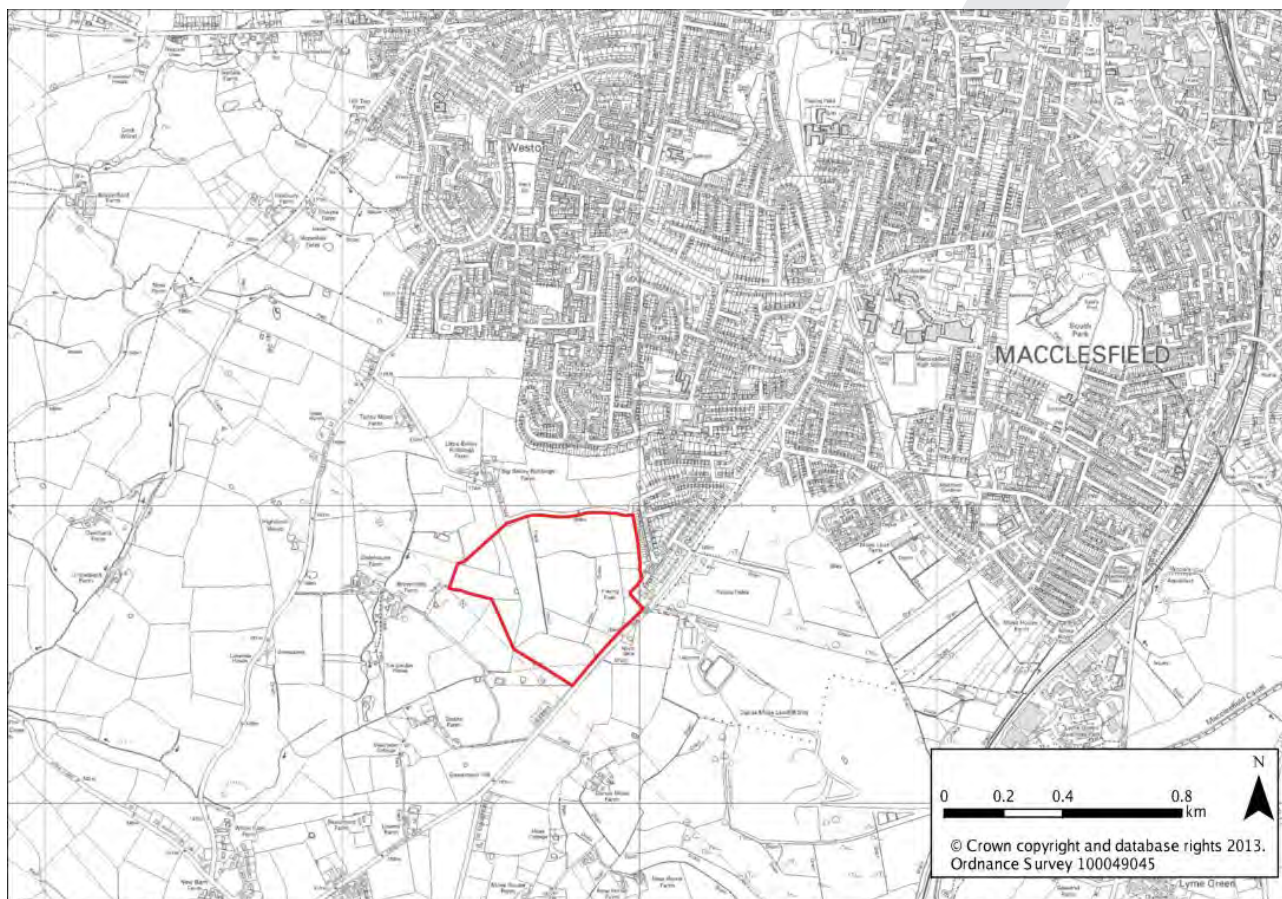


Figure 15.16 Land off Congleton Road Site

Justification

15.166 Located to the south west of Macclesfield, the site is well connected to the exiting urban edge of the settlement and well connected to the highways network in the southern part of the town.

15.167 Through delivery of 300 new homes and 5 ha of employment land the site will contribute significantly to meeting the housing needs of the Borough and the on going regeneration and growth of Macclesfield. The release of Green Belt land in this location is necessary to enable the provision of sufficient housing land within the plan period and to allow the safeguarding of land for the future growth of Macclesfield beyond the plan period (Site reference CS 32).

15.168 The site comprises agricultural land with some important natural features including trees, hedgerows and ponds and there are known to be protected species on site. However there are no specially identified natural designations within the site and it does not contain any assets of heritage value.

15.169 The incorporation of green infrastructure, community facilities, pedestrian and cycle links to new and existing residential areas and contributions to wider community needs and infrastructure (in particular the highways network and the South West Macclesfield Link Road) will all ensure the site is delivered in a way which integrates into the existing settlement and local landscape.



Indicative Site Delivery

- 175 during the middle part of the Plan period (2020-2025)
- 125 towards the end of the Plan period (2025-2030)
- It is expected that employment land allocations in mixed use schemes will be phased in tandem with the housing allocations. Where appropriate, the phased release of employment land will be secured through S106 agreements/obligations.

Policy Context	
National Policy	NPPF (principally paragraphs): 20, 21, 34, 35, 38, 41, 47, 50, 52, 56, 69, 70, 83, 85, 100, 109, 112, 117 and 120
Local Evidence	Strategic Housing Land Availability Assessment, draft Macclesfield Town Strategy, Development Strategy, Green Belt Assessment, Employment Land Review
Strategic Priorities	<p>Priority 1: Promoting economic prosperity by creating conditions for business growth.</p> <p>Priority 2: To create sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided.</p> <p>Priority 3: Environmental quality should be protected and enhanced.</p> <p>Priority 4: To reduce the need to travel, where possible, facilitate and promote more sustainable modes of transport, manage car use and improve the road network.</p>
SCS Priorities	<p>Priority 1: Nurture strong communities</p> <p>Priority 2: Create conditions for business growth</p> <p>Priority 5: Ensure a sustainable future</p>

Table 15.14 Land Between Congleton Road and Chelford Road Policy Context



Site CS 11: Gaw End Lane, Macclesfield

15.170 This area lies to the south of Macclesfield beyond the Lyme Green Business Park. The site is mainly agricultural land, adjacent to the Council Depot at the northern-western corner. Surrounding uses include Lyme Green Business Park, residential uses and agricultural land.

15.171 At this time, land north of Gaw End Lane is allocated for housing. The land south of Gaw End Lane is safeguarded and is not allocated for development in this Local Plan. It may be required to serve development needs in the future, following any review of the Local Plan (Site reference CS 31)

15.172 Allocation of this site will require an adjustment to the Green Belt boundary.

Site CS 11

Gaw End Lane, Macclesfield

The development of Gaw End Lane over the Local Plan Strategy period will be achieved through:

1. The delivery of 150 homes;
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, relevant contributions towards highways and transport, education, health, open space and community facilities.

Site Specific Principles of Development:

- a. Buffer zone of semi-natural habitats to be provided adjacent to the Macclesfield Canal SBI.
- b. Development must be sensitive to the Conservation Area and listed structures / buildings.
- c. This Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes);
- d. Any development that would prejudice the future comprehensive development of the adjacent safeguarded land will not be permitted (Site reference CS 31)

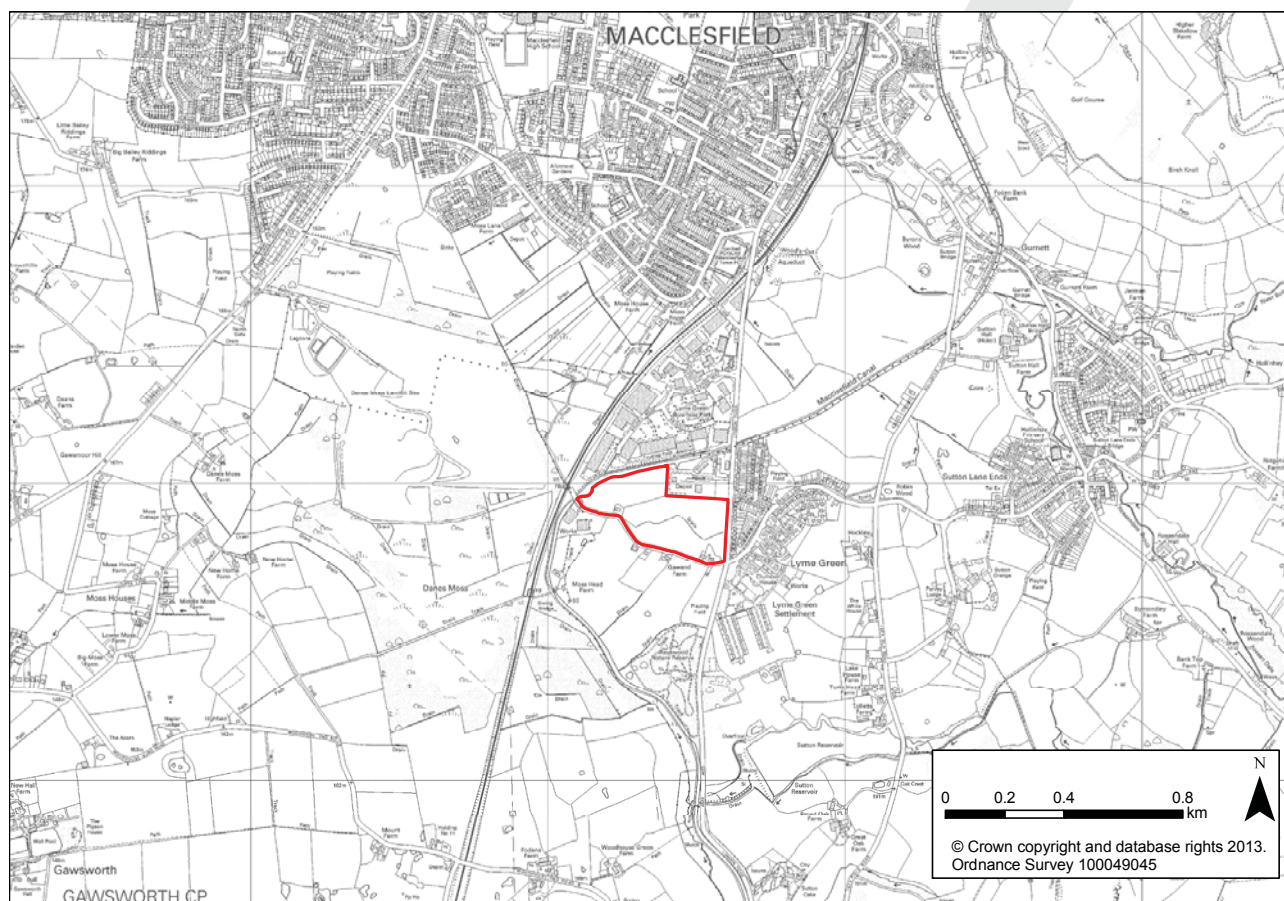


Figure 15.17 Gaw End Lane Site

Justification

15.173 The site is located to the south of Macclesfield, is well related to the existing highways network and Lyme Green business park and is currently located within the Green Belt requiring a revision to the existing Green Belt boundary. The site has been identified to deliver some 150 dwellings, with 18 hectares of safeguarded land to the south (Site reference CS 31).

15.174 The site is detached from the main urban area of Macclesfield however it does have a strong relationship to the business park at Lyme Green and good access to key services, facilities and employment opportunities by a range of modes of transport. Due to a lack of constraints and major infrastructure requirements the site is available for future development in the short term.

15.175 There are some natural features within the site which is adjacent to a Site of Biological Importance and includes heritage assets within the Macclesfield Canal Conservation Area, notably a listed canal bridge. Development must be sensitive to the Conservation Area and listed structures / buildings and any noise impact from adjacent land uses should be mitigated against.

15.176 It is essential that investment is delivered to improve public transport infrastructure, pedestrian and cycle links and other appropriate improvements to enhance the sustainability of this location.

15.177 Any proposals should include a buffer zone of semi-natural habitats adjacent to the Macclesfield Canal and SBI.

15.178 Through the protection of existing features and the provision of appropriate infrastructure and services, development here can form a sustainable extension to Macclesfield supporting the prosperity and vitality of the town through the Plan period.



15.179 Development here relates well to Lyme Green Business park and the highway network within the southern area of Macclesfield town.

Indicative Site Delivery

- 150 homes towards the end of the Plan period (2025-2030)

Policy Context	
National Policy	NPPF (principally paragraphs): 38, 41, 47, 50, 52, 56, 69, 70, 83, 85, 100, 109, 112, 117, 126, 132, 137
Local Evidence	Strategic Housing Land Availability Assessment, draft Macclesfield Town Strategy, Development Strategy, Green Belt Assessment, Macclesfield Canal Conservation Area appraisal. .
Strategic Priorities	Priority 2: To create sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided Priority 3: Environmental quality should be protected and enhanced
SCS Priorities	Priority 1: Nurture strong communities Priority 5: Ensure a sustainable future

Table 15.15 Policy Context: Gaw End Lane Site

Alsager

15.180 Alsager has been identified as one of the Key Service Centres for Cheshire East, and as such the vitality and growth of this town contributes to the prosperity of the Borough as a whole. Figure 15.18 (below) identifies a number of Local Plan Strategy Sites and Strategic Locations in and around Alsager for growth in the future.

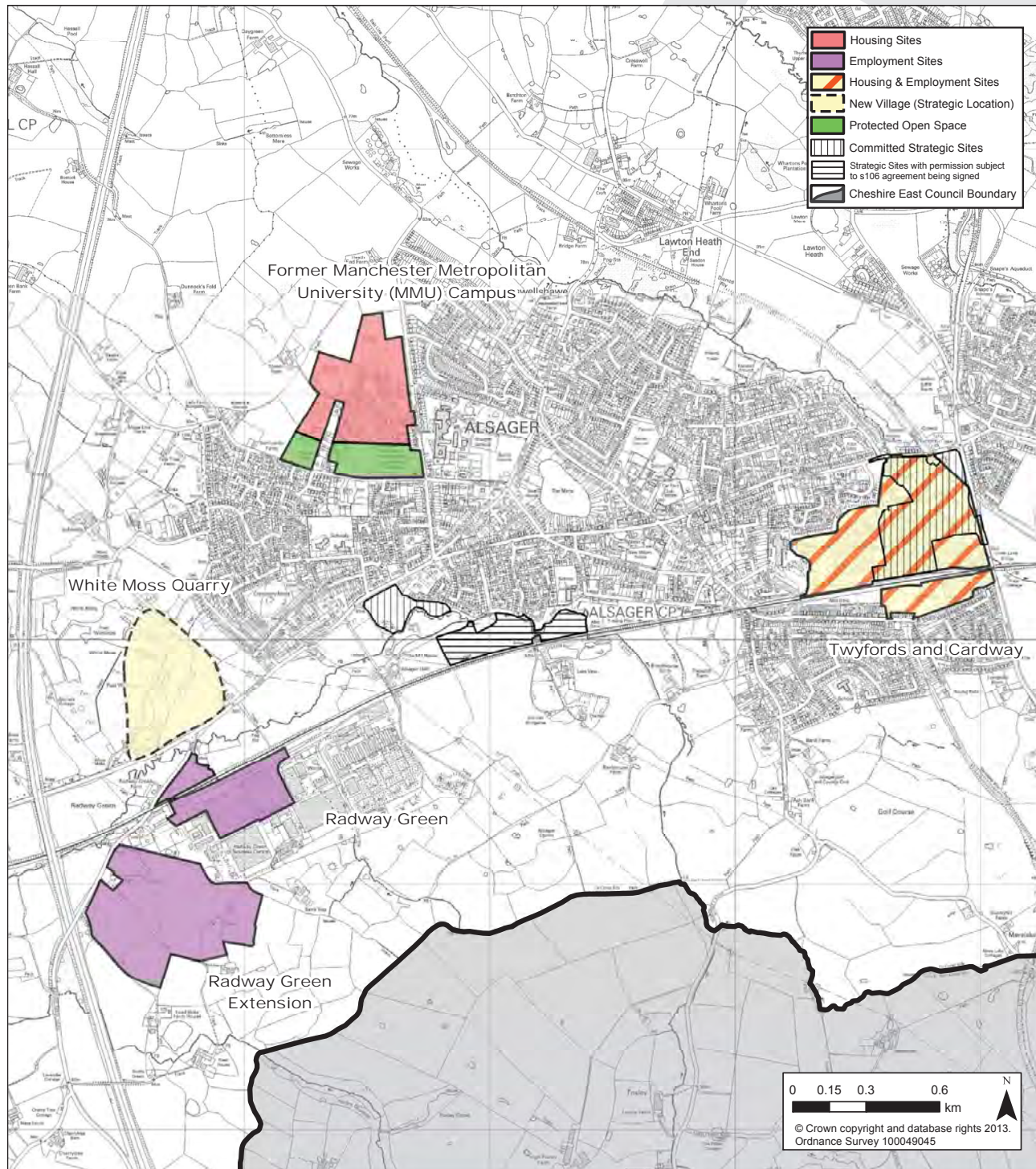


Figure 15.18 Alsager Town Map

15.181 Further information about each of the identified Local Plan Strategy Sites and Strategic Locations can be found below:



Strategic Location SL5: White Moss Quarry, Alsager

15.182 The White Moss Quarry Strategic Location is located to the west of Alsager and covers areas of the peat and sand workings and associated aggregate recycling operations at White Moss. Although classed as Greenfield (as subject to restoration conditions), areas of land have been extensively disturbed by mineral extraction. The remainder of the location is in agricultural use and contains a variety of wooded areas, existing hedgerows and field systems, to be retained or incorporated into the proposed scheme. It is proposed that development will be focused on the south eastern part of this location allowing for the wider existing worked areas to be effectively restored.

Strategic Location SL 5

White Moss Quarry, Alsager

1. The provision of up to 350 new homes in the plan period (at a density of between 25 and 35 dwellings per hectare);
2. The creation of a new local centre including:
 - i. Appropriate retail provision to meet local needs; and
 - ii. A small scale community facility that will be capable of accommodating a variety of uses.
3. The incorporation of Green Infrastructure, including:
 - i. A significant depth of native woodland and other semi-natural habitat screening along all relevant boundaries to provide a buffer between the development and the M6 (at least 40metres) and to offset detrimental visual impact to the open countryside 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 creation of drainage ponds that have visual and habitat potential; and
 - iv. Open space including Multi Use Games Area; equipped children's play space and facilities for teenagers.

Site Specific Principles of Development

- a. Ensure the delivery of a high quality and sustainable development which respects the character of local landscape and delivers excellent urban and architectural design.
- b. Provision of new access and highways improvements to the surrounding area.
- c. Improvements to existing and the provision of new pedestrian and cycle links to connect the site to Alsager town centre, existing and proposed residential areas, employment areas, shops, schools and health facilities.
- d. The development would be expected to contribute to improvements to existing and the provision of new public transport links to Alsager town centre and local villages.
- e. Development proposals would be expected to fully assess and mitigate any potential adverse impacts in line with the policy requirements of Policy SE12 Pollution, Land Contamination and Land Instability.
- f. Development would be expected to allow for full remediation and restoration of the worked areas contributing to provision of Green Infrastructure.
- g. Full integration of existing trees and hedgerows within a network of green spaces which connect within and beyond the site to existing services in Alsager.



- h. Protection of, and enhancements to, the existing Site of Biological Interest covering parts of the location.
- i. Provision of affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- j. Contribution towards the improvement of M6 Junction 16 and the A500 Corridor.
- k. Contribution towards improvements to the Radway Green Road / Crewe Road Signal Junction.
- l. Contribution towards improvements to the Crewe Road / Hassall Road Junction.
- m. Contribution towards improvements to the Crewe Road / Sandbach Road (north) Junction.
- n. Contributions to education and health infrastructure.
- o. Proposals would need to demonstrate that any surviving peat and associated deposits does not require further analysis or is not worthy of preservation on palaeoecological grounds. If this could not be done, further archaeological and palaeoenvironmental work may be required involving specialist palaeoenvironmental input.

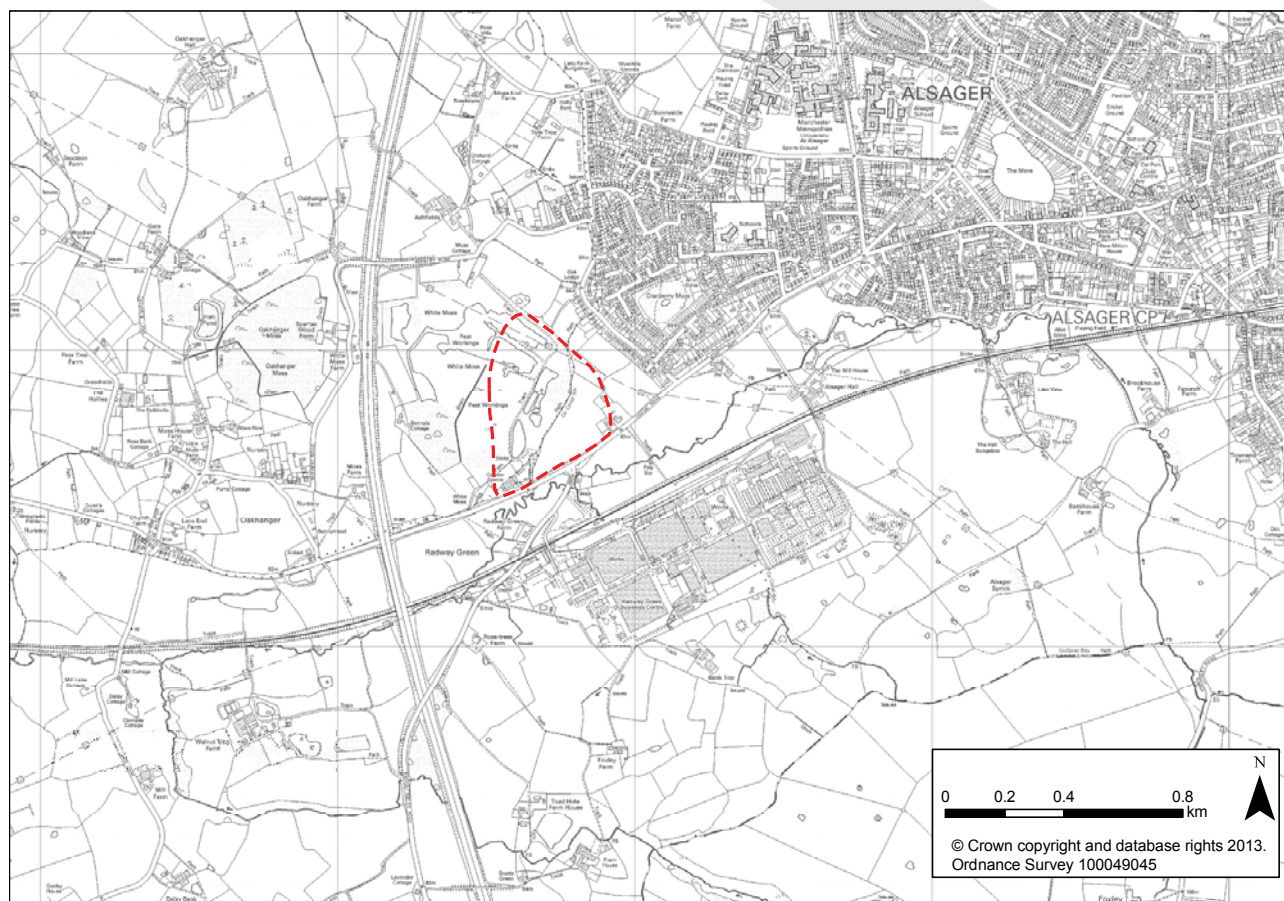


Figure 15.19 White Moss Quarry Strategic Location

Justification

15.183 The location consists of areas that have been subjected to mineral related development in the form of peat and sand extraction for agricultural and horticultural purposes with associated aggregate recycling operations. Remaining areas are in agricultural use and contain a variety of wooded areas, existing hedge rows and field systems, to be retained and incorporated into the proposed scheme.



15.184 The location has potential capacity for 350 homes delivered within the Local Plan Strategy Period. The site offers the opportunity to deliver homes within close proximity to Alsager with excellent access to the M6 corridor, employment opportunities at Radway Green Business park, incorporation of Green Infrastructure and extended access to existing services within Alsager. The location would provide an extension to Alsager when joined with approved residential development on adjacent land to the east off Crewe Road.

15.185 A need for the provision of affordable housing, additional school places and a small local centre and community facility has been identified and through the the integration of new pedestrian, cycle and transport links. Development at White Moss Quarry will also support the vitality and viability of Alsager town centre.

15.186 The location would make a valuable contribution to the overall housing need for the Borough whilst contributing to the Local Plan Strategy Vision and Strategic Objectives to promote economic prosperity, create sustainable communities and protect and enhance environmental quality providing opportunity to bring forward the benefits of restoring land currently in use as a quarry.

15.187 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).

Indicative Site Delivery

- 175 homes expected during the middle part of the plan period (2020-2025)
- 175 homes expected towards the end of the plan period (2025-2030)

Policy Context	
National Policy	NPPF (principally paragraphs): 20, 35, 50, 56, 69, 100, 109, 117, 120, 143, 156
Local Evidence	Strategic Housing Land Availability Assessment, Open Spaces Assessment, Pre-Submission Core Strategy
Strategic Priorities	Priority 2: To create sustainable communities Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurture strong communities Priority 2: Create conditions for business growth Priority 3: Unlock the potential of our towns Priority 5: Ensure a sustainable future

Table 15.16 Policy Context: White Moss Quarry Strategic Location



Site CS 12: Twyfords and Cardway, Alsager

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

15.189 Surrounding uses include industry, residential and open countryside.

Site CS 12

Twyfords and Cardway, Alsager

The development of Twyfords and Cardway over the Local Plan Strategy period will be achieved through:

1. The delivery of 550 new homes;
2. Retention of existing office development (approximately 3,000 square metres);
3. Incorporation of Green Infrastructure;
4. An appropriate level of amenity open space and children's play space;
5. Potential to include:
 - i. An extra care development providing housing for the older population.
 - ii. Appropriate retail provision to meet local needs.
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities, including improved pedestrian links to the town centre, the railway station and Talke Road.

Site Specific Principles of Development

- a. Contributions to improvements to the town centre street scene.
- b. The existing open space on the Cardway site will be retained (not built upon) and improved.
- c. Retention of the woodland areas to the north and east of the site.
- d. Further archaeological investigation on the site in relation to the heritage asset in the north east area of the site.
- e. Contributions towards or delivery of improvements to B5077 Crewe Road / B5078 Sandbach Road North Junction, Linley Lane / Crewe Road Junction improvements.
- f. Contributions to education and health infrastructure.
- g. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes)

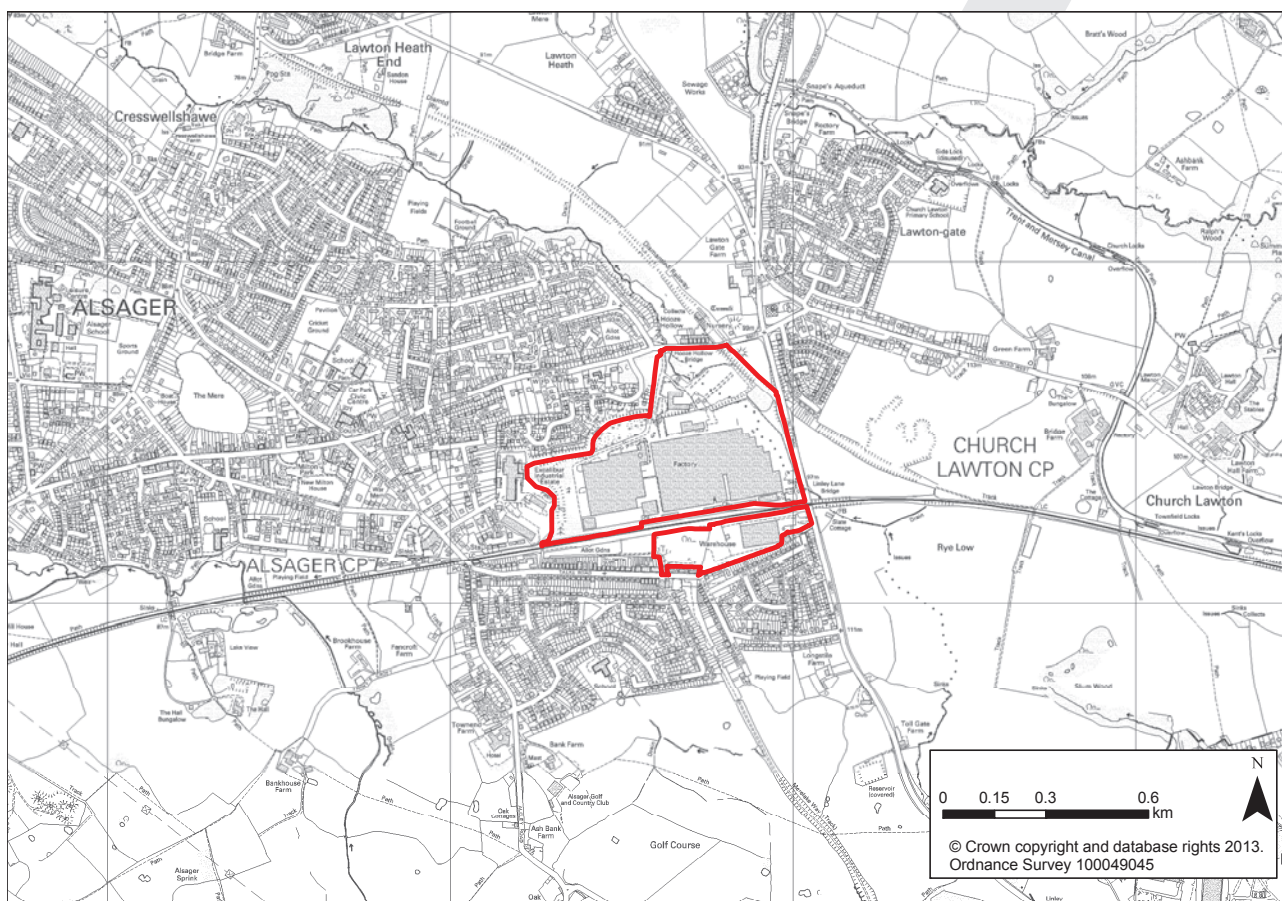


Figure 15.20 Twyford and Cardway Site

Justification

15.190 This site is comprised of the former Twyford bathroom headquarters and the premises of Cardway Cartons. It lies within the south eastern part of Alsager with extensive road frontages onto both Crewe Road and Linley Lane. The site is brownfield land within the built-up area of the town, and includes part of a disused railway. There is a small portion of greenspace in the south of the site which forms part of an amenity greenspace identified as A30 by the Open Spaces Assessment.

15.191 The site covers an area of approximately 31 hectares. 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 warehousing, factory space delivery areas and car parking for staff.

15.192 The Twyford site has planning permission for 335 dwellings (planning application ref 11/4109C).

15.193 Retention of existing modern office space is considered appropriate in order to maximise the sustainable reuse of the site. However, paragraph 22 of the NPPF notes that planning policies should avoid the long term protection of employment use where there is no reasonable prospect of the site being used for that purpose. The Employment Land Review (2012) assessed the Twyford portion of the site. It recommended consideration of partial change of use, with the possible exception of modern office development, whilst noting that the site is not in a modern industrial location.

15.194 The Council would support retention of the valued trees in the north eastern corner of the site. Full consideration of mitigation and management should be given to the impact on the footpaths which border the site, and the amenity greenspace which falls within it.



15.195 Archaeological investigations will be required on the site due to the presence of Bronze Age Barrow archaeological deposits to the north east of the site. Any necessary mitigation should be put in place, and development should respect the presence of the Barrow.

15.196 The possibility of contamination resulting from the previous industrial use of the site must be fully appraised and mitigation undertaken as necessary.

Indicative Site Delivery

- 262 homes expected during the early part of the plan period (2015-2020)
- 288 homes expected during the middle part of the plan period (2020-2025)
- It is expected that employment land allocations in mixed use schemes will be phased in tandem with the housing allocations. Where appropriate, the phased release of employment land will be secured through S106 agreements/obligations.

Policy Context	
National Policy	NPPF (principally paragraphs): 22, 32, 38, 47, 50, 56, 64, 73, 75, 95, 100, 103, 110, 111, 120, 121, 126
Local Evidence	Employment Land Review, Strategic Housing Land Availability Assessment, Alsager Town Strategy, Development Strategy, Open Spaces Assessment, Pre-Submission Core Strategy
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurturing strong communities Priority 2: Creating conditions for business growth Priority 5: Ensuring a sustainable future Priority 6: Prepare for an increasingly older population

Table 15.17 Policy Context: Twyfords and Cardway Site



Site CS 13: Former Manchester Metropolitan University Campus, Alsager

15.197 The former Manchester Metropolitan University Campus presents the opportunity for appropriate redevelopment with a high quality residential scheme and complementary community facilities including sports and leisure.

15.198 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 Dunnocksfold Road, beyond which is an area of residential properties. Surrounding uses include residential development, school, leisure centre, and open countryside.

Site CS 13

Former Manchester Metropolitan University Campus, Alsager

The development of the Former Manchester Metropolitan University Campus over the Local Plan Strategy period will be achieved through:

1. The delivery 350 new homes (at approximately 30 dwellings per hectare);
2. Creation of a wider sports and leisure hub, linked to the adjacent Cheshire East Council leisure centre facilities;
3. Development of this site could also include:
 - i. An extra care development providing housing for the older population;
 - ii. Appropriate retail provision to meet local needs;
 - iii. Community facility / place of worship;
 - iv. Public house / take away / restaurant;
 - v. Commercial sport and health related facilities, potentially including small scale sports science and sports therapy related development;
4. The incorporation of Green Infrastructure and creation of strong boundaries around the site; and
5. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities.

Site Specific Principles of Development

- a. Contributions to improvements to the town centre street scene.
- b. Retention of existing hedges and trees, particularly those shielding the sports pitches at the junction of Hassall Road and Dunnocksfold Road.
- c. Contributions towards or delivery of improvements B5077 Crewe Road / B5078 Sandbach Road North Junction Improvements, Hassall Road / Church Road / Dunnocksfield Road Junction Improvements.
- d. Contributions to education and health infrastructure.
- e. Recording of the surviving WWII buildings on site will be required.
- f. This Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).

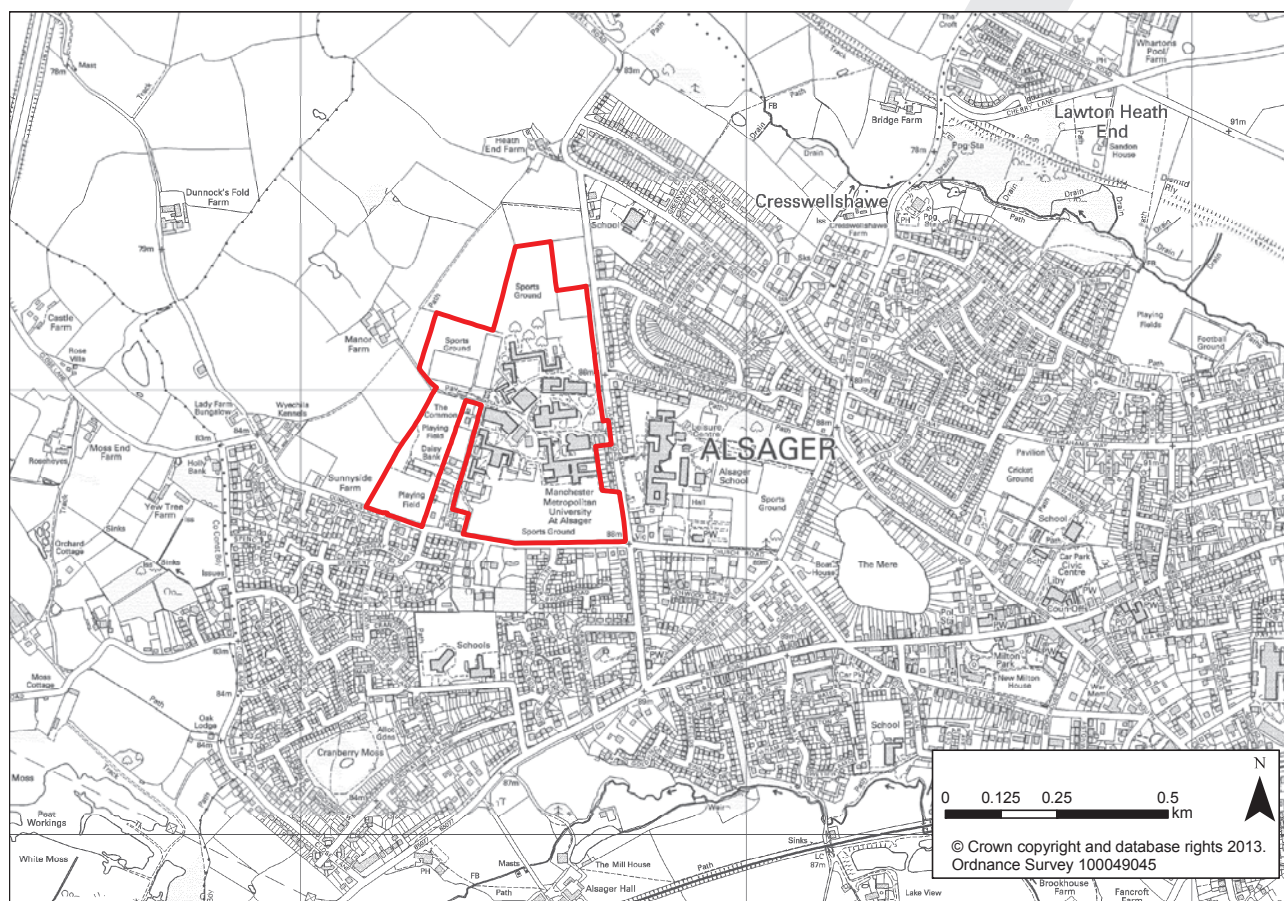


Figure 15.21 Former Manchester Metropolitan University Campus Site

Justification

15.199 The site is located to the north west of Alsager and within the established urban area. It covers an area of approximately 22 hectares. The site's oldest buildings date to the 1940s and were built to accommodate munitions workers. The majority of buildings on the site date to the 1960s. The site was occupied by the University since 1992, although the majority of their operations have now relocated to Crewe. The site currently comprises various unused buildings. The sports hall, gymnasium, changing rooms and playing fields remain in use, but will be provided in Crewe in coming years.

15.200 The site is bounded to the north and west by countryside; to the east by Hassall Road; and to the south by Dunnocksfold Road.

15.201 The site was allocated for up to 150 dwellings in the Congleton Local Plan, as part of a mixed-use allocation under Policy DP3A. It is the subject of a Development Brief SPD which identifies the potential for 300 homes. The site is subject to a planning application for 300 homes (10/3831C).

15.202 The Council will support the retention of existing hedges and trees, particularly those shielding the sports pitches at the junction of Hassall Road and Dunnocksfold Road.

15.203 Focus should be given to the sustainable management of surface water on the site including use of SuDS.

15.204 Situated adjacent to the corner of the existing settlement, the site presents an excellent opportunity to contribute to housing stock in the area, whilst retaining and enhancing important leisure facilities, forming a wider leisure hub linked to the adjacent school and Cheshire East Council leisure centre.



15.205 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).

Indicative Site Delivery

- 175 homes expected during the early part of the plan period (2015-2020)
- 175 homes expected during the middle part of the plan period (2020-2025)

Policy Context	
National Policy	NPPF (principally paragraphs): 30, 32, 47, 50, 51, 56, 64, 70, 73, 74, 75, 95, 100, 110, 103, 129
Local Evidence	Strategic Housing Land Availability Assessment, Alsager Town Strategy, Development Strategy, Playing Pitch Assessment, Open Spaces Assessment, Pre-Submission Core Strategy
Strategic Priorities	Priority 2: To Create Sustainable Communities Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurturing strong communities Priority 4: Supporting our children and young people Priority 5: Ensuring a sustainable future Priority 6: Prepare for an increasingly older population Priority 7: Driving out the causes of poor health

Table 15.18 Policy Context: Manchester Metropolitan University Campus Site



Site CS 14: Radway Green Brownfield, Alsager

15.206 BAE Systems' Radway Green site has supplied ammunition to the UK Ministry Of Defence since 1940. Radway Green Brownfield currently manufactures approximately one 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. A recent investment in a new 22,000 square metre facility at Radway Green Brownfield allows for the redevelopment of part of the site for high quality employment use.

Site CS 14

Radway Green Brownfield, Alsager

The regeneration and redevelopment of Radway Green Brownfield over the Local Plan Strategy period will be achieved through:

1. 10 hectares of employment land;
2. Incorporation of Green Infrastructure;
3. Pedestrian and cycle links to new and existing residential areas and shops; and
4. On site provision, or where appropriate, relevant contributions towards transport and highways, open space and community facilities.

Site Specific Principles of Development

- a. Contributions to improvements to the town centre street scene.
- b. Investigation of potential contamination on the site and remediation as necessary.
- c. Contributions to M6 Junction 16 Improvements
- d. Archaeological desk based assessment required, to determine if any future evaluation/mitigation will be needed.

Justification

15.207 Radway Green Brownfield is a well-established mixed-use employment area, offering office, industrial and research and development workspace. It is located to the south west of Alsager and to the north east of Junction 16 of the M6 motorway. Surrounding uses include employment and open countryside.

15.208 The Employment Land Review identified the area adjacent to this site as well-established, attractive to the logistics sector, and in a good commercial location. It recommended that the site continue in employment use.

15.209 The Council will support the incorporation of Green Infrastructure for the purposes of screening and environmental improvement.

15.210 The possibility of contamination resulting from the industrial use of the site must be fully appraised.

15.211 An archaeological assessment will be required, to ensure that there will not be an impact on undesignated heritage assets.

15.212 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European



Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).

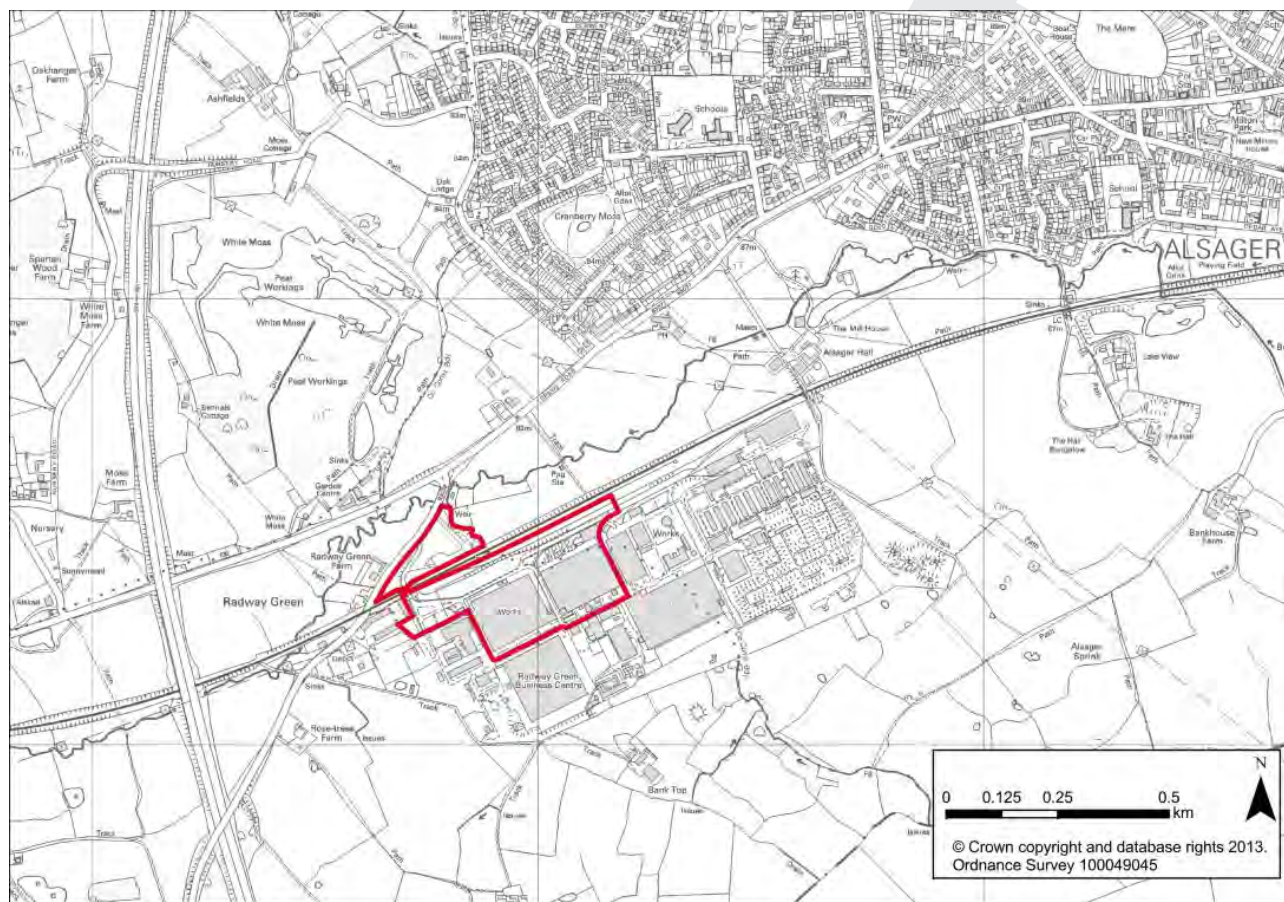


Figure 15.22 Radway Green Brownfield Site

Indicative Site Delivery

- 5ha expected during the early part of the plan period (2015-2020)
- 5ha in expected during the middle part of the plan period (2020-2025)

Policy Context	
National Policy	NPPF (principally paragraphs): 19, 22, 30, 32, 56, 95, 100, 103, 109, 110, 111
Local Evidence	Employment Land Review, Alsager Town Strategy, Development Strategy, Pre-Submission Core Strategy
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth
SCS Priorities	Priority 2: Creating conditions for business growth

Table 15.19 Policy Context: Radway Green Brownfield Site



Site CS 15: Radway Green Extension, Alsager

15.213 The proposed strategic employment allocation has the potential to provide for the phased delivery of around 25 hectares of employment land, continuing beyond the plan period and complementing the strategic site allocation of around 10 hectares at Radway Green Industrial Estate close to Junction 16 on the M6 motorway.

15.214 Allocation of this site will require an adjustment to the Green Belt boundary. However, it is intended that the Site Allocations and Development Policies document will review the detailed Green Belt boundary to the south west of the existing Radway Green area to include this area within the Green Belt.

Site CS 15

Radway Green Extension, Alsager

The development of Radway Green Extension over the Local Plan Strategy period and beyond will be delivered through:

1. The provision of around 25 hectares of employment land;

Site Specific Principles of Development

- a. The provision 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 ecological value of the site; and
 - iii. A substantial landscape buffer along the site boundaries but particularly along the boundaries of the site with the Green Belt.
- b. Improvements to site access, potentially to allow for better access to the Radway Green 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;
- c. Contributions to improvements to existing and the provision of new public transport links to Crewe Railway Station, Crewe Town Centre, Alsager Town Centre and local villages;
- d. Contributions towards road infrastructure improvements, including the A500 link capacity improvements and Junction 16 of the M6;
- e. The delivery of a high quality designed development at this key site in the Green Belt;
- f. The development should provide compensatory habitat for protected and priority species, as required, on the site;
- g. Archaeological desk based assessment required, to determine if any further evaluation / mitigation will be needed; and
- h. The commencement of the development is not programmed to start until the employment development at the Radway Green Strategic Employment Site has been completed.

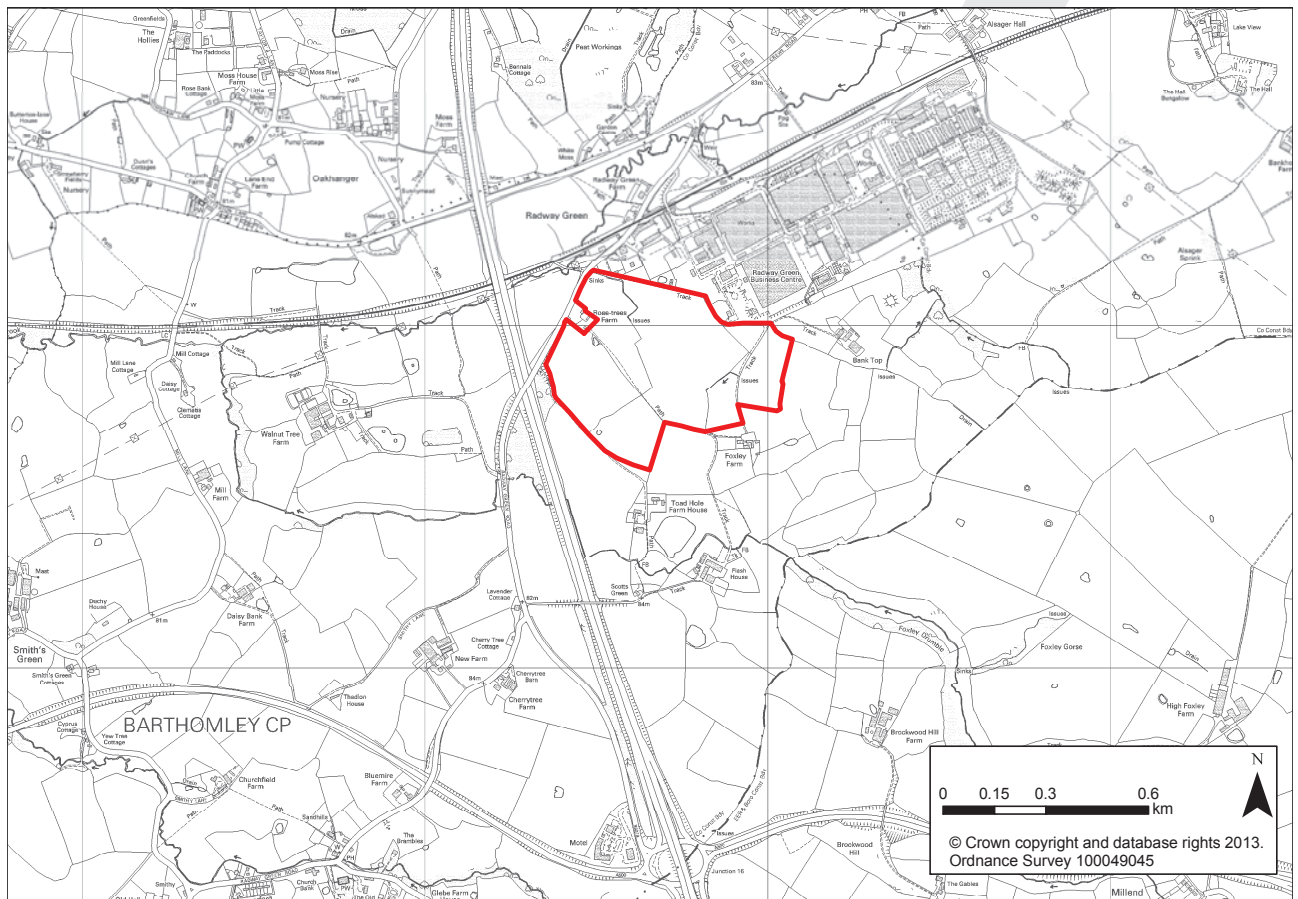


Figure 15.23 Radway Green Extension Site

Justification

15.215 The site is located on the B5078 about 2 kilometres to the south west of Alsager and adjoins the Radway Green Industrial Estate, a mature employment area developed in open countryside around a former munitions factory during the post war period.

15.216 The future development of the site is conditional upon contributions to highway infrastructure improvements, notably link capacity on the A500, an upgrading of Junction 16 on the M6, improvements to the A5020 Weston Road junction and the Crewe Green Link Road.

15.217 The incorporation of Green infrastructure, notably trees and hedgerows, together with sensitive design in terms of the scale and massing of any new structures, has the potential to mitigate any potential adverse impacts on visual amenity from main public vantage points.

15.218 The provision of new Green Infrastructure and the improvement of existing Green Infrastructure are of paramount importance. This will assist in enhancing the environment of the town and local area and improving the health and wellbeing of employees.

15.219 The principal access to the site will be via the existing Radway Green Road (B5078) where there is the potential to provide a safe access with adequate highway capacity to serve a strategic employment allocation of this scale. Further improvements to the public transport network, together with new pedestrian/cycle links, will enhance the site's accessibility to key/local service centres and the principal rail hub at Crewe.

15.220 A total of 300 hectares of employment land is to be provided during the plan period up to 2030 and this has been informed by the Employment Land Review (2012). This site will make a



positive contribution to the employment land supply equation, but although it is unconstrained by any technical or ownership constraints, its development will not be triggered for release until the strategic employment allocation at Radway Green (Site CS 14) has been completed.

15.221 An archaeological assessment will be required, to ensure that there will not be an impact on undesignated heritage assets.

15.222 Habitat for protected species, if required, will be provided.

15.223 The strategic importance of Radway Green and its location within the M6 Growth Corridor from Birmingham to Manchester allows it to act as the key linkage between these major hubs and the wider Cheshire economy and provides the opportunity to retain key existing jobs and promote economic growth and further diversification at the site. This is also supportive of the 'All Change for Crewe; High Growth City' initiative for the delivery of economic growth along the M6 growth corridor.

15.224 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).

Indicative Site Delivery

- Expected during the latter part of the plan period (i.e. 2025-2030) and continuing beyond 2030.

Policy Context	
National Policy	NPPF (principally paragraphs): 18, 19, 20, 21, 83, 110, 120, 126, and 156
Local Evidence	Employment Land Review, Green Belt Assessment, Development Strategy, All Change for Crewe, Pre-Submission Core Strategy
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 4: Improving the road network
SCS Priorities	Priority 2: Creating conditions for business growth Priority 7: Driving out the causes of poor health

Table 15.20 Policy Context: Radway Green Extension Site



Congleton

15.225 Congleton has been identified as one of the Key Service Centres for Cheshire East, and as such the vitality and growth of this town contributes to the prosperity of the Borough as a whole. Figure 15.24 (below) identifies a number of Local Plan Strategy Sites and Strategic Locations in and around Congleton for growth in the future.

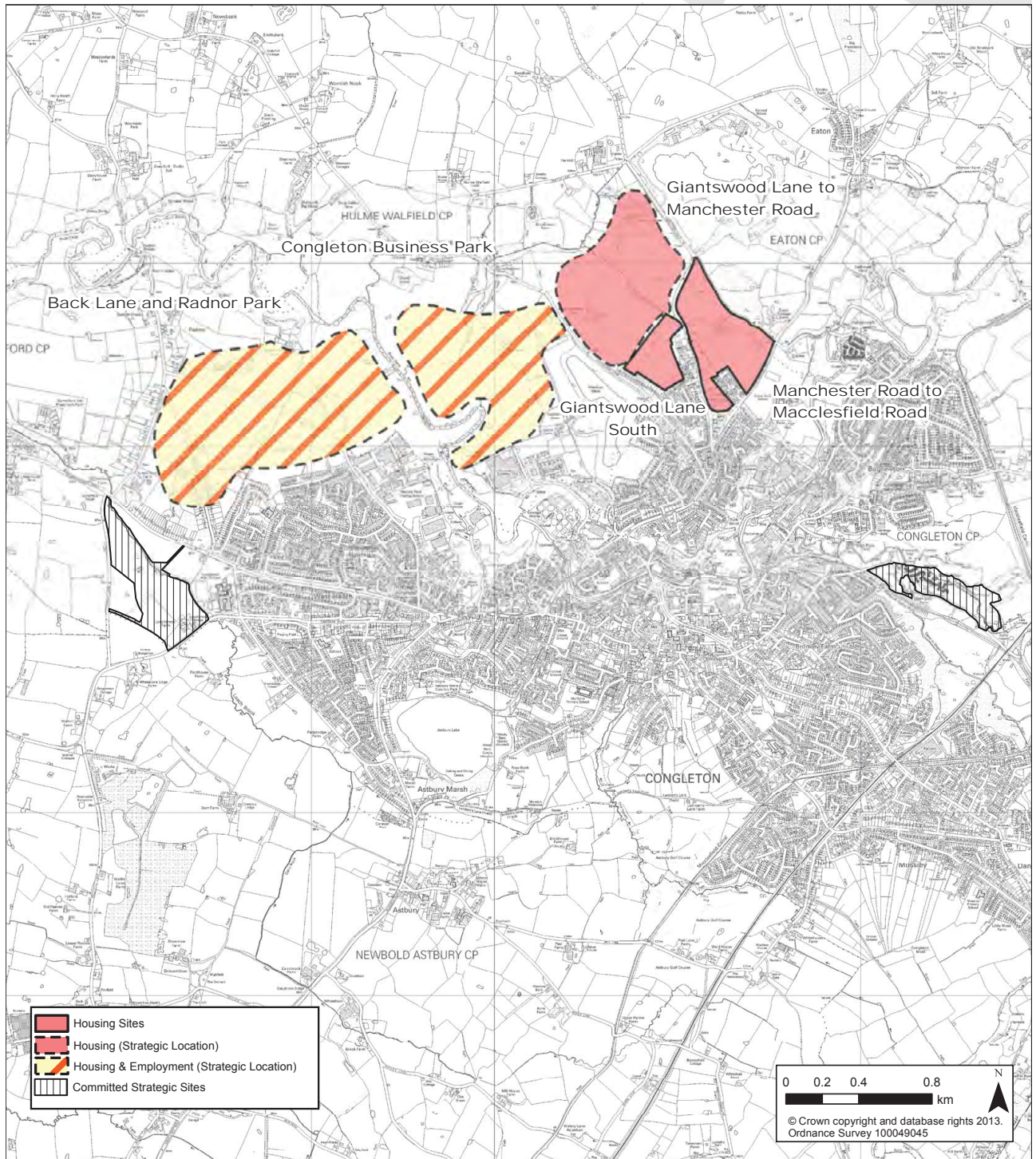


Figure 15.24 Congleton Town Plan



15.226 The focus for Congleton over the Local Plan Strategy period will be that of high quality employment led growth to accommodate the expansion of existing businesses and attract new investment into the town. New housing is seen as important as part of a balanced and integrated portfolio of development to support the town centre, ensure balanced and sustainable communities and deliver the Congleton Link Road.

15.227 The Congleton Link Road will assist in meeting the objective of employment led growth as it will support:

- The economic, physical and social regeneration of the town;
- The opening up of new development sites in particular to improve access to Radnor Park Industrial Estate and Congleton Business Park;
- The reduction in existing town centre traffic and to facilitate town centre regeneration
- The improvement of strategic transport links across the Borough
- The reduction in community severance along key town centre corridors
- The reduction in traffic related pollutants within the town especially on those areas declared Air Quality Management Areas

15.228 The preferred transport solution for Congleton is a Link Road to the north of the town connecting the A534 Sandbach Road to the A536 Macclesfield Road.

15.229 A public consultation on the Link Road Options started in January 2014 with a preferred route expected to be announced in the Spring of 2014.

15.230 The layout and extent of the following strategic locations are dependent on the Preferred Route of the Congleton Link Road. The Preferred Route of the Congleton Link Road will define the northern boundary of the Strategic Locations. For the avoidance of doubt, the boundaries for the following strategic locations are indicative and will be defined in the Site Allocations and Development Policies document once the preferred route of the Congleton Link Road is confirmed:

- Back Lane and Radnor Park Strategic Location
- Congleton Business Park Extension Strategic Location
- Giantswood Lane to Macclesfield Road Strategic Location

15.231 It is considered that the sites at Manchester Road and the southern part of the Giantswood Lane can be brought forward independently of the Link Road route and are therefore included as Local Plan Strategy Sites but will contribute towards the delivery of the Congleton Link Road.

15.232 Figure 15.25 (below) highlights the Link Road options for the Congleton Link Road:



15.233 Further information about each of the identified Local Plan Strategy Sites and Strategic Locations can be found below:



Strategic Location SL 6: Back Lane / Radnor Park, Congleton

15.234 The Back Lane and Radnor Park strategic location to the northwest of the town presents a significant strategic location in scale from Black Firs Lane and Chelford Road to the River Dane. It presents an opportunity to establish a high quality extension to Radnor Park trading estate alongside prominent leisure and recreational uses. Residential development will support the creation of this sustainable community set in ample green space which supports existing wildlife areas and the River Dane which is a key asset to the town. Key to this development will be the provision of the Congleton Link Road. The Village Green at Back Lane will be retained and enhanced as part of a comprehensive masterplan for this area.

15.235 Surrounding uses include the Radnor Park Trading Estate, residential uses, playing fields, open countryside, agricultural land, woodland and the River Dane.

Strategic Location SL 6

Back Lane / Radnor Park, Congleton

The Strategic Location at Back Lane / Radnor Park over the Local Plan Strategy period will be achieved through:

1. The delivery of, or a contribution towards, the Congleton Link Road;
2. The delivery of 500 new homes (at approximately 30 dwellings per hectare);
3. The delivery of 10 hectares of employment land adjacent to Radnor Park Trading Estate;
4. The retention and enhancement of Back Lane Playing Fields which has Village Green status;
5. The delivery of a leisure hub of up to 10 hectares adjacent to Back Lane Village Green including new sports and leisure facilities;
6. The provision appropriate retail space to meet local needs;
7. The provision of pedestrian and cycle links set in Green Infrastructure to new and existing employment, residential areas, shops, schools, health facilities and the town centre;
8. The provision of a new primary school; and
9. Contributions to new health infrastructure.

Site Specific Principles of Development

- a. Contributions towards complimentary highway measures on the existing highway network.
- b. The provision of a network of open spaces for nature conservation and recreation, including access to and enhancement of the River Dane Corridor.
- c. The timely provision of physical and social infrastructure to support development at this location.
- d. The achievement of high quality design reflecting the prominent landscape location of the site and creating a vibrant destination and attractive public realm.
- e. The design, layout and style of individual plots should be guided by appropriate master planning and design codes influenced by existing locational assets of the area and its surroundings. Development should integrate with the adjacent uses, particularly through sustainable transport, pedestrian and cycle links.
- f. The delivery of appropriate public transport links to connect with employment, housing and retail / leisure uses in the town.
- g. The promotion of pedestrian and cycle routes to provide clear and safe links to surrounding communities.



- h. A pre-determination desk based archaeological assessment will be required for this strategic location.
- i. The Strategic Location will provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- j. Future masterplanning should have reference to the River Dane Site of Biological Importance and Ancient Woodland.
- k. Future development should also have consideration to Policy SE14 (Jodrell Bank).

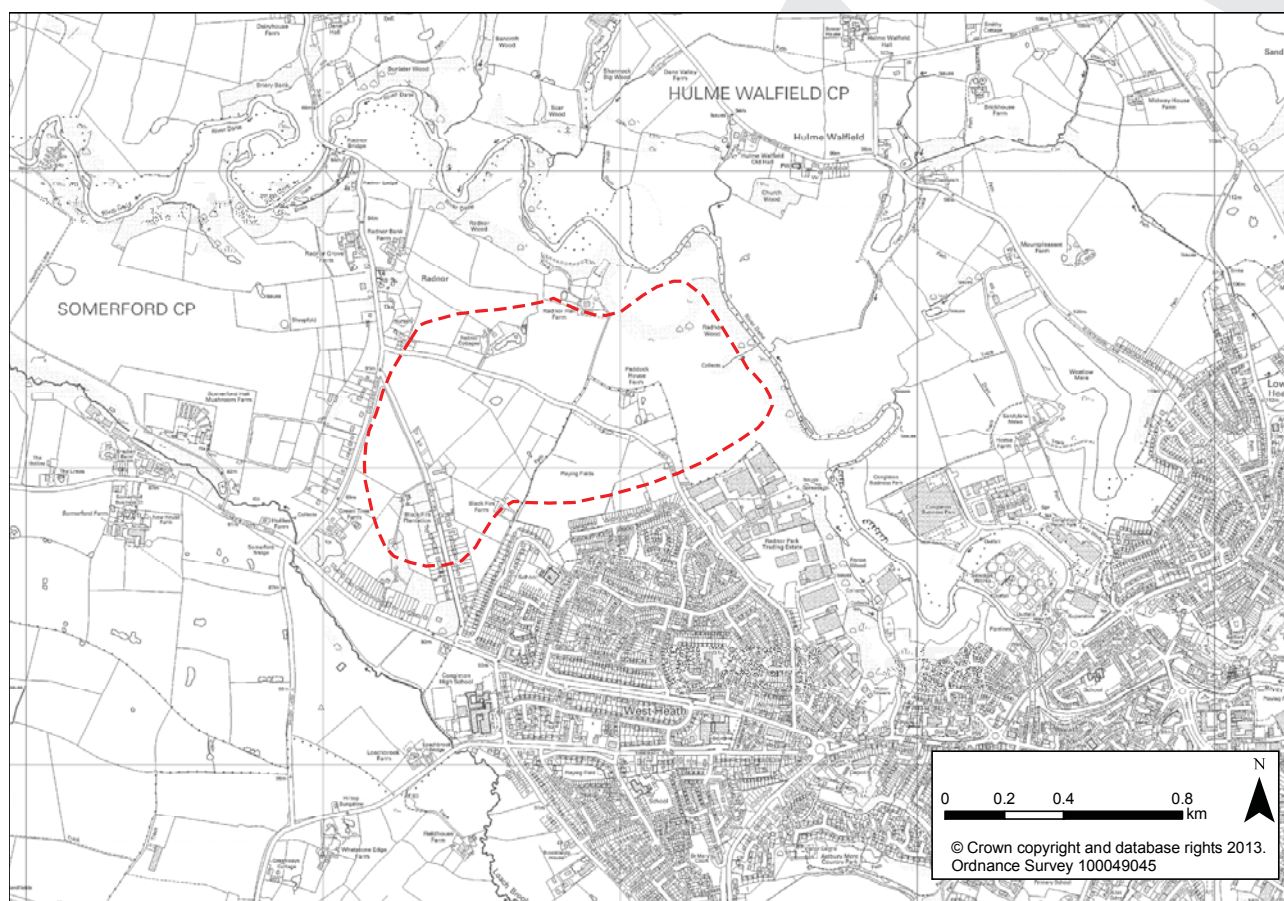


Figure 15.26 Back Lane and Radnor Park Strategic Location

Justification

15.236 The preferred route of the Congleton Link Road will form the northern boundary for the site.

15.237 Development should provide green links to the River Dane Site of Biological Importance. It should promote the inclusion of areas of good quality open space, including natural and semi-natural habitat and wildlife corridors, within the strategic master planning of this area, to promote and enhance its biodiversity and nature conservation potential.

15.238 The Village Green at Back Lane will be retained and enhanced as part of a comprehensive master plan for this area.

15.239 Future master planning should avoid the functional floodplain and include SUDs, where possible, to manage surface runoff and reduce the amount of surface water entering the combined network. The provision of green and blue infrastructure should be key to the future master planning of this site.



15.240 Planning application 13/2746C relating to land between Black Firs Lane, Chelford Road and Holmes Chapel Road, for the erection of up to 180 dwellings, public open space, green infrastructure and associated works has been submitted and relates to a section of land identified as part of the Strategic Location.

Indicative Site Delivery

- 125 homes expected during the middle part of the plan period (2020-2025) alongside the other employment, commercial and leisure uses.
- 375 new homes expected towards the end of the plan period (2025-2030), alongside the other employment, commercial and leisure uses.
- It is expected that employment land allocations in mixed use schemes will be phased in tandem with the housing allocations. Where appropriate, the phased release of employment land will be secured through S106 agreements/obligations.

Policy Context	
National Policy	NPPF (principally paragraphs): 20, 21, 30, 31, 34, 35, 38, 41, 47, 50, 52, 56, 59, 69, 70, 100, 109, 112, 117
Local Evidence	Strategic Housing Land Availability Assessment, Congleton Town Strategy, Development Strategy, Employment Land Review, Pre-Submission Core Strategy, Cheshire East Strategic Flood Risk Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 2: Create Conditions for Business Growth Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.21 Policy Context: Back Lane and Radnor Park Strategic Location



Strategic Location SL 7: Congleton Business Park Extension

15.241 The Congleton Business Park Extension strategic location to the north of the town presents a significant strategic location in scale. It presents an opportunity to establish a high quality extension to Congleton Business Park alongside other uses. Residential development will support the creation of this new community set in ample green space which supports existing wildlife areas and the River Dane which is a key asset to the town. Key to this development will be the provision of the Congleton Link Road.

Strategic Location SL 7

Congleton Business Park Extension

The Strategic Location at Congleton Business Park over the Local Plan Strategy period will be achieved through:

1. The delivery of, or a contribution towards, the Congleton Link Road;
2. The delivery of 450 new homes (at approximately 30 dwellings per hectare);
3. The delivery of 10 hectares of land for employment and commercial uses adjacent to Congleton Business Park;
4. The provision of appropriate retail space to meet local needs;
5. Pedestrian and cycle links set in green infrastructure to new and existing employment, residential areas, shops, schools, health facilities the town centre; and
6. Contributions to health and education infrastructure.

Site Specific Principles of Development

- a. Contributions towards complimentary highway measures on the existing highway network.
- b. The provision of a network of open spaces for nature conservation and recreation, including the enhancement of the River Dane Corridor.
- c. The timely provision of physical and social infrastructure to support development at this location.
- d. The achievement of high quality design reflecting the prominent landscape location of the site and creating a vibrant destination and attractive public realm.
- e. The design, layout and style of individual plots should be guided by appropriate master planning and design codes influenced by existing locational assets of the area and its surroundings. Development should integrate with the adjacent uses, particularly through sustainable transport, pedestrian and cycle links.
- f. The delivery of appropriate public transport links to connect with employment, housing and retail / leisure uses in the town.
- g. The promotion of pedestrian and cycle routes to provide clear and safe links to surrounding communities.
- h. A pre-determination desk based archaeological assessment will be required for this strategic location
- i. The Strategic Location will provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- j. Future masterplanning should have reference to the River Dane Site of Biological Importance and Ancient Woodland.
- k. Future development should also have consideration to Policy SE14 (Jodrell Bank).

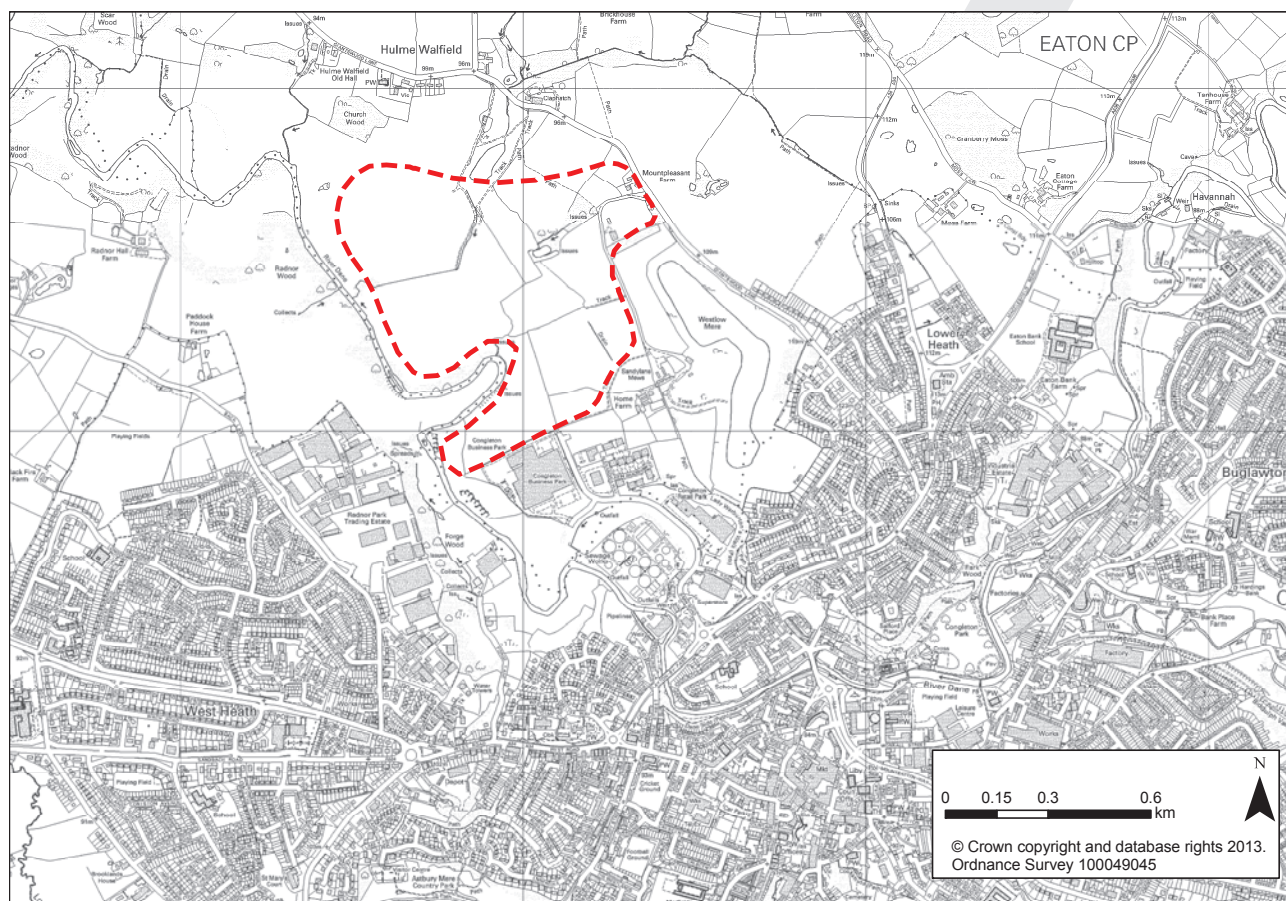


Figure 15.27 Congleton Business Park Extension Strategic Location

Justification

15.242 The preferred route of the Congleton Link Road established in the Site Allocation and Development Policies document will form the northern boundary of this site.

15.243 Development should provide green links to the River Dane Site of Biological Importance. It should promote the inclusion of areas of good quality open space, including natural and semi-natural habitat and wildlife corridors, within the strategic master planning of this area, to promote and enhance its biodiversity and nature conservation potential.

15.244 Future master planning should avoid the functional floodplain and include SUDs, where possible, to manage surface runoff and reduce the amount of surface water entering the combined network. The provision of green and blue infrastructure should be key to the future master planning of this site.

Indicative Site Delivery

- 200 homes expected during the middle part of the plan period (2020-2025) alongside the other employment, commercial and leisure uses.
- 250 new homes expected towards the end of the plan period (2025-2030), alongside the other employment, commercial and leisure uses.
- It is expected that employment land allocations in mixed use schemes will be phased in tandem with the housing allocations. Where appropriate, the phased release of employment land will be secured through S106 agreements/obligations.



Policy Context	
National Policy	NPPF (principally paragraphs): 20, 21, 30, 31, 34, 35, 38, 41, 47, 50, 52, 56, 59, 69, 70, 100, 109, 112, 117
Local Evidence	Strategic Housing Land Availability Assessment, Employment Land Review, Congleton Town Strategy, Development Strategy, Pre-Submission Core Strategy, Cheshire East Strategic Flood Risk Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 2: Create Conditions for Business Growth Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.22 Policy Context: Congleton Business Park Extension Strategic Location



Site CS 16: Giantswood Lane South, Congleton

15.245 Giantswood Lane South presents the opportunity to establish a high quality residential community as the first element of a larger scheme. This development will be required to contribute towards the provision of the Congleton Link Road.

15.246 This site is located to the north of Congleton, covering an area from Giantswood Lane to Manchester Road. Surrounding land uses include open countryside and residential uses.

Site CS 16

Giantswood Lane South, Congleton

The development of Giantswood Lane South over the Local Plan Strategy period will be achieved through:

1. The delivery of 150 new homes (at approximately 30 dwellings per hectare);

Site Specific Principles of Development

- a. Contributions towards the delivery of the Congleton Link Road.
- b. Contributions towards complimentary highway measures on the existing highway network.
- c. Pedestrian and cycle links set in green infrastructure to new and existing employment, residential areas, shops, schools, health facilities the town centre.
- d. The provision of a network of open spaces for nature conservation and recreation.
- e. The timely provision of physical and social infrastructure to support development at this location.
- f. The achievement of high quality design reflecting the prominent landscape location of the site and creating a vibrant destination and attractive public realm.
- g. The design, layout and style of individual plots should be guided by appropriate masterplanning and design codes influenced by existing locational assets of the area and its surroundings. Development should integrate with the adjacent existing and proposed uses, particularly through sustainable transport, pedestrian and cycle links.
- h. The delivery of appropriate public transport links to connect with employment, housing and retail / leisure uses in the town.
- i. The Local Plan Strategy Site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- j. Future masterplanning should consider the use of SUDs to manage surface run off from the site.
- k. A desk-based archaeological assessment should be undertaken, with appropriate mitigation, if required.
- l. Future development should also have consideration to Policy SE14 (Jodrell Bank).
- m. Contributions to education and health infrastructure.

Justification

15.247 Appropriate landscaping to minimise visual intrusion in to the Dane Valley.

15.248 It should promote the inclusion of areas of good quality open space, including natural and semi-natural habitat and wildlife corridors, within the strategic master planning of this area, to promote and enhance its biodiversity and nature conservation potential.

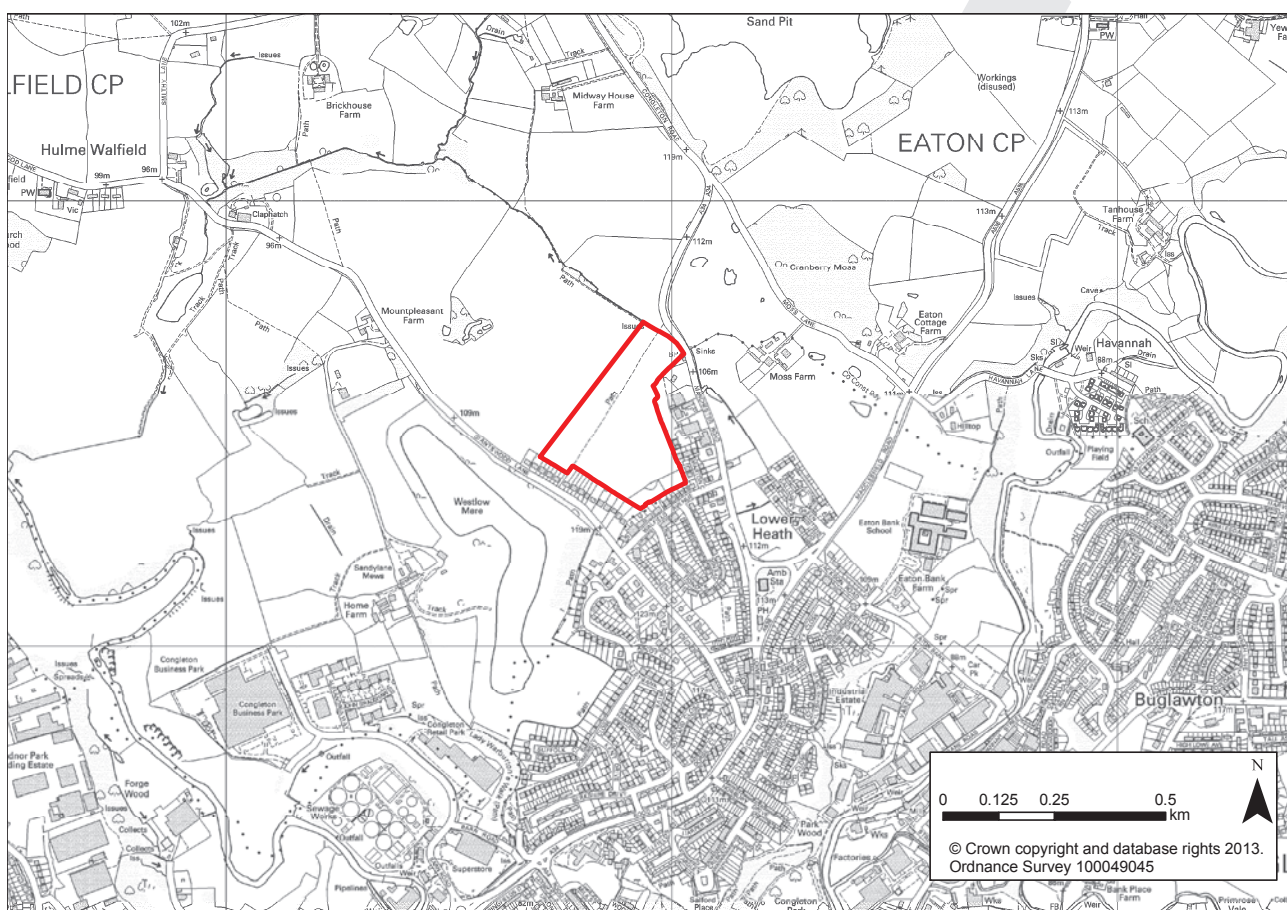


Figure 15.28 Giantswood Lane South Site

15.249 Future master planning should include SUDs, where possible, to manage surface runoff and reduce the amount of surface water entering the combined network. The provision of green and blue infrastructure should be key to the future master planning of this site.

Indicative Site Delivery

- 150 homes expected during the middle part of the plan period (2020-2025)

Policy Context	
National Policy	NPPF (principally paragraphs): 47, 50, 56, 58, 83, 99, 109, 112, 117
Local Evidence	Strategic Housing Land Availability Assessment, Congleton Town Strategy, Development Strategy, Pre-Submission Core Strategy
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.23 Policy Context



Strategic Location SL8: Giantswood Lane to Manchester Road, Congleton

15.250 The Giantswood Lane to Manchester Road strategic location to the north of the town presents a significant expansion area. It presents an opportunity to establish a high quality sustainable community set in ample green space. Key to this development will be the provision of the Congleton Link Road.

15.251 This site is located to the north of Congleton, covering an area from Giantswood Lane to Manchester Road. Surrounding land uses include open countryside, Cranberry Moss and a Sand Quarry.

Strategic Location SL 8

Giantswood Lane to Manchester Road, Congleton

The Strategic Location at Giantswood Lane to Manchester Road over the Local Plan Strategy period will be achieved through:

1. The delivery of, or a contribution towards, the Congleton Link Road;
2. The delivery of 550 new homes (at approximately 30 dwellings per hectare);
3. The provision of appropriate retail space to meet local needs;
4. The provision of a new primary school; and
5. Pedestrian and cycle links set in green infrastructure to new and existing employment, residential areas, shops, schools, health facilities the town centre

Site Specific Principles of Development

- a. Contributions towards complimentary highway measures on the existing highway network.
- b. Contributions to health infrastructure.
- c. The provision of a network of open spaces for nature conservation and recreation.
- d. The timely provision of physical and social infrastructure to support development at this location.
- e. The achievement of high quality design reflecting the prominent landscape location of the site and creating a vibrant destination and attractive public realm.
- f. The design, layout and style of individual plots should be guided by appropriate masterplanning and design codes influenced by existing locational assets of the area and its surroundings. Development should integrate with the adjacent uses, particularly through sustainable transport, pedestrian and cycle links.
- g. The delivery of appropriate public transport links to connect with employment, housing and retail / leisure uses in the town.
- h. The promotion of pedestrian and cycle routes to provide clear and safe links to surrounding communities.
- i. The Strategic Location will provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- j. Future development should also have consideration to Policy SE14 (Jodrell Bank).
- k. Future masterplanning should consider the use of SUDs to manage surface run off from the site.
- l. A desk-based archaeological assessment should be undertaken, with appropriate mitigation, if required.

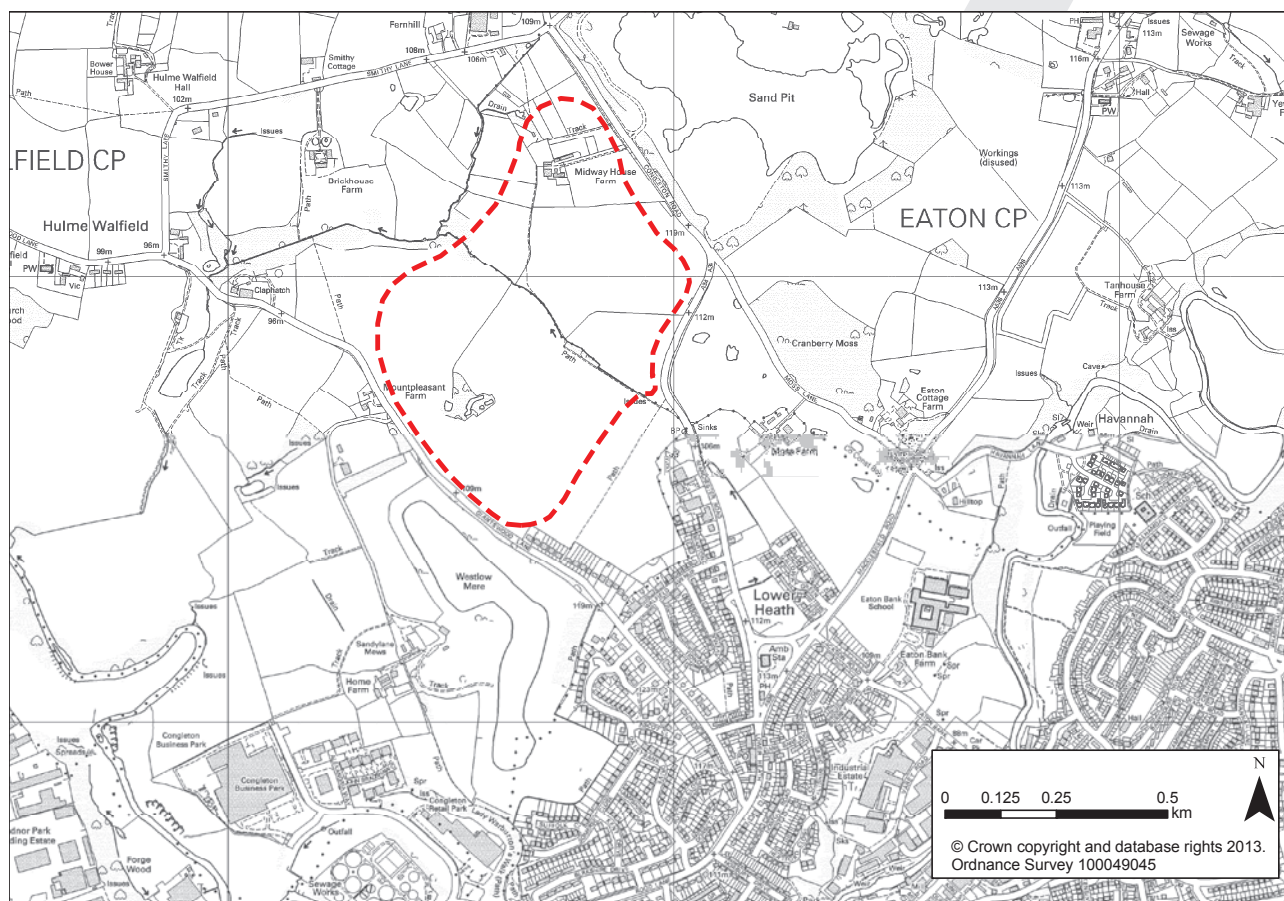


Figure 15.29 Giantswood Lane to Manchester Road Strategic Location

Justification

15.252 Development should provide green links to the River Dane Site of Biological Importance. It should promote the inclusion of areas of good quality open space, including natural and semi-natural habitat and wildlife corridors, within the strategic master planning of this area, to promote and enhance its biodiversity and nature conservation potential. Development of the site should include appropriate landscaping to minimise visual intrusion in to the Dane Valley.

15.253 Future master planning should include SuDs, where possible, to manage surface runoff and reduce the amount of surface water entering the combined network. The provision of green and blue infrastructure should be key to the future master planning of this site.

Indicative Site Delivery

- 175 homes expected during the middle part of the plan period (2020-2025)
- 375 homes expected towards the end of the plan period (2025-2030)



Policy Context	
National Policy	NPPF (principally paragraphs): 30, 37, 38, 47, 50, 56, 58, 69, 70, 72, 83, 100, 109, 112, 117
Local Evidence	Strategic Housing Land Availability Assessment, Congleton Town Strategy, Development Strategy, Pre-Submission Core Strategy
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.24 Policy Context: Giantswood Lane to Manchester Road Strategic Location



Site CS 17: Manchester Road to Macclesfield Road, Congleton

15.254 The Manchester Road to Macclesfield Road site to the north of the town presents a significant expansion area and an opportunity for high quality residential development set in ample green space which supports existing wildlife areas. This site covers an area from Manchester Road to Macclesfield Road with surrounding land uses including residential, open countryside, Cranberry Moss and a Sand Quarry.

Site CS 17

Manchester Road to Macclesfield Road, Congleton

The development of Manchester Road to Macclesfield Road over the Local Plan Strategy period will be achieved through:

1. The delivery of 550 new homes (at approximately 30 dwellings per hectare); and
2. The provision of appropriate retail space to meet local needs.

Site Specific Principles of Development

- a. Contributions towards the delivery of the Congleton Link Road.
- b. Contributions towards complimentary highway measures on the existing highway network.
- c. Pedestrian and cycle links set in green infrastructure to be provided to new and existing employment, residential areas, shops, schools, health facilities the town centre.
- d. Contributions to education and health infrastructure.
- e. The provision of a network of open spaces for nature conservation and recreation.
- f. The timely provision of physical and social infrastructure to support development at this location.
- g. The achievement of high quality design reflecting the prominent landscape location of the site and creating a vibrant destination and attractive public realm.
- h. The design, layout and style of individual plots should be guided by appropriate master planning and design codes influenced by existing locational assets of the area and its surroundings. Development should integrate with the adjacent existing and proposed uses, particularly through sustainable transport, pedestrian and cycle links
- i. The delivery of appropriate public transport links to connect with employment, housing and retail / leisure uses in the town.
- j. The Local Plan Strategy Site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- k. Future masterplanning should consider the use of SUDs to manage surface run off from the site.
- l. A desk-based archaeological assessment should be undertaken, with appropriate mitigation, if required.
- m. Development proposals should positively address and mitigate any impacts on the adjacent Cranberry Moss.

Justification

15.255 Development should promote the inclusion of areas of good quality open space, including natural and semi-natural habitat and wildlife corridors, within the strategic master planning of this area, to promote and enhance its biodiversity and nature conservation potential.

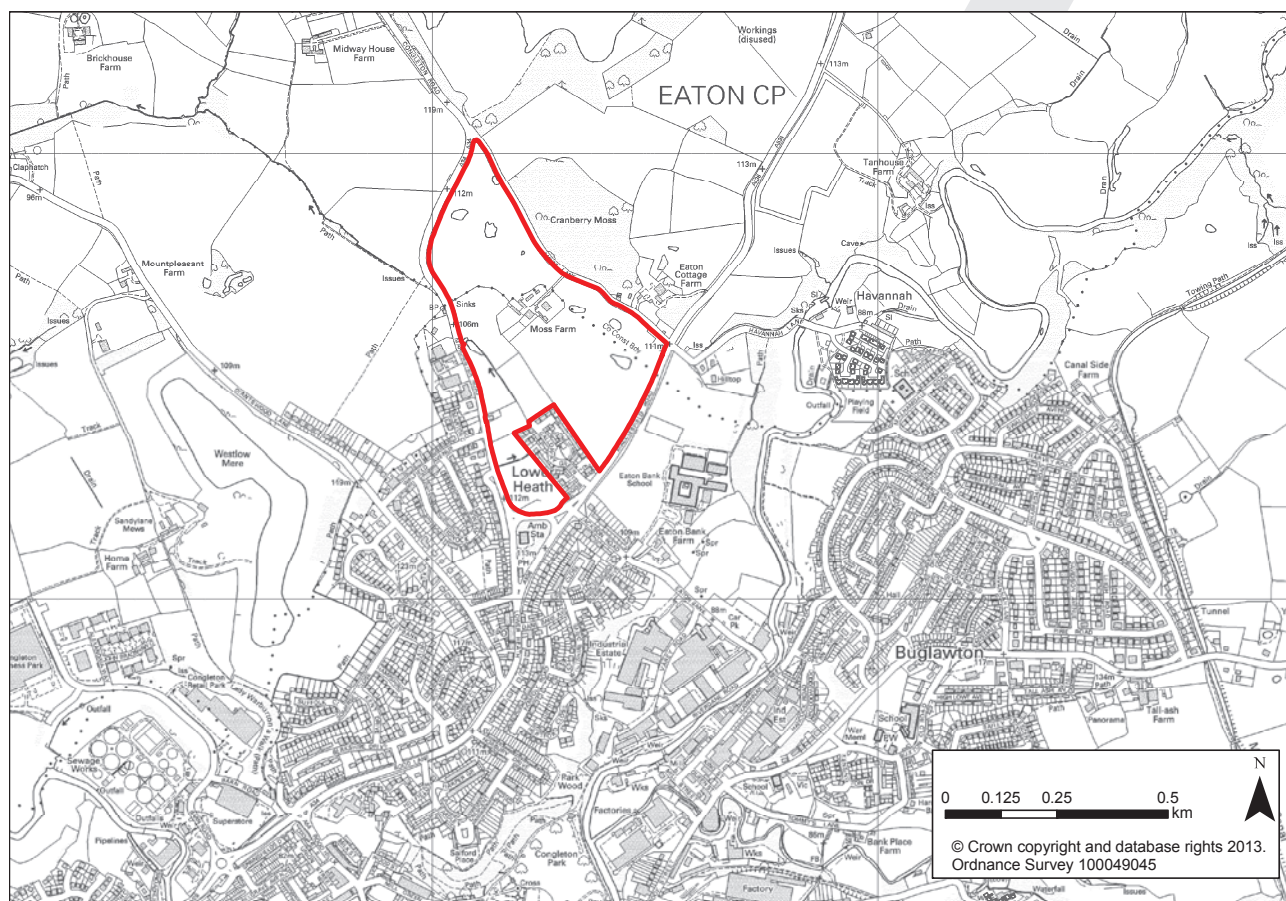


Figure 15.30 Manchester Road to Macclesfield Road Site

15.256 Future master planning should include SUDs, where possible, to manage surface runoff and reduce the amount of surface water entering the combined network. The provision of green and blue infrastructure should be key to the future master planning of this site.

Delivery

- 337 homes expected during the middle part of the plan period (2015-2020)
- 213 homes expected during the late part of the plan period (2020-2025)

Policy Context	
National Policy	NPPF (principally paragraphs): 29, 35, 37, 38, 47, 50, 56, 58, 59, 69, 70, 83, 100, 109, 112, 117
Local Evidence	Strategic Housing Land Availability Assessment, Congleton Town Strategy, Development Strategy, Pre-Submission Core Strategy
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.25 Policy Context: Manchester Road to Macclesfield Road Site



Handforth

15.257 Handforth has been identified as one of the Key Service Centres for Cheshire East, and as such the vitality and growth of this town contributes to the prosperity of the Borough as a whole.

15.258 The North Cheshire Growth Village is adjacent to Handforth and will offer opportunities for growth in the future and has been identified within the 'New Settlement' Section.

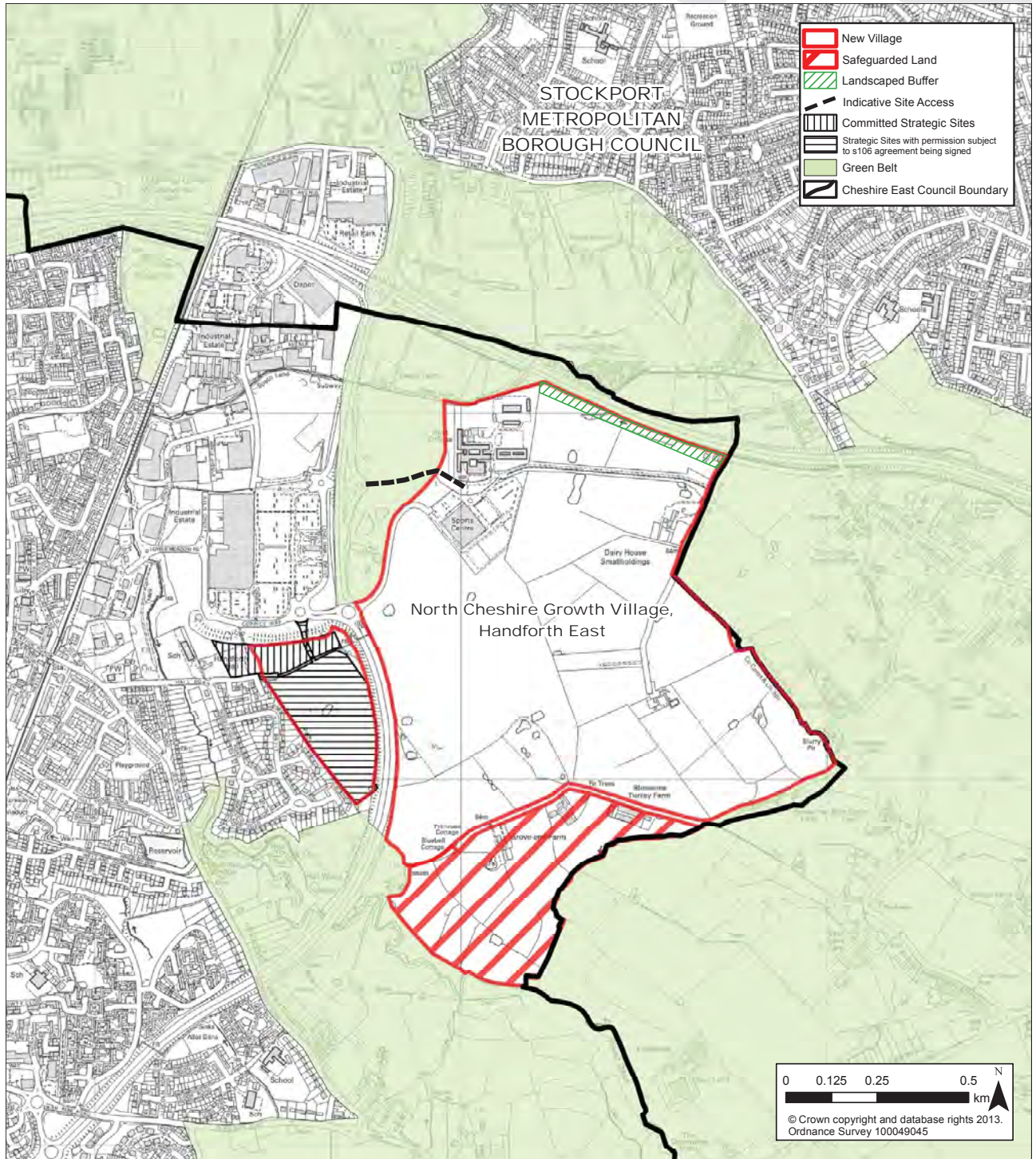


Figure 15.30b New Green Belt boundary at North Cheshire Growth Village



Knutsford

15.259 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. Figure 15.31 (below) identifies Local Plan Strategy Sites in and around Knutsford for growth in the future.

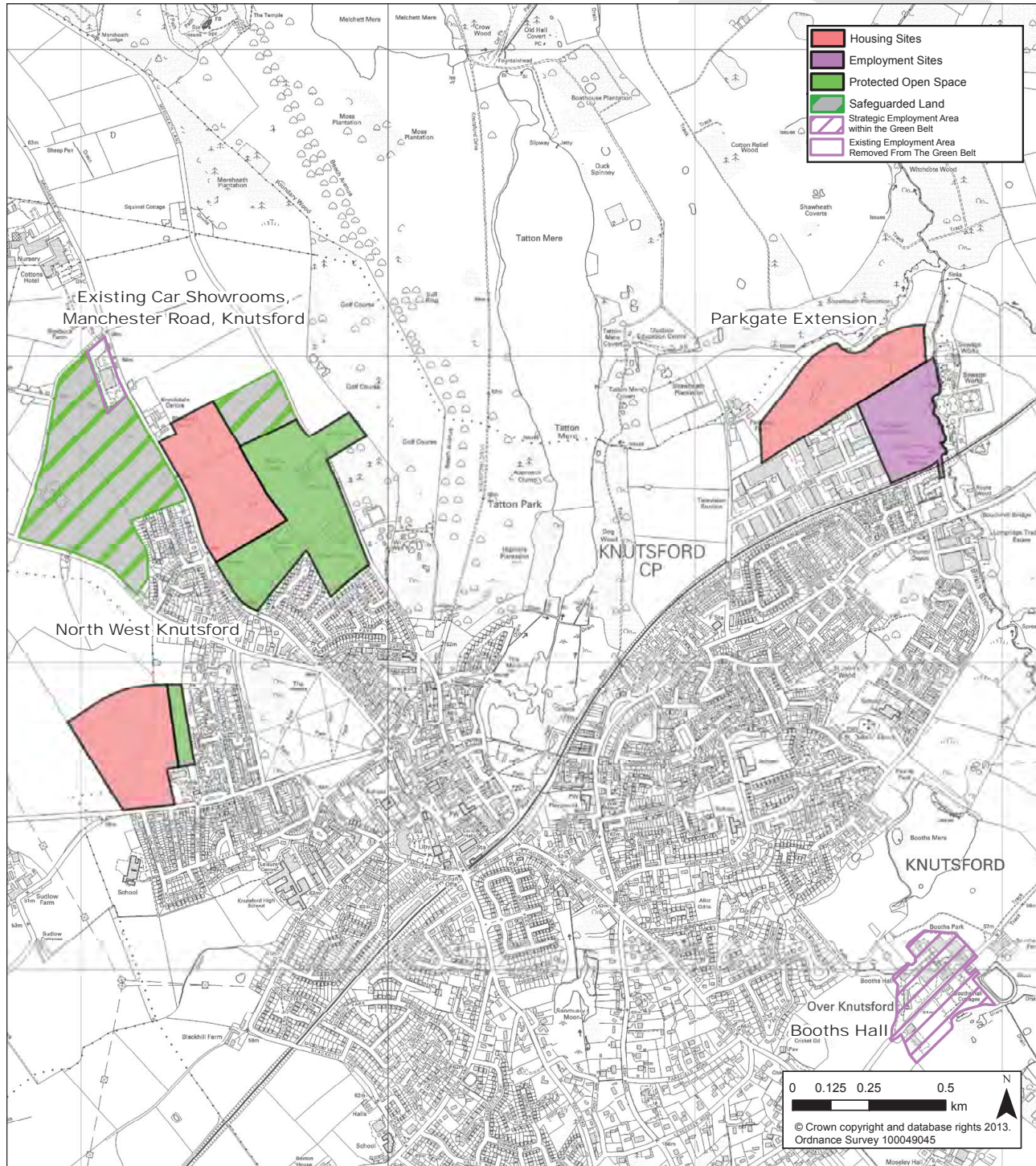


Figure 15.31 Knutsford Town Map

15.260 Figure 15.31 also identifies Safeguarded Land. This is land not allocated for development at the present time but is taken out of the Green Belt and will be reviewed in future Local Plans that



consider needs beyond 2030. Further information on these areas is in the 'Safeguarded Land' which section at the end of the Local Plan Strategy Sites and Strategic Locations chapter.

15.261 Further information about each Local Plan Strategy Site can be found as follows:

DRAFT



Site CS 18: North West Knutsford

15.262 North West Knutsford comprises open countryside, playing fields, public rights of way, allotments and fishing ponds along with limited areas of employment and a number of listed buildings. It is adjacent to existing residential development on the north west edge of Knutsford. Although the site is currently Green Belt open land, it has suffered encroachment and presents the opportunity for high quality, sympathetic low density residential development with community facilities and the creation of open space. Development will integrate with existing facilities and communities and provide visual and physical links to the settlements to the south of the site.

15.263 Surrounding land uses also include the Land Rover Car Sales Showroom, the Brookdale Centre and Tatton Park.

15.264 Allocation of this site will require an adjustment to the Green Belt boundary.

Site CS 18

North West Knutsford

The development of North West Knutsford over the Local Plan Strategy period will be achieved through:

1. Phased provision of 300 new homes;
2. Appropriate retail provision to meet local needs;
3. Provision of:
 - i. new primary school; and
 - ii. Sports and leisure facilities and open space
4. Incorporation of Green Infrastructure, including:
 - i. Allotments; and
 - ii. Community orchard or community gardens; and
5. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities;

Site Specific Principles of Development

- a. Retention of existing fishery.
- b. Protection and enhancement of the setting of Tatton Park.
- c. The site will deliver housing which will contribute to the local character of Knutsford through the use of appropriate density, architecture, style, form and materials.
- d. Proposals will be expected to be of a high quality design that respects the setting of nearby designated heritage assets, Parkland and the character of the surrounding area.
- e. Proposals will be expected to undertake a landscape Character Assessment to guide the scale and massing of new development.
- f. Provide a comprehensive landscaping scheme, which retains existing mature trees and hedgerows, where possible, or provide appropriate mitigation.
- g. Retention and enhancement of existing sports and allotments facilities.
- h. Provision of additional community facilities.
- i. Contributions to health infrastructure.



- j. Improve the connectivity and accessibility into and out of the site to the town centre and wider local area with the provision of or contribution to cycle paths and pedestrian linkages.
- k. Creation of a network of green infrastructure and accommodation of SuDS requirements.
- l. Provision of high quality landscaping to enhance ecological features.
- m. Provision of new woodland belts within the site and to create site boundaries.
- n. Contribute to road infrastructure in the area including roundabout improvements at the junction of A50/Northwich Road and Canute Place and Improvement to the A50 Corridor.
- o. An archaeological pre-determination evaluation will be required for this site in addition to a desk based archaeological assessment.
- p. Any development that would prejudice the future comprehensive development of the adjacent safeguarded land will not be permitted (Site reference CS 33).
- q. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).

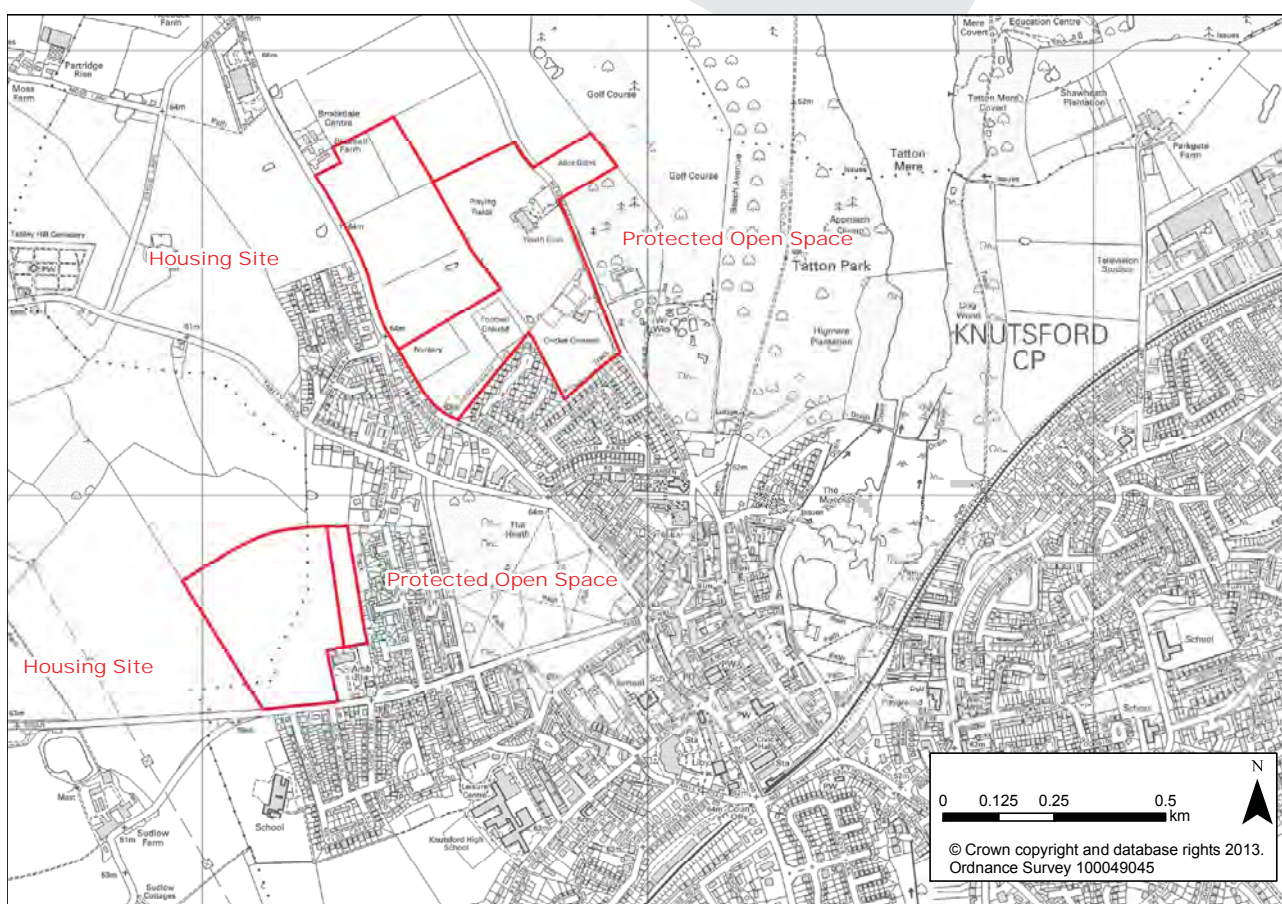


Figure 15.32 North West Knutsford Site

Justification

15.265 North West Knutsford is a Green Belt site largely made up of agricultural land, which directly adjoins residential areas. Surrounding uses are both residential and commercial and therefore this site presents its self as an ideal opportunity for a high quality, residential lead sustainable development, which will offer a contribution to housing requirements for a Key Service Centre.

15.266 The topography of this site is relatively flat and sits adjacent to Rostherne and Tatton Landscape Designation. There are a number of designated heritage assets and Historic Parklands,



which are located within close proximity of the site and therefore new development will need to be sensitively designed so as to be sympathetic to both the historic built form and surrounding landscape.

15.267 A Landscape and Visual assessment will be fundamental in justify the siting and massing of development. The site should also be Masterplanned in order that there is a cohesive link between this strategic site and safeguarded land.

15.268 Green infrastructure along with a comprehensive landscaping scheme will be essential to this development. Open space provision and additional woodland planting particularly along the boundaries of the site will ensure the development is in keeping with the character of the surrounding landscape and will provide a defensible boundary to prevent encroachment into the Green Belt.

15.269 As with all new development, any ecological constraints should be considered and respected, and where necessary the proposal should provide appropriate mitigation.

15.270 Pedestrian permeability and cycle linkages between the site, town centre and wider community facilities should be enhanced and where feasible, created in order to ensure the integration of the development and its sustainability into the existing community.

15.271 This particular area of Knutsford currently accommodates a number of sports and community facilities, which provide a valuable contribution to the health and well being of the local community. Contributions to the enhancement of existing facilities either on or off site will be expected.

15.272 New development will put increased pressure on existing community facilities and therefore, on or off site contributions to local community facilities such as the provision of a new Primary School should also be secured in order to ensure the site is sustainable.

15.273 It is largely anticipated that development of this site will generate the requirement for improvement works to existing highways infrastructure in order to accommodate the capacity and assist with the free flow of traffic in and out of Knutsford Town Centre.

15.274 The Council will require development of an appropriate scale and design; and will seek boundary treatments including retention of valued trees and hedgerows where possible, in order to contain the development, provide habitat for local wildlife and respect the setting of Tatton Hall and its Park.

15.275 The retention, enhancement or re-provision of existing public rights of way and sport and leisure facilities will be sought. These may be provided in conjunction with smaller scale development identified in the Site Allocations and Development Policies document.

15.276 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).

Indicative Site Delivery

- 225 homes expected during the middle part of the plan period (2020-2025)
- 75 homes expected towards the end of the plan period (2025-2030)



Policy Context	
National Policy	NPPF (principally paragraphs): 30, 47, 50, 56, 64, 72, 73, 74, 75, 85, 95, 100, 103, 109, 112, 117
Local Evidence	Strategic Housing Land Availability Assessment, Employment Land Review, Green Belt Assessment Draft Knutsford Town Strategy, Development Strategy, Pre-Submission Core Strategy
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture strong communities Priority 5: Ensure a sustainable future

Table 15.26 Policy Context: North West Knutsford Site



Site CS 19: Parkgate Extension, Knutsford

15.277 Parkgate Extension is a site of approximately 11 hectares. The site forms a natural extension to the existing residential and employment uses on the edge of Knutsford, forming an appropriate location in which to meet the identified needs of the town.

15.278 The surrounding land uses include ecologically important Green Belt woodland of Tatton Park to the north and west. To the south is Parkgate Trading Estate bounded by a railway line on the southern side. There is a waste water treatment plant on the eastern boundary of the proposed employment site with the Birkin Brook.

Site CS 19

Parkgate Extension, Knutsford

The development of Parkgate Extension over the Local Plan Strategy period will be achieved through:

1. Phased provision of 200 new homes (at approximately 25 dwellings per hectare);
2. 6 hectares of employment land;
3. Incorporation of Green Infrastructure;
4. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
5. An approximate 50 meter acoustic buffer /bund /fence for noise mitigation between the proposed housing and the industrial estate.

Site Specific Principles of Development

- a. Undertake a Landscape Character Assessment to guide the scale and massing of new development and to ensure it is acceptable with the surrounding landscape. Also ensure a high quality design, which reflects and respects the character of the area, built form and surrounding landscape. Provision of a landscape buffer to the boundary of the Tatton Park Estate to the north and west of the site and between the employment site to the south.
- b. Provide a comprehensive landscaping scheme which retains and enhances existing mature trees and hedging where possible, or provide appropriate mitigation.
- c. Improve the connectivity and accessibility into and out of the site to the town centre and wider local area with the provision of or contribution to cycle paths and pedestrian linkages.
- d. New development will be expected to respect any existing ecological constraints on site and where necessary, provide appropriate mitigation and enhancements.
- e. Avoid development on the eastern boundary of the site which falls within Flood Zones 2 and 3.
- f. Undertake investigations of potential contamination and mitigation.
- g. Provision of improved access to the site, over or under the railway line.
- h. Contributions towards highway infrastructure such as the Brook Street/Hollow Lane, Adams Hill/A50 junction improvements and Mobberley Road and Parkgate Lane junction.
- i. Contributions to education and health infrastructure.
- j. Provision of green infrastructure to include open space and woodland buffers.
- k. Archaeological mitigation will be required in accordance with the completed desk-based assessment.

- l. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- m. Housing which incorporates noise mitigations measures such as acoustic glazing and mechanical ventilation and heat recovery systems.

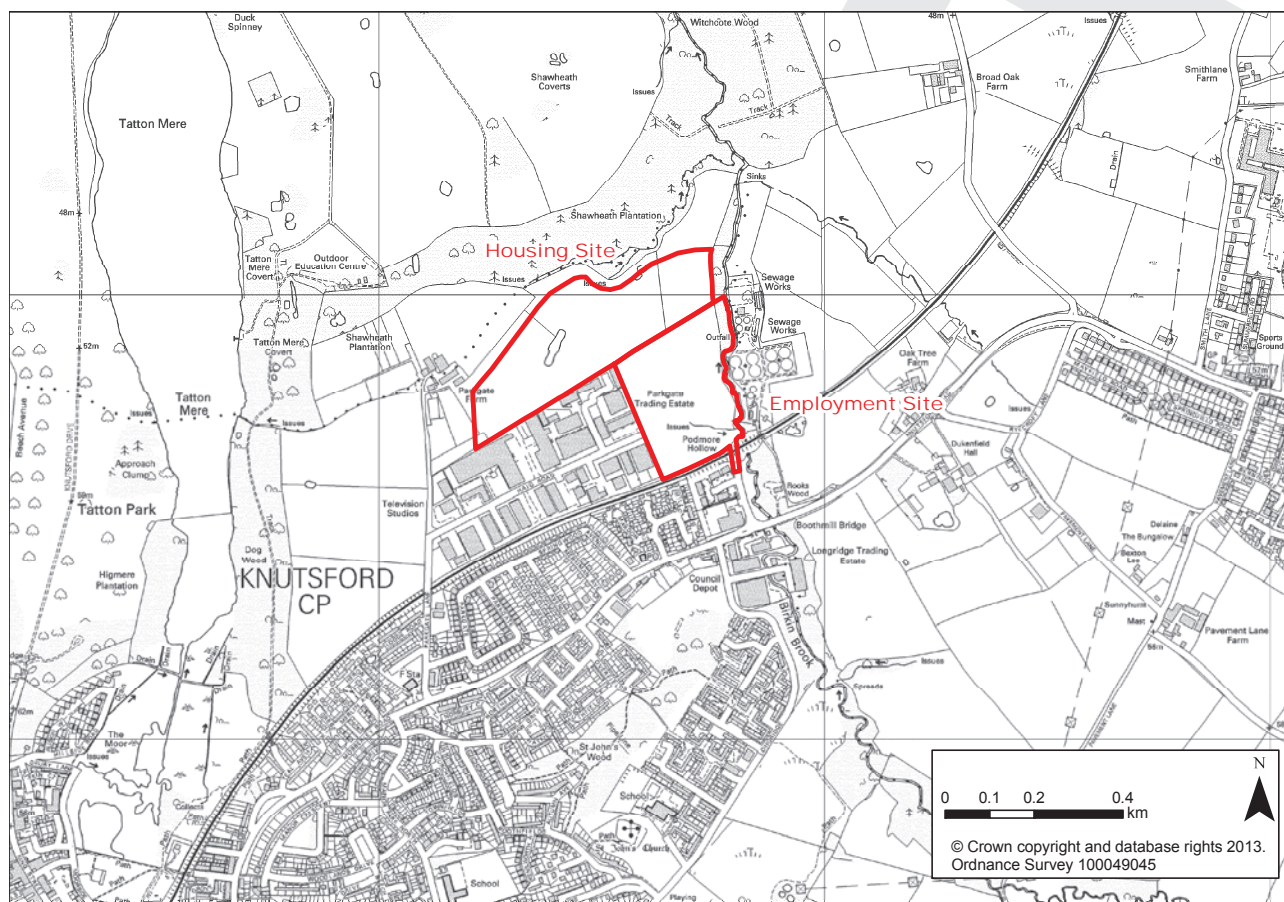


Figure 15.33 Parkgate Extension Site

Justification

15.279 The land at Parkgate forms a natural extension to an existing residential and employment area located adjacent to the settlement boundary north of Knutsford.

15.280 This site is allocated within the Macclesfield Borough Local Plan as employment land. In order to facilitate the sustainable expansion of the trading estate and contribute to economic growth, a mixed employment and housing scheme is proposed. By virtue of its location, it is considered that this site presents a rare opportunity, within this part of the Borough, for a sustainable development within the existing settlement boundary of a key Service Centre.

15.281 This site is well contained by existing landscape features (woodland to the north and a Brook to the south) and borders the Tatton Mere SSSI and the Rostherne, Tatton Park Landscape Designation. A Landscape and Visual assessment will therefore be essential to ensuring that new development is designed sensitively having regard to the surrounding landscape, character of the area and existing built form.

15.282 Green Infrastructure provision will be essential to ensure the new development is well integrated. New residential development should be situated to the north of the site to protect the amenities of residential properties with the existing and proposed employment uses. Comprehensive



woodland buffers should also be secured to the boundary of Tatton Park Estate to the north and west of the site and to the south adjacent to the existing and proposed employment land.

15.283 Existing mature trees and hedging will be expected to be maintained, where possible, or replaced with mitigation. The floodplain of the Birkin Brook must be safeguarded.

15.284 A cohesive approach must be taken when considering the layout of the site, good connectivity between existing and new developments and open space provision will be essential in ensuring a well designed sustainable site. Noise mitigation must be incorporated between the industrial site and the residential area in the form of a 50 meter standoff or acoustic bund/ fence.

15.285 New development will be also be expected to respect any existing ecological constraints on site and where necessary, provide appropriate mitigation.

15.286 Improved access and infrastructure is considered to be key to ensuring the site's sustainability and integration within the wider community. New access to the site off Parkgate Lane is likely to be required and preferably a new access to Mobberley Road, over or under the railway line. Section 106 contributions will be sought to improve additional pressure to road networks within Knutsford and social infrastructure to secure a sustainable form of development.

15.287 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).

Indicative Site Delivery

- 125 homes expected during the early part of the plan period (2015-2020)
- 75 homes expected during the middle part of the plan period (2020-2025)
- It is expected that employment land allocations in mixed use schemes will be phased in tandem with the housing allocations. Where appropriate, the phased release of employment land will be secured through S106 agreements/obligations.

Policy Context	
National Policy	NPPF (principally paragraphs): 19, 30, 50, 56, 64, 75, 85, 95, 100, 103, 109, 112, 117
Local Evidence	Strategic Housing Land Availability Assessment, Employment Land Review, Cheshire East Strategic Flood Risk Assessment, Draft Knutsford Town Strategy, Development Strategy, Pre-Submission Core Strategy
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 2: Creating conditions for business growth Priority 5: Ensuring a sustainable future

Table 15.27 Policy Context: Parkgate Extension Site



Middlewich

15.288 Middlewich has been identified as one of the Key Service Centres for Cheshire East, and as such the vitality and growth of this town contributes to the prosperity of the Borough as a whole. Figure 15.34 identifies a number of Local Plan Strategy Sites and Strategic Locations in and around Middlewich for growth in the future.

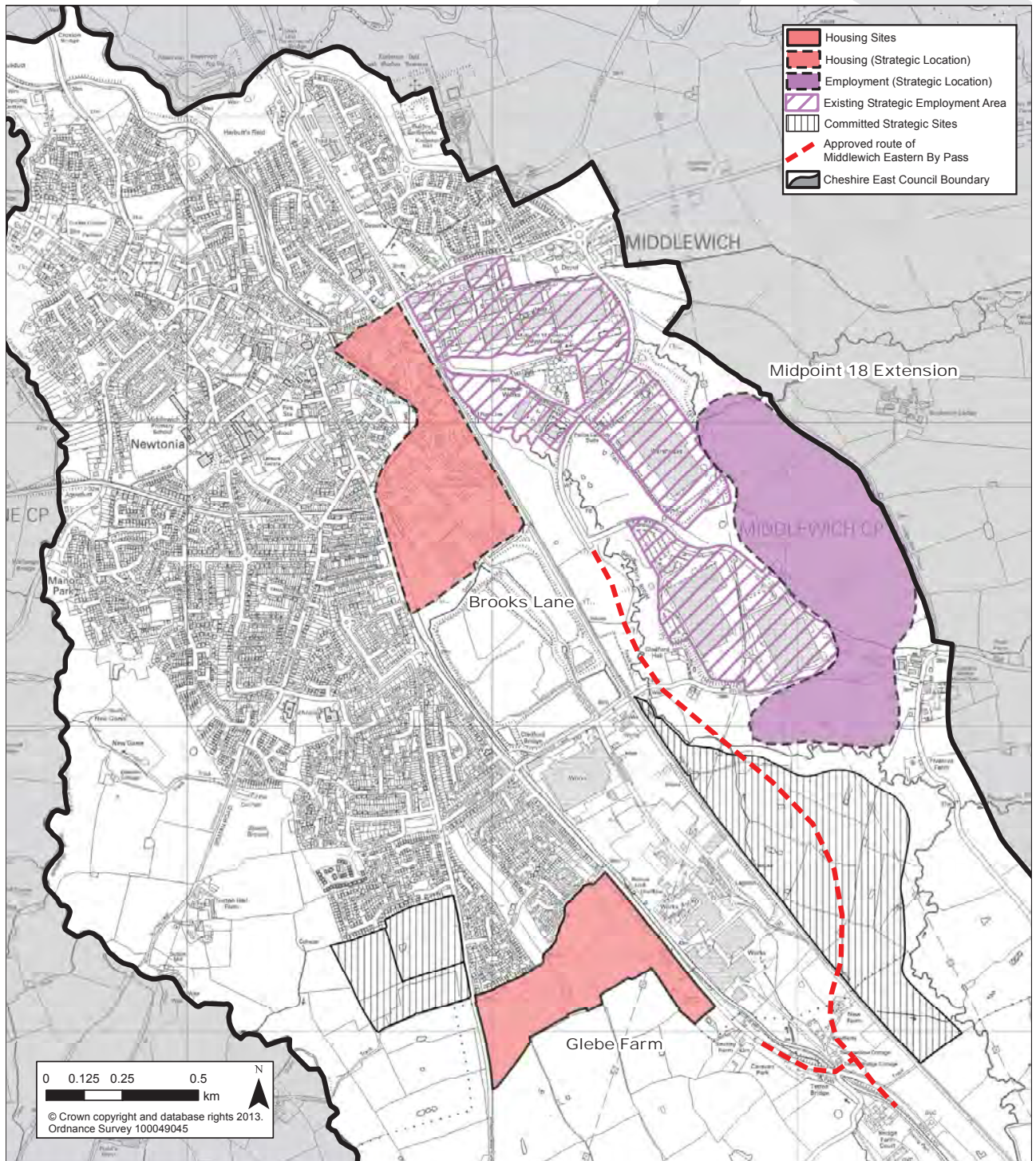


Figure 15.34 Middlewich Town Map

15.289 Further information about each of the identified Local Plan Strategy Sites and Strategic Locations can be found as follows:



Site CS 20: Glebe Farm, Middlewich

15.290 Glebe Farm is a large greenfield site to the south of Middlewich covering approximately 17 hectares. Surrounding uses include residential, employment and open countryside.

Site CS 20

Glebe Farm, Middlewich

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

1. The delivery of 450 new homes; and
2. Provision of pedestrian and cycle connections which enhance Green Infrastructure.

Site Specific Principles of Development

- a. Financial contributions to the delivery of a Middlewich Eastern Bypass.
- b. Relevant contributions towards highways and transport, education, health, open space and community facilities.
- c. The achievement of high quality urban and architectural design and the delivery of a high quality public realm.
- d. The provision of a network of open spaces for nature conservation and recreation which reinforce connections to adjacent green infrastructure.
- e. Contributions to education and health infrastructure.
- f. The site will deliver excellent connections to existing residential areas and facilities within Middlewich.
- g. A pre-determination desk based archaeological assessment will be required for the site.
- h. The Local Plan Strategy Site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- i. The development proposals adjoining the Trent and Mersey Canal Conservation Area and associated listed buildings must reflect the location and be of a high standard.

Justification

15.291 Glebe Farm presents an opportunity to deliver a high quality, sustainable residential development whilst supporting the delivery of key infrastructure through financial contributions to the Middlewich Eastern Link Road. The existing permission for 149 dwellings adjacent to the site at Warmingham Lane enhance the ability of the site to achieve this.

15.292 The site is located toward the existing urban edge of Middlewich with a strong relationship to the residential area to the north and contains a pond, trees and hedgerows within the site. To the east of the site on the other side of Booth Lane lies the Trent and Mersey Canal conservation area, which also includes the listed Rumps locks.

15.293 Existing green space adjacent to the north of the site offers an opportunity to fully integrate and maximise green infrastructure within the new residential area whilst enhancing the urban environment of the existing residential development to the north. Given the site's location at the south western edge of the existing settlement, the provision of new infrastructure and facilities will ensure future development is sustainable whilst the provision of strong pedestrian and cycle links to existing residential and employment areas will support facilities elsewhere in the town.

15.294 The site strongly contributes to the achievement of the Local Plan Strategy Vision and Objectives by enhancing environmental quality, promoting conditions for the creation of sustainable



communities and delivering the housing that Middlewich requires to sustain the overall vitality of the town.

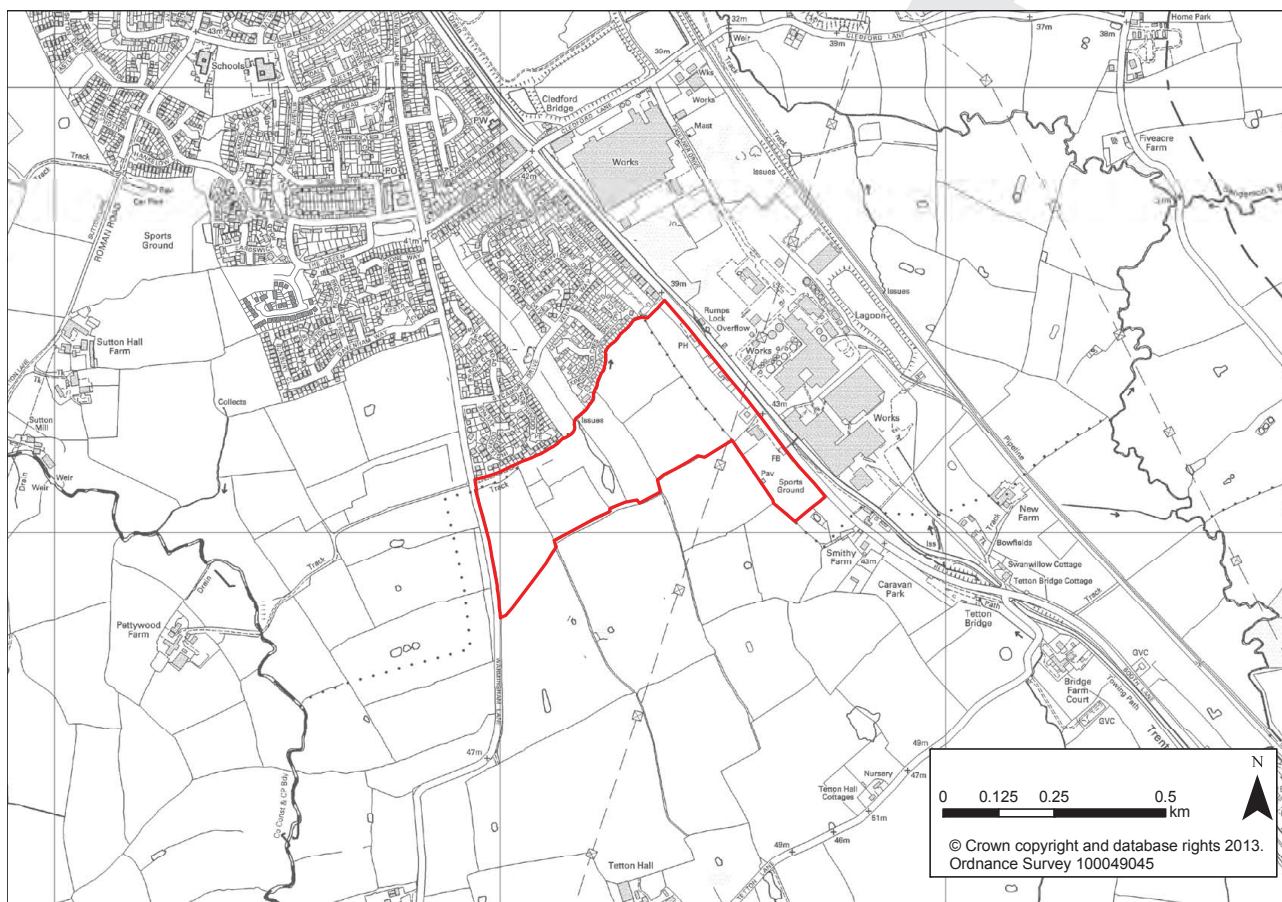


Figure 15.35 Glebe Farm Site

Indicative Site Delivery

- 155 new homes expected during the early part of the plan period (2015-2020)
- 250 new homes expected during the middle part of the plan period (2020-2025)
- 45 new homes expected during the middle part of the plan period (2020-2025)

Policy Context	
National Policy	NPPF (principally paragraphs): 35, 50, 56, 69, 109, 112, 117, 126
Local Evidence	Strategic Housing Land Availability Assessment, Middlewich Town Strategy, Development Strategy, Pre-Submission Core Strategy
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 3: Unlock the potential of out towns Priority 5: Ensure a Sustainable Future

Table 15.28 Policy Context: Glebe Farm Site



Strategic Location SL 9: Brooks Lane, Middlewich

15.295 Brooks Lane comprises around 23 hectares of land currently occupied by employment premises and unused / under used areas around 0.5km to the south of Middlewich town centre.

15.296 The site is well related to the existing urban area of Middlewich with excellent access to services and facilities in the town centre and includes the Trent and Mersey canal and associated conservation area within its boundary.

Strategic Location SL 9

Brooks Lane, Middlewich

The development at Brooks Lane over the Local Plan Strategy period will be achieved through:

1. The delivery of 400 homes;
2. The delivery of leisure and community facilities to the north of the site;
3. The provision of appropriate retail to meet local needs;
4. The incorporation of Green Infrastructure, including:
 - i. Green Corridor; and
 - ii. Open space including an equipped children's play space.
5. The improvement of existing and provision of new pedestrian and cycle links to connect development to existing employment, residential areas, shops, schools, health facilities, recreation and leisure opportunities and the town centre; and
6. The potential provision of a Marina at the Trent and Mersey Canal.

Site Specific Principles of Development

- a. Development should incorporate pedestrian and cycle links set within Green Infrastructure, which connects and enhances links to existing employment, residential areas, shops, schools, health facilities, recreation and leisure opportunities and the town centre.
- b. The site will deliver enhancements to the Trent and Mersey canal corridor. The development proposals adjoining the Trent and Mersey Canal Conservation Area and associated listed buildings must reflect the location and be of a high standard.
- c. On site provision of a network of open spaces for nature conservation and recreation.
- d. Contributions towards public transport and highways improvements, including improvements to the A54 through Middlewich.
- e. Contributions towards education and health infrastructure.
- f. Consideration of Cledford Lane Lime Beds Grade B Site of Biological Importance that is located to the south of the site.
- g. The site includes part of an Area of Archaeological Potential and a Scheduled Monument. A pre-determination desk based archaeological assessment and evaluation will be required for the site.
- h. The Strategic Location will provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).

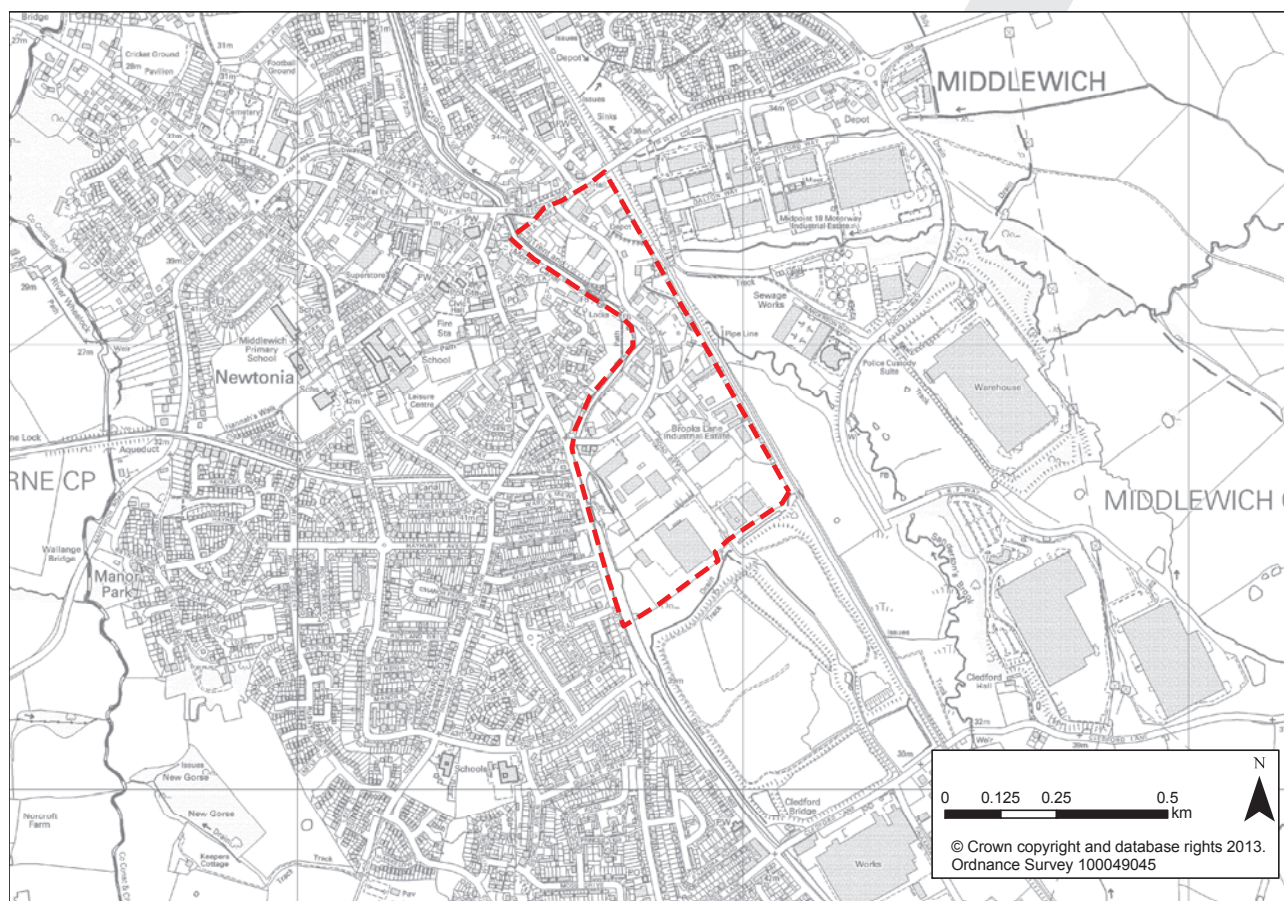


Figure 15.36 Brooks Lane Strategic Location

Justification

15.297 The 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 British Salt settling lagoons to the south. There is potential to expand the site into the salt lagoons in the future.

15.298 The development of this site will be expected to enhance the Conservation Area and its setting, regenerate the part of the site close to the canal and bring significant benefits to the visitor economy. Delivery of a mixed residential development in this location will ensure the provision of new and enhanced green infrastructure, open spaces and pedestrian and cycle links through the site, opening access to important heritage assets within the site for existing residents of the town and new residents of the site. The provision of infrastructure which maximises proximity to existing services and facilities will ensure the site is sustainable in the long term whilst supporting the future vitality of such services within Middlewich. This may include identification of a new railway station for Middlewich. The British Salt Lagoons located to directly to the south of the site offer an opportunity to explore the potential of enlarging the site in future and making best use of brownfield land here.

15.299 The site relates well to the achievement of the Local Plan Strategy Vision and Objectives by enhancing environmental quality, promoting conditions for business growth through regeneration and creating sustainable communities, whilst delivering significant regeneration benefits.

Indicative Site Delivery

- 150 homes expected during the middle part of the plan period (2020-2025)
- 250 homes expected towards the end of the plan period (2025-2030)



Policy Context	
National Policy	NPPF (principally paragraphs): 20, 35, 50, 56, 69, 109, 110, 117, 126
Local Evidence	Strategic Housing Land Availability Assessment, Employment Land Review; Middlewich Town Strategy, Development Strategy, Pre-Submission Core Strategy
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture strong communities Priority 3: Unlock the potential of our towns Priority 5: Ensure a sustainable future

Table 15.29 Policy Context: Brooks Lane Strategic Location



Strategic Location SL 10: Midpoint 18 Extension, Middlewich

15.300 This site is located to the east of Middlewich and two miles west of Junction 18 of the M6, at the edge of Middlewich.

Strategic Location SL 10

Midpoint 18 Extension, Middlewich

The development at Midpoint 18 over the Local Plan Strategy period will be achieved through:

1. Phased delivery of up to 70 hectares employment land, following the development of the committed sites: Midpoint 18 (Phases 1 to 3), with provision expected to continue beyond the plan period; and
2. Provision of and where appropriate, contributions to the completion of the Middlewich Eastern Bypass.

Site Specific Principles of Development

- a. Maximising connectivity to new and existing areas of Middlewich.
- b. Contributions towards public transport and highways improvements.
- c. Contributions to education and health infrastructure.
- d. Provision of floorspace to accommodate B1, B2 and B8 uses.
- e. Future development should safeguard the river Croco and other watercourses and deliver significant ecological mitigation areas for protected and priority species and habitats on site.
- f. A pre-determination desk based archaeological assessment will be required, with targeted evaluation as appropriate.

Justification

15.301 The future prosperity of Middlewich will rely in large part on its proximity to the M6 corridor and its ability to maximise opportunities presented by this to provide new and more skilled jobs across a range of employment types. Strong access to the motorway network gives this site the potential to serve Cheshire, Merseyside, Greater Manchester and the Potteries within a one hour drive time.

15.302 The site does not offer a strong relationship to the existing urban area of Middlewich but will adjoin the existing strategic employment site at Mid-Point18, at the eastern edge of the town. Provision of well planned cycle, pedestrian and road links within and through the site will enhance the sustainability of the site and its connections to the main urban area and population within Middlewich. Provision of new public transport services to this location will further enhance the sustainability of the site.

15.303 The site delivers a significant contribution to the Local Plan Strategy Objectives and Vision by promoting economic prosperity, contributing toward the creation of sustainable communities and through the provision of associated infrastructure can contribute to reducing the need to travel for employees located within Middlewich.

15.304 Delivery of the site is expected to come forward throughout and beyond the Plan period with the site capable of providing or making significant contributions to the delivery of the Middlewich Eastern Bypass, a key piece of infrastructure vital to the future prosperity of Middlewich, Cheshire East and the wider region.

15.305 The site is strategically important by virtue of its ability to deliver significant employment growth, maximise access to existing transport networks, provide contributions and/or the delivery of a new bypass and enhance the vitality of Middlewich through integrated connections to the town centre and residential areas.

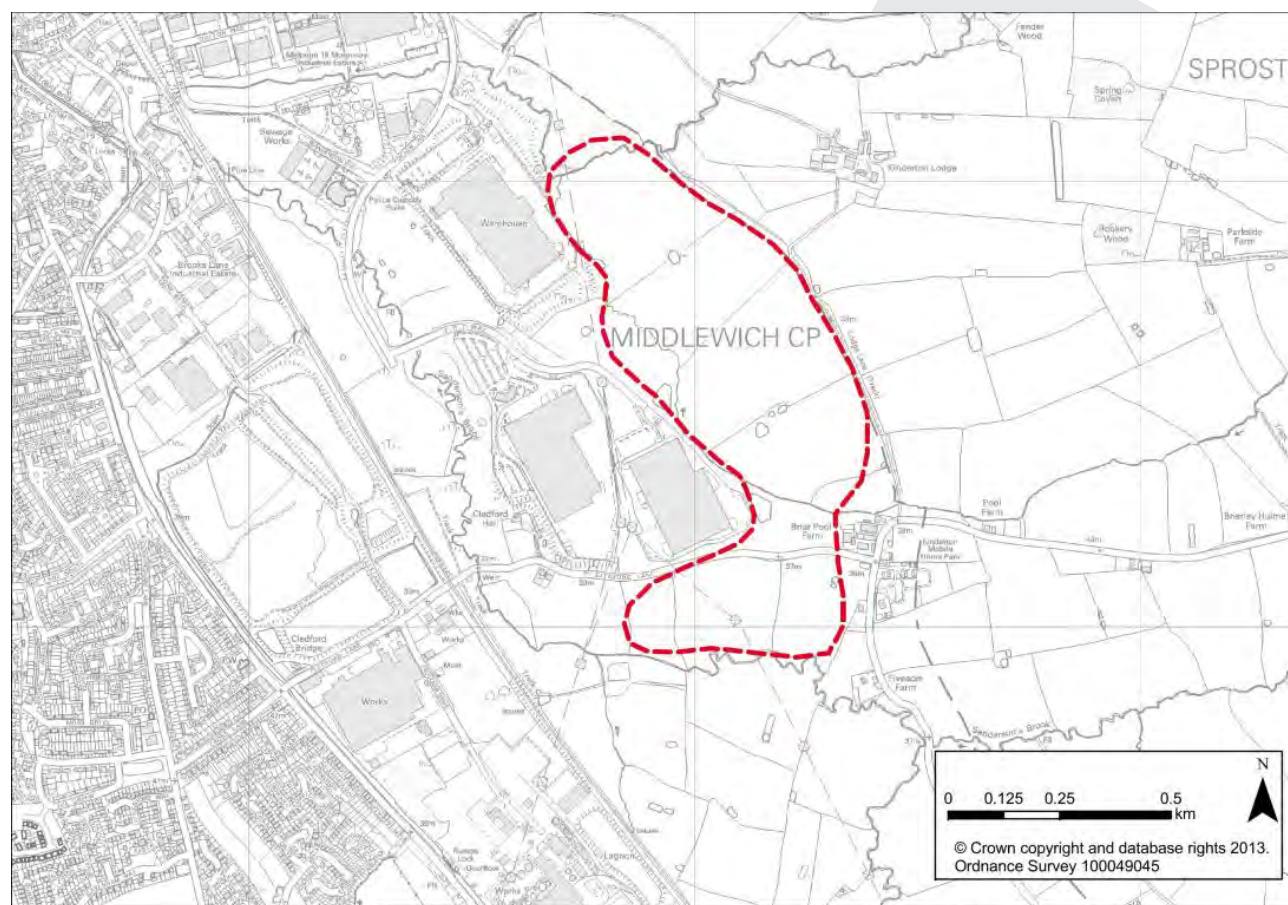


Figure 15.37 Midpoint 18 Extension Strategic Location

Indicative Site Delivery

- On-going throughout and beyond the plan period

Policy Context	
National Policy	NPPF (principally paragraphs): 20, 35, 50, 56, 69, 100, 109, 112
Local Evidence	Employment Land Review; Middlewich Town Strategy, Cheshire East Strategic Flood Risk Assessment, Development Strategy, Pre-Submission Core Strategy
Strategic Priorities	Priority 2: To create sustainable communities Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture strong communities Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.30 Policy Context: Midpoint 18 Extension Strategic Location



Nantwich

15.306 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. Figure 15.38 identifies a number of Local Plan Strategy Sites in and around Nantwich for growth in the future.

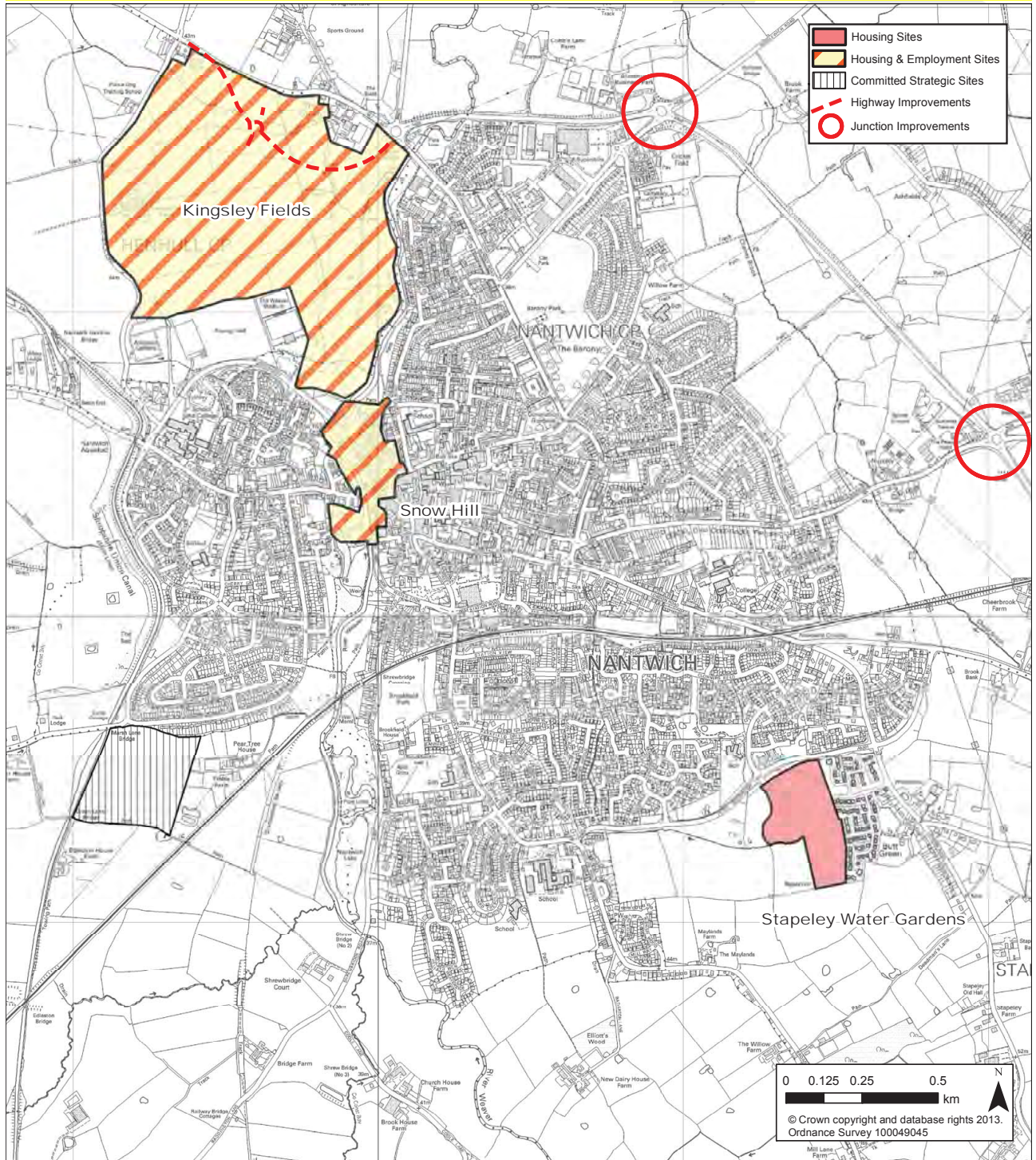


Figure 15.38 Nantwich Town Map

15.307 Further information about each of the identified Local Plan Strategy Sites is as follows:



Site CS 21: Kingsley Fields, Nantwich

15.308 Kingsley Fields is located to the north west of Nantwich. The site offers the opportunity for a high quality residential scheme and ancillary employment uses which integrates with the town centre to the south, as well as providing green spaces linking green infrastructure and safe and secure pedestrian/cycle routes to the northern edge of Nantwich and gives the opportunity to extend the Nantwich Riverside Park.

15.309 The site is bounded by the A51 to the north, the River Weaver to the east, playing fields and Nantwich Town Football Club stadium (Weaver Stadium) to the south and Welshman's Lane to the west. The site is predominantly greenfield and covers an area of around 58 hectares.

Site CS 21

Kingsley Fields, Nantwich

The development of Kingsley Fields over the Local Plan Strategy period will be achieved through:

1. The delivery of up to 1,100 new homes (with varying actual densities around the site);
2. A new mixed-use local centre for local needs including:
 - i. Convenience retail unit of not more than 400 square metres;
 - ii. A further 3 retail units of not more than 100 square metres each and not more than 300 square metres in total;
 - iii. B1 Office uses;
 - iv. Public House; and
 - v. Community hall;
3. A financial contribution towards providing educational facilities;
4. The delivery of a new highway link to Waterlode and the re-alignment of the A51 through the site;
5. The delivery of up to 2 hectares of B1 uses (Business);
6. 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 cycle ways;
 - ii. Allotments;
 - iii. Open space provision, including sports pitches; Multi-Use Games Area; children's equipped play space; outdoor gym and facilities for teenagers;

Site Specific Principles of Development

- a. Incorporation of existing mature trees and hedgerows in potential development.
- b. 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).



- c. The provision of contributions towards the highway improvements, including at Burford Cross Roads, the realignment of the A51 and link between A51 and Waterlode and contribution to improvements to Alvaston Roundabout.
- d. The provision of contributions towards public transport improvements.
- e. The provision of contributions to health infrastructure.
- f. A desk based archaeological assessment, with further work and mitigation being carried out as required as the overall archaeological potential of the site is considered to be high.
- g. An appropriate design that seeks to minimise and mitigate any adverse impact on the English Heritage Registered Battlefield, lying on adjacent land and upon Reaseheath Conservation Area.
- h. The creation of green spaces linking green infrastructure and safe and secure pedestrian and cycle routes should be integrated into any development proposals.
- i. Retention of the floodplain of the River Weaver; a large area of the site lies within the floodplain of the River Weaver which needs to be protected from development.
- j. The extension of the Nantwich Riverside Park and the creation of a Riverside Walk, from the southern edge of the site, to Beam Bridge, to link with the countryside beyond.
- k. The preservation of views towards local landmarks e.g. St Mary's Church Tower and Acton Church Tower.
- l. The development should provide compensatory habitat for great crested newts and other protected and priority species and habitats on the site.
- m. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).

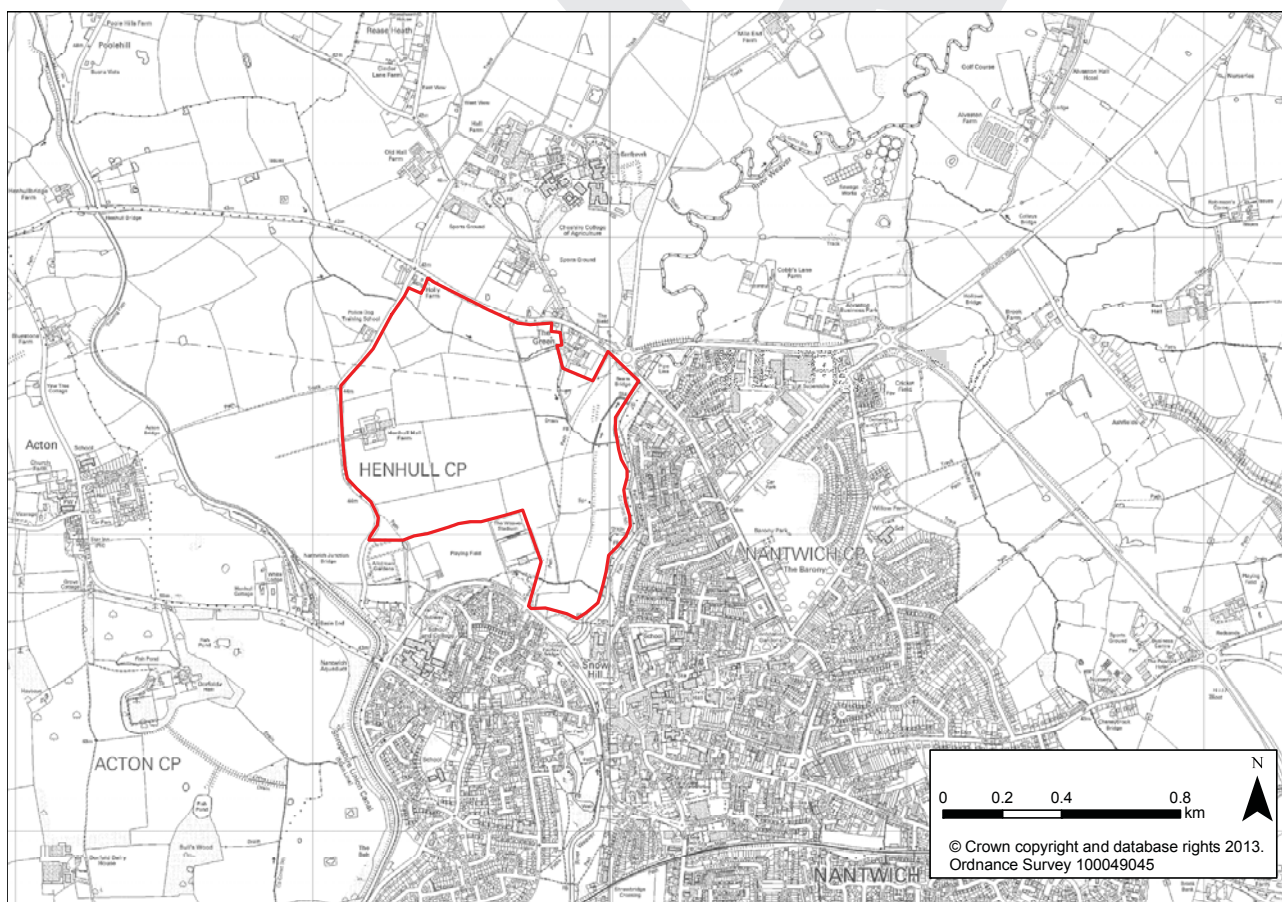


Figure 15.39 Kingsley Fields Site



Justification

15.310 The provision of new Green Infrastructure and the improvement of existing Green Infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents and those working within the town, as well as enhancing the environment of the town.

15.311 Nantwich Riverside lies adjacent to the eastern boundary of the site and is a key green / blue infrastructure asset to the town. Appropriate landscaping and open space will be provided and this will be integrated with development proposals throughout the site.

15.312 The site will provide an extension to the Nantwich Riverside Park which is an important recreational asset to the town. The site includes an area of floodplain which will be incorporated within the Nantwich Riverside Park. The Cheshire East Greenspace Strategy includes further reference to the Nantwich Riverside Park.

15.313 The Connect 2 Greenway route will also be linked to this site, providing a sustainable link to other parts of Nantwich and to Crewe.

15.314 Immediately to the west of the site lies the site of the Nantwich Civil War battlefield, included on English Heritage's Register of Battlefields. The northern part of the allocated site includes part of Reaseheath Conservation Area. These heritage assets will be protected and enhanced through an appropriate landscaping, design and heritage assessment. The part of the allocated site within Reaseheath Conservation Area is not significantly affected by the current application. Any development proposals within the Conservation Area must be of a very high standard, reflecting their location.

15.315 The site has high archaeological potential which will be explored further, through assessment and mitigation work, as required.

15.316 The site will enhance accessibility to key facilities; the town centre and the Connect 2 Greenway for pedestrians and cyclists.

15.317 The delivery of a new highway link to Waterlode and the re-alignment of the A51 will seek to improve the surrounding highway network and lessen the amount of traffic within the Reaseheath Conservation Area.

15.318 This site is currently subject to a planning application (ref 13/2471N)

Indicative Site Delivery

- 240 homes expected during the early part of the plan period (2015-2020) alongside employment and retail uses
- 500 homes expected during the middle part of the plan period (2020-2025) alongside employment and retail uses
- 360 homes expected towards the end of the plan period (2025-2030)
- It is expected that employment land allocations in mixed use schemes will be phased in tandem with the housing allocations. Where appropriate, the phased release of employment land will be secured through S106 agreements/obligations.



Policy Context	
National Policy	NPPF (principally paragraphs): 20, 21, 30, 31, 34, 35, 38, 41, 47, 50, 52, 56, 59, 69, 70, 100, 109, 112, 117, 126
Local Evidence	Strategic Housing Land Availability Assessment, Employment Land Review, draft Nantwich Town Strategy, Development Strategy, Cheshire East Greenspace Strategy, Cheshire East Strategic Flood Risk Assessment, Pre-Submission Core Strategy
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 2: Create Conditions for Business Growth Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.31 Policy Context: Kingsley Fields Site



Site CS 22: Stapeley Water Gardens, Nantwich

15.319 Stapeley Water Gardens comprising the former Water Gardens site and Angling Centre presents the opportunity for appropriate redevelopment with a high quality residential scheme which integrates with existing facilities and communities providing a visual link to open countryside located to the south of the site.

15.320 The site is bounded to the east by London Road (A51), to the north by Peter Destapleigh Way (A5301) and adjacent residential development. Open countryside is located to the south.

Site CS 22

Stapeley Water Gardens, Nantwich

The development of Stapeley Water Gardens over the Local Plan Strategy period will be achieved through:

1. The delivery of 150 new homes (at approximately 30 dwellings per hectare);
2. The incorporation of Green Infrastructure, including:
 - i. Newt mitigation areas;
 - ii. Open space provision, including children's equipped play space; Multi Use Games Area and
 - iii. Allotments

Site Specific Principles of Development

- a. An appropriate landscape buffer including woodland planting and landscaping.
- b. Improvements to existing and the provision of new pedestrian and cycle links to existing residential areas, employment areas, shops, schools and health facilities, such links to include Green Infrastructure.
- c. Provision of appropriate contributions towards improvements to the A51 corridor.
- d. Development must ensure that it does not have a negative impact on established and proposed Newt Mitigation Areas.
- e. Contributions to education and health care infrastructure.
- f. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes)

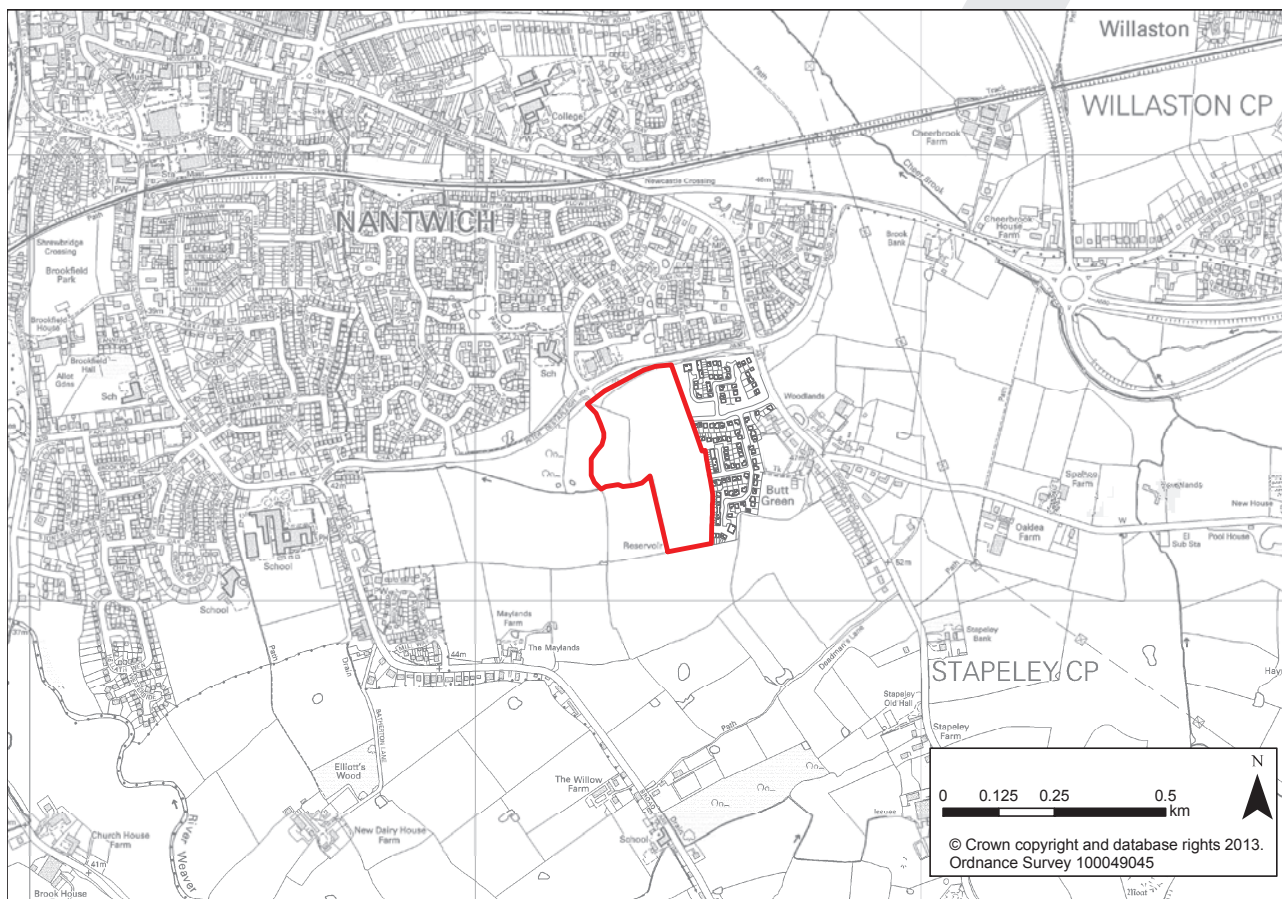


Figure 15.40 Stapeley Water Gardens Site

Justification

15.321 This site is located approximately 1.5 km south east of Nantwich town centre. The site was previously utilised for the operation of the Stapeley Water Gardens and the Angling Centre, both of which have now vacated the site.

15.322 The Council will continue to support the retention of woodland planting and landscaping, in particular to the west of the site.

15.323 The provision of Green Infrastructure and open space should reduce any potential impacts on European Designated sites.

15.324 There are Great Crested Newts on the site and adjacent land; it is essential that a significant area of compensatory habitat is provided and that development on this site does not have an adverse impact on existing or proposed habitat, on adjacent land.

15.325 The adjacent site has planning permission for residential use and is considered a committed site. It is important that the two sites link together through the provision of pedestrian, cycle and Green Infrastructure links.

15.326 The provision of new Green Infrastructure and the improvement of existing Green Infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents and those working within the town, as well as enhancing the environment of the town. Appropriate landscaping and open space will be provided and integrated with adjacent development.

15.327 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application

process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).

Indicative Site Delivery

- 150 homes expected during the early part of the plan period (2015-2020)

Policy Context	
National Policy	NPPF (principally paragraphs): 22, 30, 32, 47, 50, 56, 64, 73, 75, 95, 100, 103, 109, 112, 117
Local Evidence	Strategic Housing Land Availability Assessment, draft Nantwich Town Strategy, Development Strategy, Cheshire East Greenspace Strategy, Pre-Submission Core Strategy
Strategic Priorities	Priority 2: To Create Sustainable Communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.32 Policy Context: Stapeley Water Gardens Site





Site CS 23: Snow Hill, Nantwich

15.328 Snow Hill comprising of municipal car parks, town centre retail, public leisure facilities and open space presents the opportunity for a high quality development in a sustainable location. The site is suitable for a range of uses including retail and leisure development. Snow Hill will create a mixed use quarter which complements the vibrancy and character of Nantwich Town Centre by linking the River Weaver into the heart of the historic market town. Snow Hill will be a distinctive and sustainable place that contributes to the rich tapestry of buildings, streets and spaces in Nantwich and provides an attractive destination to raise the profile of the historic town of Nantwich within the region.

15.329 Snow Hill occupies 8.5 hectares, located to the western edge of Nantwich Town Centre and acts as a key gateway into the town. The site is adjacent to town centre facilities and has good pedestrian linkages.

15.330 A main arterial route for the town (Waterlode B5341) cuts north-south through the site with the River Weaver bisecting the site in the same direction also linking into the Nantwich Riverside Loop and the Weaver Valley.

Site CS 23

Snow Hill, Nantwich

The development of Snow Hill over the Local Plan Strategy period will be achieved through:

1. The comprehensive mixed use regeneration of this important site to strengthen and enhance the existing town centre and take advantage of its location next to the River Weaver. The site is suitable for a number of uses including:
 - i. Retail, including opportunities for small, independent retailers;
 - ii. Leisure and sports facilities;
 - iii. Offices;
 - iv. Hotel including a conference venue;
 - v. Parking;
 - vi. Housing and
 - vii. Bars and cafés

Site Specific Principles of Development

- a. A design framework which ensures 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 to facilitate a radical improvement to the environmental quality of Swinemarket.
- b. Retail provision to include small units, to ensure opportunities are given to independent retailers as well as adding to and complementing the existing retailing and leisure offer of the town.
- c. 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.
- d. Maintain, as far as possible, car parking levels in the town centre.



- e. Sensitively expand the area to the west of the river to support the mix of uses along Welsh Row.
- f. Incorporation and retention of the swimming baths within the overall design for the site.
- g. 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 to improve levels of access to the River Weaver and its banks;
 - ii. Open space provision;
- h. Create a series of interconnected, attractive streets and spaces.
- i. 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.
- j. This area is within an Area of Archaeological Potential and an Area of Special Archaeological Potential which included nationally-important waterlogged archaeological deposits. A desk based archaeological assessment and a pre-determination evaluation will be required, with further work and mitigation being carried out as appropriate to preserve the archaeological value of Snow Hill.
- k. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, Green Infrastructure, open space and community facilities.
- l. Improvement to Waterlode / Welsh Row Junction.
- m. Deliver a distinctive destination for local people to be proud of and visitors to enjoy.
- n. Proposals should consider impacts of development on the Listed 'Nantwich Bridge' and its setting.
- o. Proposals should include an assessment of the contribution the area makes to the setting of the adjacent Conservation Area, including views of the Conservation Area.
- p. Investigate the potential of contamination on the site on the former gasworks area.
- q. New development will be expected to respect any flooding constraints on the site and where necessary provide appropriate mitigation.
- r. Retention of the floodplain of the River Weaver; a large area of the site lies within the floodplain of the River Weaver which needs to be protected from development.

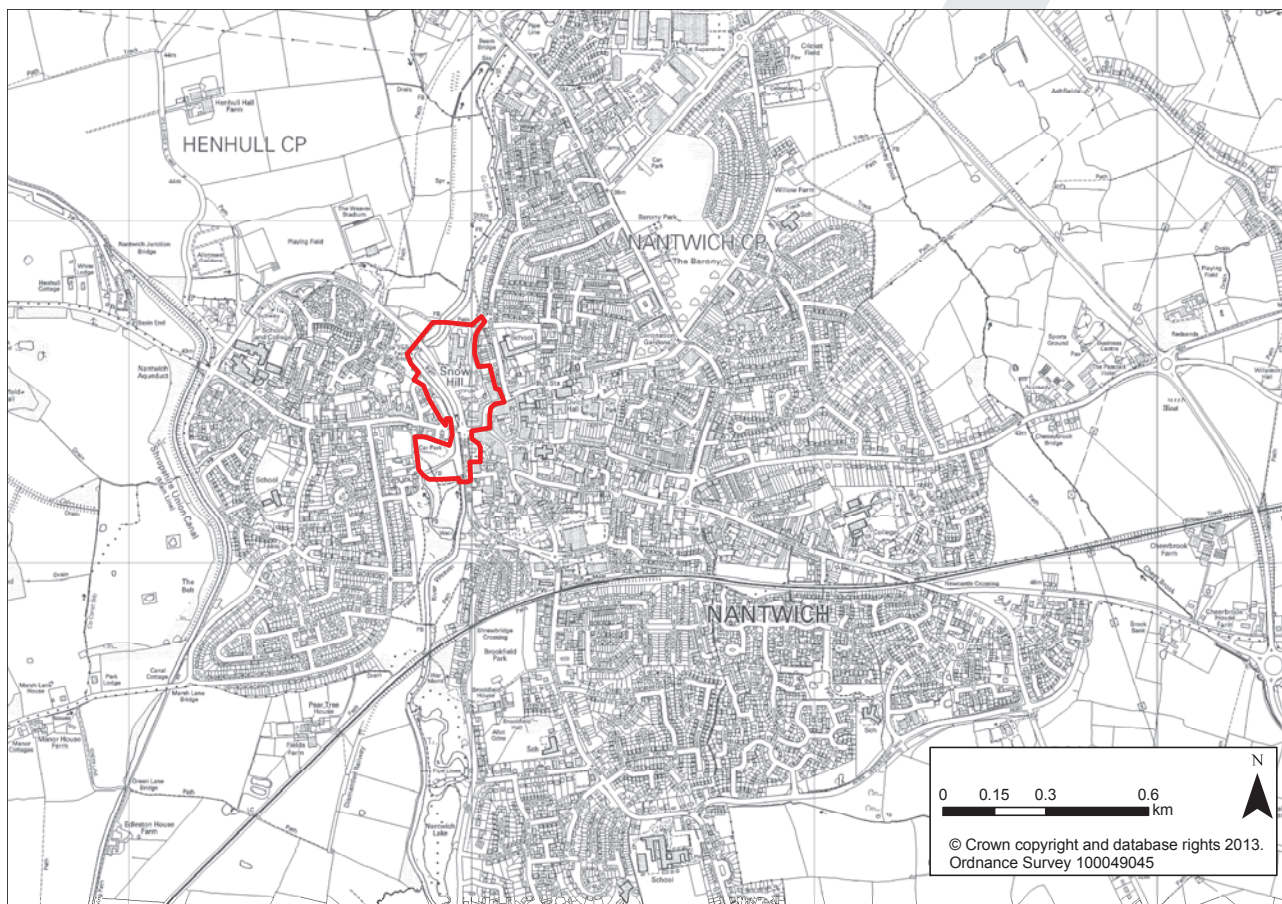


Figure 15.41 Snow Hill Site

Justification

15.331 The River Weaver is a key site in Cheshire for both water vole and otter. It is important therefore that the river corridor is enhanced and safeguarded as part of any development.

15.332 The provision of new Green Infrastructure and the improvement of existing Green Infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents and those working within the town, as well as enhancing the environment of the town. Nantwich Riverside runs through the site and is a key green / blue infrastructure asset to the town. An extension to the Nantwich Riverside Walk, on both sides of the River Weaver, will be provided as part of this development.

15.333 The site includes an area of archaeological potential; Listed Buildings and lies within and adjacent to the Nantwich Conservation Area. These heritage assets will be protected and enhanced through appropriate design, heritage assessment and landscaping. The southern extent of the site lies within the Nantwich Conservation Area, an area of archaeological potential as well as having several Listed Buildings (including Nantwich Bridge that crosses over the river) within and around the periphery of the site.

15.334 The Nantwich Swimming baths is an important asset to the town and includes an outdoor brine swimming pool. It is important therefore that this is retained and incorporated within the development scheme for the site.



15.335 Part of the site is located within an area of flood risk / flood plain of the River Weaver and as such will need to be protected from development and included as part of the extended Riverside Park.

15.336 Part of this site is in an area of former gasworks and therefore has potential contamination issues which should be considered in any future application.

Indicative Site Delivery

- Expected to be delivered during the middle and latter parts of the Plan period (2020-2030)

Policy Context	
National Policy	NPPF (principally paragraphs): 23, 35, 37, 40, 50, 56, 58, 59, 69, 70, 75, 100, 109, 110, 120, 126, 128, 129, 137
Local Evidence	Employment Land Review, Strategic Housing Land Availability Assessment, draft Nantwich Town Strategy, Development Strategy, Cheshire East Greenspace Strategy, Cheshire East Strategic Flood Risk Assessment, Pre-Submission Core Strategy
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To Create Sustainable Communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 2: Create Conditions for Business Growth Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.33 Policy Context: Snow Hill Site



Poynton

15.337 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 including the provision of Safeguarded Land.

15.338 Figure 15.42 highlights a Corridor of Interest for the Poynton Relief Road. An initial evaluation of route options within the Corridor of Interest is currently taking place. This will then be subject to appropriate regulatory and environmental assessment which will include the identification of a preferred option for the road. This detail will then be reflected in the Site Allocations and Development Policies Document.

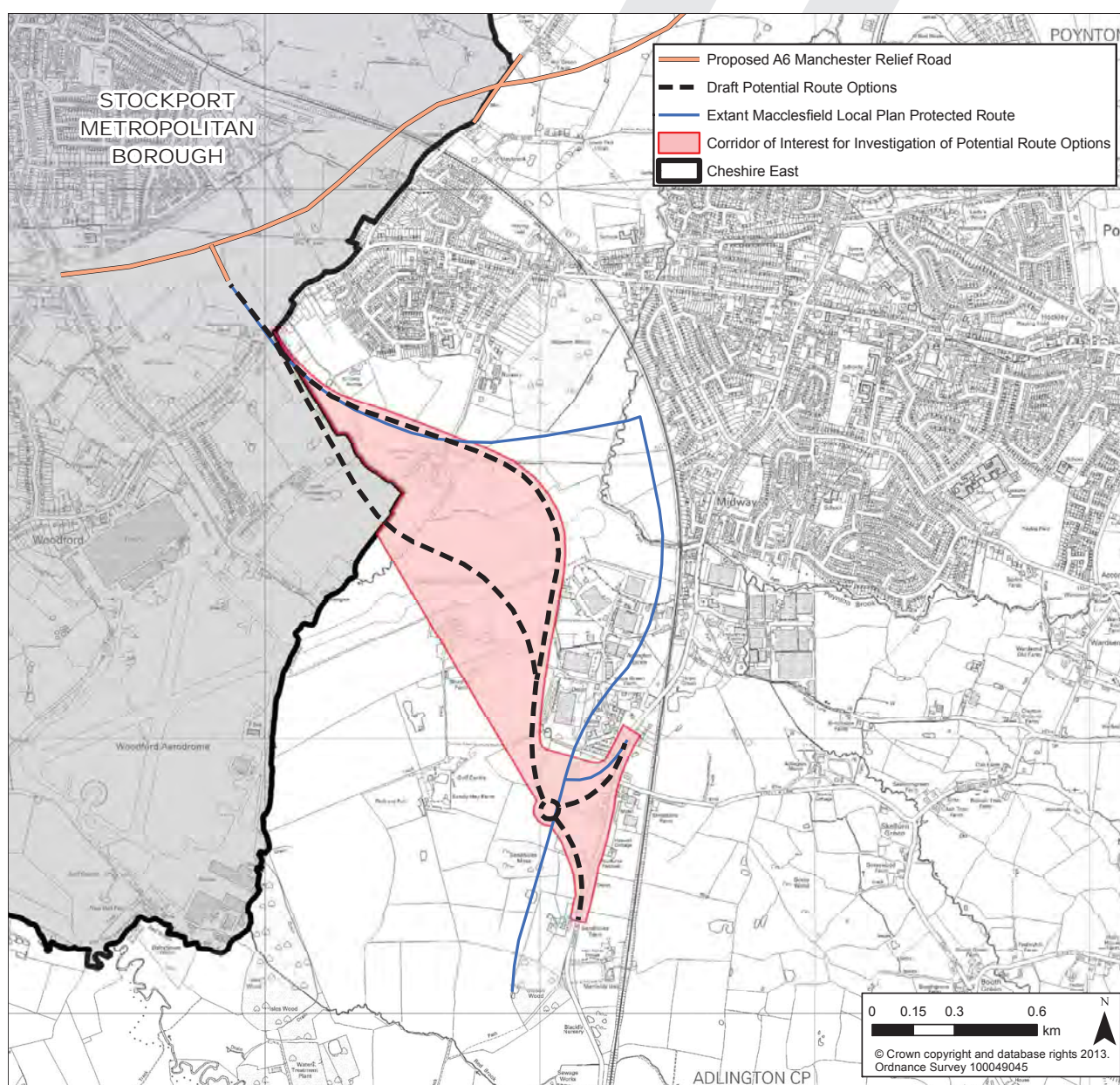


Figure 15.42 Poynton Town Plan

15.339 The extant protected Poynton Bypass Protected Route as currently reflected in the Macclesfield Local Plan is also shown in figure 15.42. The maintenance of the existing route is one



of the routes being considered in terms of the initial route option evaluation within the Corridor of interest.

15.340 In addition, it will be necessary to identify areas of safeguarded land that may be required to meet development needs post 2030 in Poynton. Further information on these areas is in the 'Safeguarded Land' section at the end of the Local Plan Strategy Sites and Strategic Locations chapter.



Sandbach

15.341 Sandbach has been identified as one of the Key Service Centres for Cheshire East, and as such the vitality and growth of this town contributes to the prosperity of the Borough as a whole. Figure 15.43 (below) identifies a Local Plan Strategy Site in Sandbach for growth in the future.

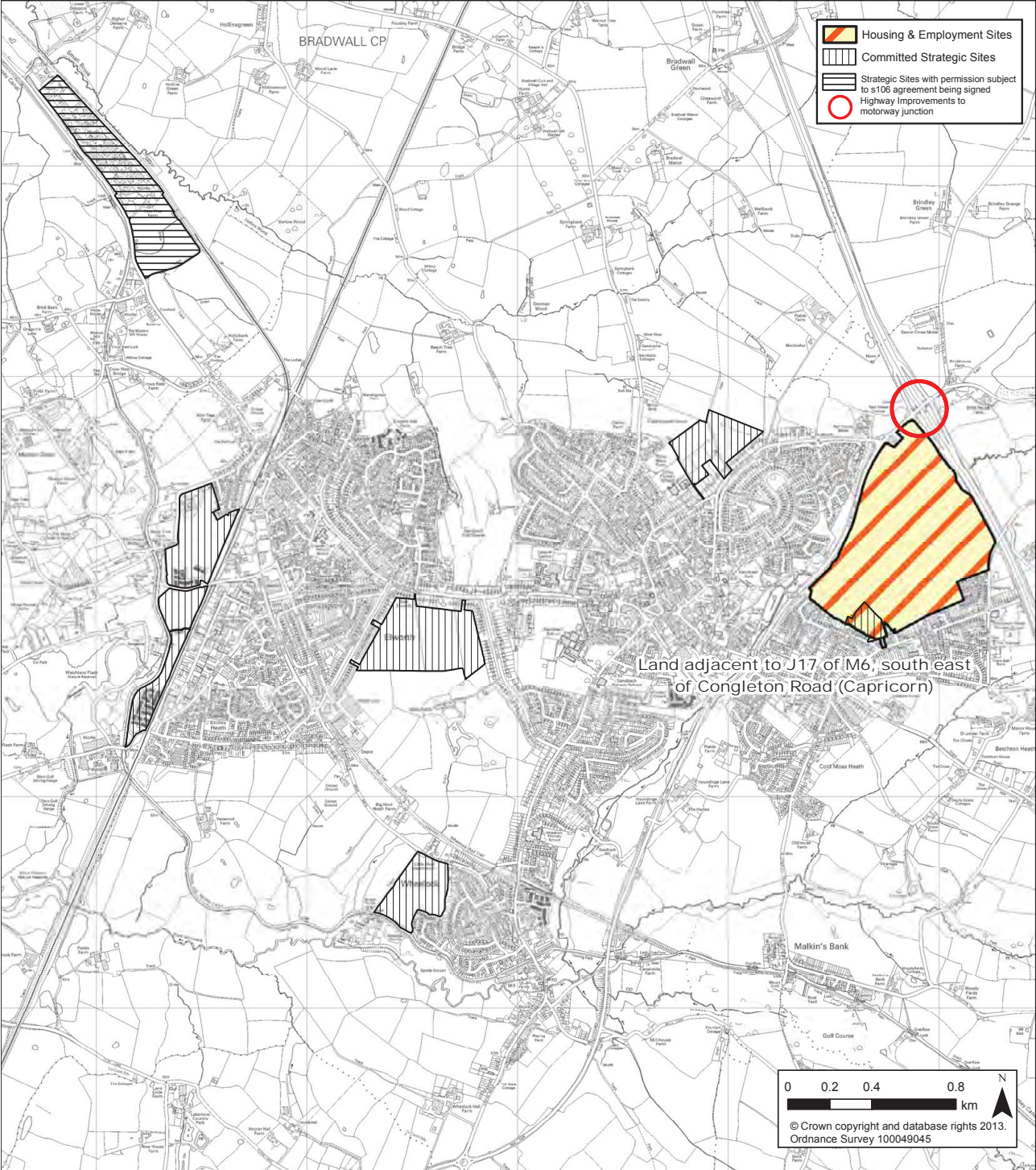


Figure 15.43 Sandbach Town Map

15.342 Further information about the identified Local Plan Strategy site is as follows:



Site CS 24: Land adjacent to J17 of M6, south east of Congleton Road, Sandbach

15.343 Land adjacent to Junction 17 of M6, south east of Congleton Road comprising land south of Old Mill Road presents the opportunity to deliver a mixed used development site with the main emphasis on providing an employment site, and with a small level of residential development which will help to enable improvements to access and infrastructure of the site. This scheme which supports a new local centre whilst protecting existing conservation interests in the vicinity.

15.344 The site is greenfield and is currently in agricultural use with a watercourse bisecting the site north to south. Surrounding uses include agricultural land, residential development and the M6 motorway.

Site CS 24

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

The development of land adjacent to Junction 17 of the M6, south east of Congleton Road over the Local Plan Strategy period will be achieved through:

1. The delivery of up to 20 hectares of employment land to the north of the site;
2. The delivery of up to 200 new homes to the south of the site;
3. The provision of appropriate retail for local needs;
4. The provision of appropriate leisure uses, potentially including a hotel, public house or restaurant;
5. The 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. The protection and enhancement of the wildlife corridor and Local Wildlife sites; and
 - iii. Open space including a Multi Use Games Area and an equipped children's play space.

Site Specific Principles of Development

- a. Contributions to the improvement of junctions at A534 Old Mill Road corridor and J17 of the M6.
- b. The site will avoid development within the functional floodplain, wildlife corridor and Site of Biological Importance / Local Wildlife Site and these features will be retained within appropriate undeveloped buffer zones.
- c. Appropriate contributions will be made to improvements to junction 17 of the M6 motorway and the junctions on the A534 Old Mill Road corridor.
- d. Provision for improved access off Old Mill Road and a new bridge across the Brook.
- e. Contributions to education and health infrastructure
- f. Development should consider the 'Cheshire East Green Space Strategy 2011' and include the creation of improved access to green corridors whilst protecting and enhancing the Site of Biological Importance, watercourse and wildlife corridor already on site.
- g. Provision for future widening of the A534 Old Mill Road Corridor adjacent to the development site.
- h. A desk based archaeological assessment will be required for this site.
- i. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).

Justification

15.346 It is considered that a small amount of housing, of up to 200 dwellings, is required to enable the delivery of this site, which is predominantly intended for employment purposes. The delivery of this site will improve accessibility and provide contributions to improvements to the surrounding highway network including future improvements to Junction 17 of the M6 motorway and the junctions on the A534 Old Mill Road corridor.

Indicative Site Delivery

- CHESHIRE EAST LOCAL PLAN | Strategy - Submission Version: March 2014



Policy Context	
National Policy	NPPF (principally paragraphs): 20, 35, 50, 56, 69, 100, 109, 112, 117, 156
Local Evidence	Strategic Housing Land Availability Assessment, Employment Land Review; Sandbach Town Strategy; Development Strategy, Cheshire East Strategic Flood Risk Assessment, Pre-Submission Core Strategy
Strategic Priorities	Priority 1: promoting economic prosperity Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture strong communities Priority 2: Create conditions for business growth Priority 3: Unlock the potential of our towns Priority 5: Ensure a sustainable future

Table 15.34 Policy Context: Land adjacent to Junction 17 of M6, south east of Congleton Road Site



Wilmslow

15.348 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 map below identifies a number of Local Plan Strategy Sites in and around Wilmslow for growth in the future.

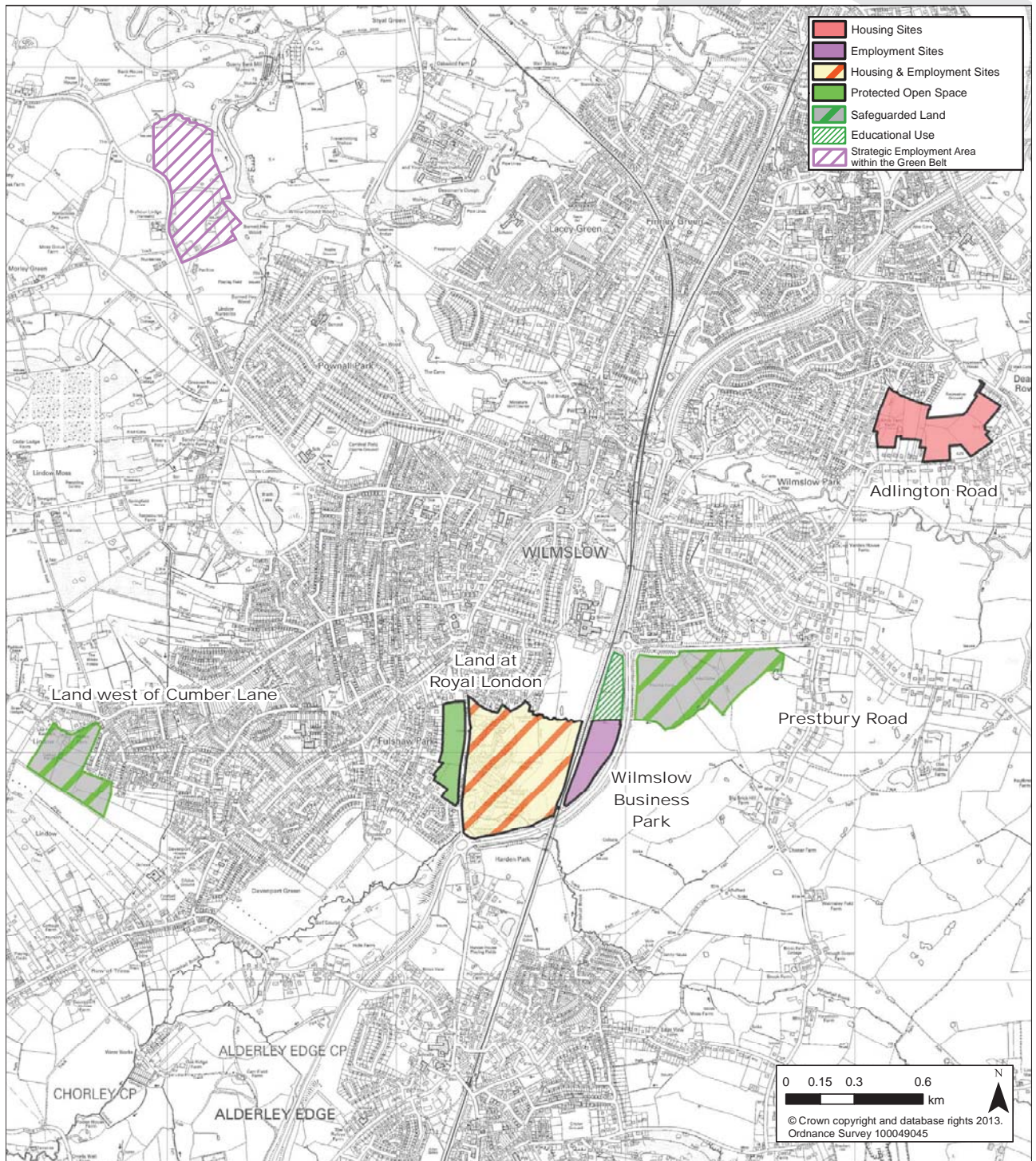


Figure 15.45 Wilmslow Town Map

15.349 Figure 15.45 also identifies Safeguarded Land. This is land not allocated for development at the present time but is taken out of the Green Belt and will be reviewed in future Local Plans that

consider needs beyond 2030. Further information on these areas is in the 'Safeguarded Land' section at the end of the Local Plan Strategy Sites and Strategic Locations chapter.

15.350 Further information about each of the identified Local Plan Strategy Sites can be found as follows:





Site CS 25: Adlington Road, Wilmslow

15.351 The Adlington Road site presents an opportunity to deliver a high quality, well connected and integrated residential development to contribute to the identified housing needs of the town of Wilmslow.

15.352 The site is located to the east of the town centre of Wilmslow, on the north of Adlington Road and is surrounded on three sides by residential development, and by an area of Public Open Space to the north; with Green Belt adjoining parts of the southern and eastern boundaries.

15.353 There is a small pond towards the south west corner of the site, an area of woodland to the centre; a Public Right of Way Footpath runs through the site which also contains several trees subject to Tree Preservation Orders.

Site CS 25

Adlington Road, Wilmslow

The development of the Adlington Road site over the Local Plan Strategy period will be achieved through:

1. The delivery of 200 new dwellings;
2. Incorporation of Green Infrastructure;
3. An appropriate level of amenity open space and children's play space; and
4. Pedestrian and cycle links and associated infrastructure.

Site Specific Principles of Development

- a. Ensure a high quality design which reflects and respects the character of the area and the amenities of neighbouring properties.
- b. Provide a comprehensive landscaping scheme which retains existing mature trees and hedgerows, where possible, or provide appropriate mitigation.
- c. Creation of new vehicular access onto Adlington Road.
- d. Improve the connectivity and accessibility into and out of the site to the town centre and wider local area with the provision of, or contribution to, cycle paths and pedestrian linkages.
- e. Provision should be made for some open space within the site, where possible, and improve linkages to the existing open space located to the north of the site. Any new development will be expected to make contributions to playing fields and children's play facilities where this cannot be provided on site.
- f. New development will be expected to respect any existing ecological constraints on site and where necessary provide appropriate mitigation.
- g. Provide contributions to education and health infrastructure.
- h. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).

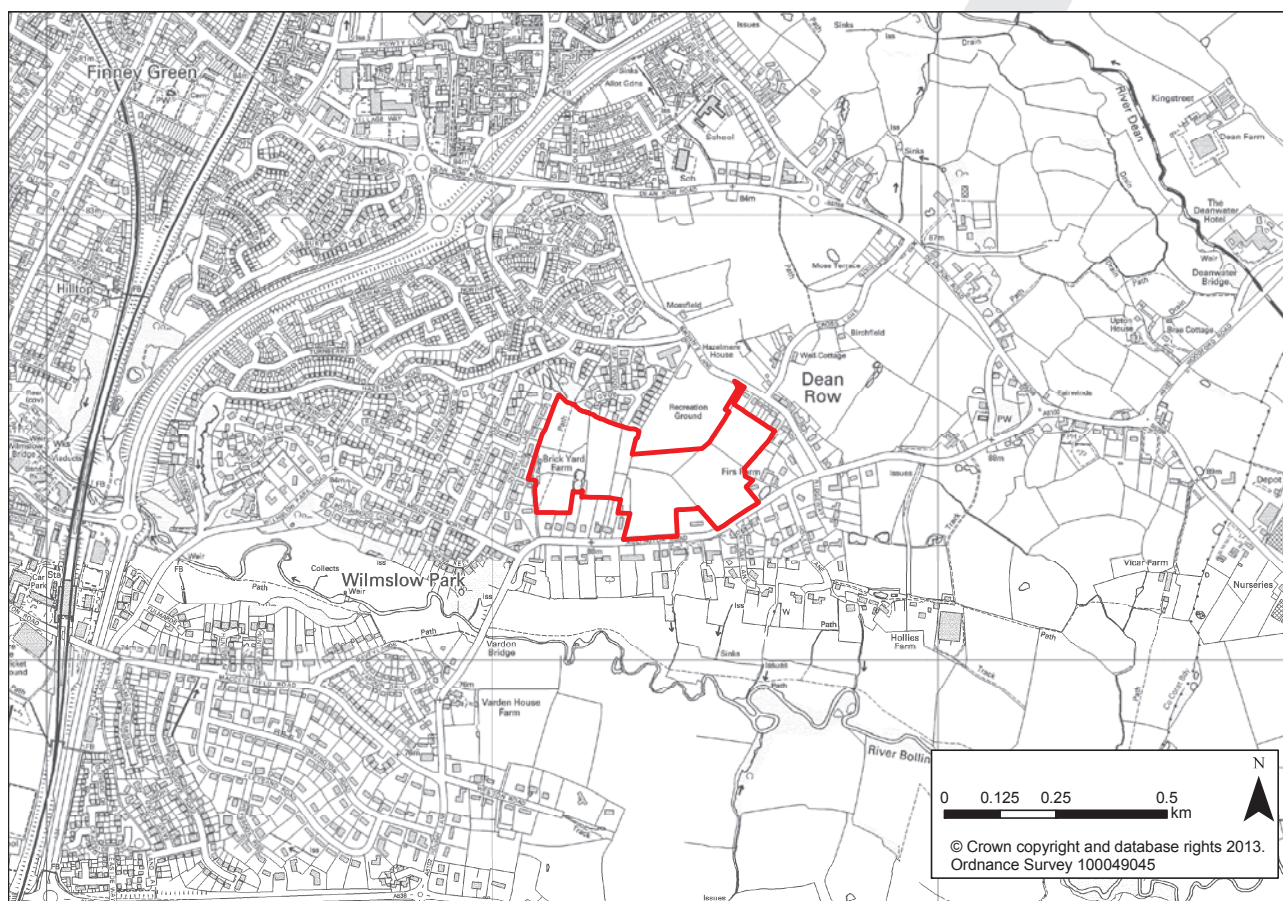


Figure 15.46 Adlington Road Site

Justification

15.354 The Adlington Road site offers an excellent opportunity to provide a sustainable urban extension, which will contribute to Wilmslow's housing need requirements.

15.355 This site, in most respects, is currently surrounded by residential properties. New development will therefore be expected to be of a high quality design that will respect the amenity of existing residential properties and the character of the surrounding area. Features within the site, which contribute to the character of the area, such as trees and hedges, which provide boundary treatment should, where possible, be retained or replaced with appropriate mitigation.

15.356 A comprehensive landscaping scheme and the incorporation of open space provision within the scheme will be integral to ensuring new development is sustainable and cohesive within this semi rural location.

15.357 It has been noted there are a number of ponds within and on land surrounding the sites. New development, where necessary, would be required to mitigate against harmful ecological impact.

15.358 Within one mile of Wilmslow Town Centre, the site is located within a sustainable location. Vehicular access on to the site is not ideal, therefore consideration to improving the existing access or creating a new access onto Adlington Road will be required. This will provide improved connectivity to the Town Centre and also an excellent opportunity for pedestrian and cycle linkages.

15.359 Improved linkage to the existing recreational ground located to the north east of the site will also be encouraged.



Delivery

- 135 homes expected during the early part of the plan period (2015-2020)
- 65 homes expected during the middle part of the plan period (2020-2025)

Policy Context	
National Policy	NPPF (principally paragraphs): 30, 32, 37, 47, 49, 50, 56, 60, 64, 73, 75, 95, 99, 100, 103, 109, 112, 117 & 120
Local Evidence	Strategic Housing Land Availability Assessment, Wilmslow Town Strategy, Development Strategy, Pre-Submission Core Strategy
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced Priority 4: To reduce the need to travel
SCS Priorities	Priority 1. Nurture strong communities Priority 5. Ensure a sustainable future

Table 15.35 Policy Context: Adlington Road Site



Site CS 26: Royal London, Wilmslow

15.360 The Royal London site presents an opportunity to deliver a high quality sustainable mixed use development to contribute to the identified housing needs of the town of Wilmslow, as well as contributing to the provision of the Borough's knowledge-based industry and open space provision.

15.361 This site is located to the south west of Wilmslow Town Centre and is split into two parts across Alderley Road. The east section of the site is bordered by the West Coast Main Line and A34 Wilmslow Bypass to the east and south of the site, with residential development and playing fields to the north. The west of Alderley Road is currently agricultural land bound by housing to the west.

15.362 With the exception of one or two hedgerows, the site is open in nature, with numerous trees dotted along the site boundary, and a small area of wooded cover to the south west of the site. There are also ponds and a brook within the site that has resulted in a small area of the south west of the site being in flood zone 3.

15.363 Allocation of this site and the Protected Open Space will require an adjustment to the Green Belt boundary.

Site CS 26

Royal London, Wilmslow

The development of the Royal London site over the Local Plan Strategy period will be achieved through:

1. The retention and protection of the existing Royal London Campus
2. The delivery of around 75 dwellings
3. The provision of 17,000 - 24,000 square metres of B1 employment space and a hotel
4. Incorporation of Green Infrastructure and the provision of open space to the west of Alderley Road
5. An appropriate level of amenity open space and children's play space
6. Pedestrian and cycle links and associated infrastructure

Site Specific Principles of Development

- a. Phased delivery so that a serviced site for B1 employment uses is delivered in conjunction with the residential development.
- b. High quality design and appropriate landscaping / Green Infrastructure should be provided within the site in order to preserve the character of the area and ensure an acceptable relationship between residential and employment uses.
- c. Provision of areas of open space within the scheme, including:
 - i. a new public realm between existing and proposed employment uses, which will assist with the integration and provide an attractive setting for new development; and
 - ii. additional playing fields accessible from Wilmslow High School.
- d. Retention and enhancement of features within the site that are of amenity value, where feasible, specifically the mature wooded area to the west of the site, the Brook and ponds that are present;
- e. Improved connectivity and access into the site to the wider local area (including Wilmslow Railway Station), through the provision of appropriate linkages.
- f. Provision of contributions to education and health infrastructure

- ## Local Plan Strategy Sites and Strategic Locations



15.364 This site presents an ideal opportunity for an infill development which, with a mixed use scheme, will facilitate the growth and expansion of a major employment site, provide jobs and meet Wilmslow's much needed requirements for open space provision, whilst retaining the character of the area.

15.366 A cohesive approach must be taken when considering the layout of the site, good connectivity between existing and new developments and open space provision will be essential in ensuring a well designed and sustainable site. A new public realm between existing and proposed employment uses will be encouraged.

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15.368 New residential development should be situated to the north of the site to protect the amenities of residential properties with the existing and proposed employment uses.

15.369 By virtue of its location and leafy character it is considered that this site offers an ideal setting for a hotel along Alderley Road frontage. The hotel will not only generate additional employment opportunities but will offer a supporting facility for businesses.

15.370 A full comprehensive landscaping scheme will be fundamental in ensuring the proposed development is in keeping with the character of the area and should secure a sensitive green buffer between proposed residential and employment zones.

15.371 There is significant tree coverage, particularly to the west of this site therefore, existing mature trees and hedging will be expected to be maintained, where possible, or replaced with mitigation.

15.372 New development will also be expected to respect any existing ecological constraints on site and where necessary, provide appropriate mitigation.

15.373 The eastern section of this site is already served by two existing access points off Alderley Road. In order to accommodate the new development existing access points will need to be enhanced, where appropriate, and/or seek to introduce a new access point.

15.374 Integration within the surrounding community, Town Centre and Railway Station will be integral to ensuring the sustainability of this development, therefore contributions to enhancements or the provision of new linkages will be encouraged.

15.375 The implications of releasing the London Royal Site from the Green Belt present an ideal opportunity to release the small segment of land located to west of Alderley Road from the Green Belt. Isolated from the Green Belt, this area of land will no longer serve the strategic purposes of including land within the Green Belt⁽⁹⁵⁾.

15.376 The Council's Green Space Strategy has identified that there is a specific need for open space within South West Wilmslow. The allocation of this site for Open Space purposes will provide an essential requirement for existing and future residents which will protect the land from development and retain a feature that offers a high contribution to the character of this particular area.

Indicative Site Delivery

- 75 homes and employment development expected during the middle part of the plan period (2020-2025)
- It is expected that employment land allocations in mixed use schemes will be phased in tandem with the housing allocations. Where appropriate, the phased release of employment land will be secured through S106 agreements/obligations.

95 as identified within Paragraph 80 of the NPPF



Policy Context	
National Policy	NPPF (principally paragraphs): 20, 21, 30, 32, 37, 47, 49, 50, 56, 60, 64, 73, 75, 85, 95, 99, 100, 103, 109, 117 & 120
Local Evidence	Strategic Housing Land Availability Assessment, Green Belt Assessment, Strategic Housing Market Assessment, Employment Land Review, Wilmslow Town Strategy, Development Strategy, Cheshire East Greenspace Strategy, Cheshire East Strategic Flood Risk Assessment, Pre-Submission Core Strategy
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced Priority 4: To reduce the need to travel
SCS Priorities	Priority 1. Nurture strong communities Priority 2. Create conditions for business growth Priority 5. Ensure a sustainable future Priority 7. Drive out the causes of poor health

Table 15.36 Policy Context: Royal London Site



Site CS 27: Wilmslow Business Park

15.377 The Wilmslow Business Park site presents an opportunity to deliver a high quality, sustainable, employment led development to contribute to the growth of the Borough's knowledge-based industry.

15.378 The retention and improvement of the education use of the north of the site will help to improve the educational provision of the area as a whole.

15.379 The site is located to the south east of the town centre of Wilmslow, is bordered on the west side by the West Coast Main Line, and to the east by the A34 Wilmslow bypass.

15.380 The site is relatively flat with a small stream running through it; a belt of mature trees run along the western boundary of the site adjacent to the West Coast Main line, with further trees and shrubs running along the A34 boundary.

15.381 Allocation of this site will require an adjustment to the Green Belt boundary.

Site CS 27

Wilmslow Business Park

The development of the Wilmslow Business Park site over the Local Plan Strategy period will be achieved through:

1. The delivery of an exemplar B1 Business use development in line with the principles of sustainable development, providing around 25,000 square metres of employment space.
2. Retain and improve the educational use of the north area of the site

Site Specific Principles of Development

- a. Given the individual merits of this site new development will be expected to be of a high quality and innovative design, which will consider site constraints whilst providing an attractive place to work.
- b. A comprehensive landscaping scheme will be required.
- c. New development will be expected to make enhancements to the existing access point as well as improving connectivity and accessibility within the site and to the wider local area including links to Wilmslow's Railway Station.
- d. Existing playing fields on site will need to be relocated within the site or contributions made for off site provision (where applicable).
- e. New development will be expected to respect any existing ecological constraints on site and where necessary, provide appropriate mitigation.

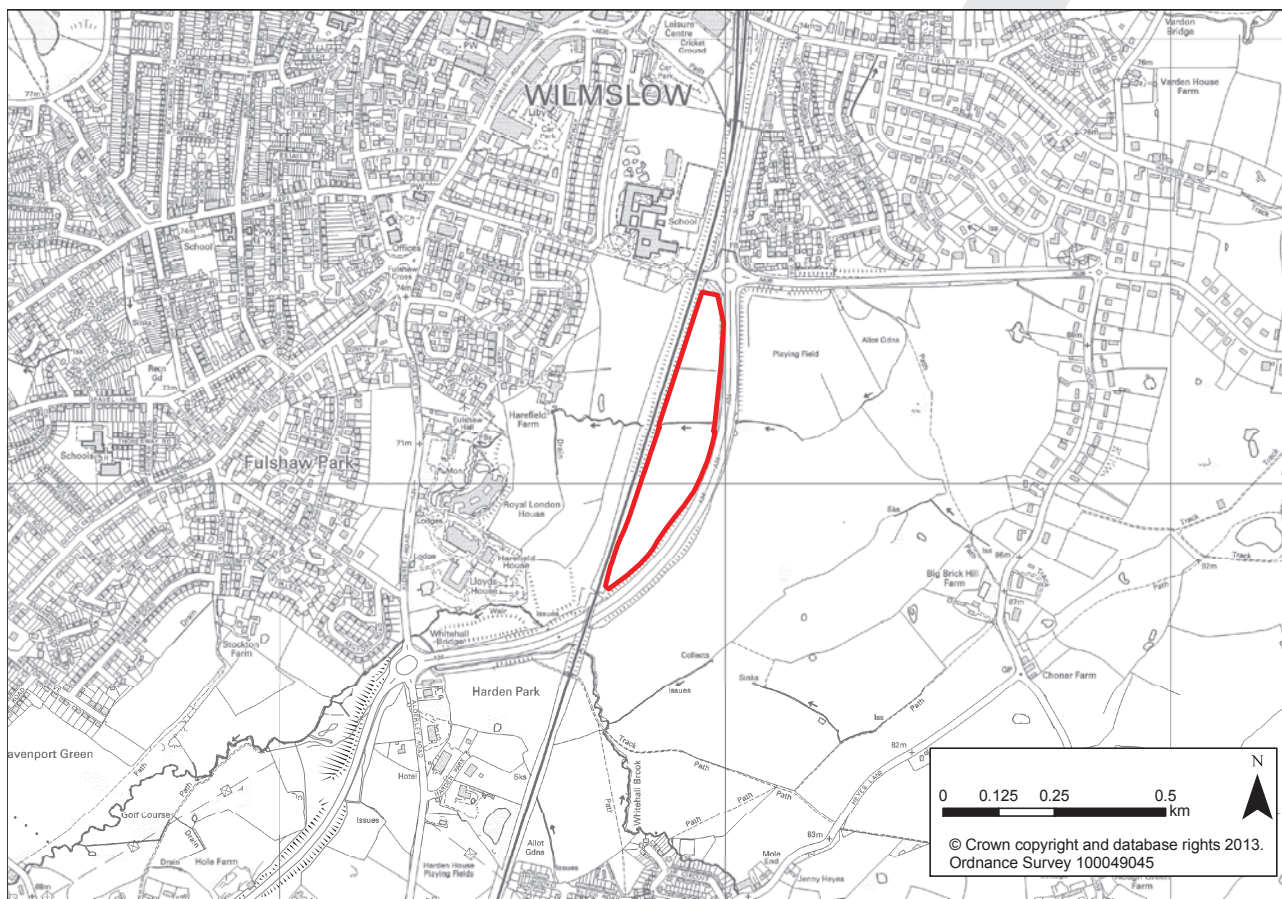


Figure 15.48 Wilmslow Business Park Site

Justification

15.382 This site has been brought forward from the alternative site list set out within the Council's Development Strategy for Jobs and Sustainable Communities (2013).

15.383 Located within close proximity of Wilmslow Town Centre and transportation links this Green Belt site offers an ideal opportunity for development. Bound by the A34 Handforth Bypass and West Coast Mainline this site is surrounded by defensible boundaries and is therefore an opportune environment for a sustainable employment site.

15.384 Development of the southern part of this site would contribute to Wilmslow's expanding knowledge based industry, facilitate jobs and contribute to both the town and wider Borough objectives towards economic growth.

15.385 The isolated nature of this site restricted by its boundaries, narrow shape and limited access point will, as with all developments, require a high level of design but will also allow scope for an innovative design solution, which will overcome constraints. A future master plan for this development would therefore be desired.

15.386 To ensure the principles of sustainable development are achieved, enhancements to the existing access will be essential to provide linkage of this development with the Town Centre and wider community.

15.387 A comprehensive landscaping scheme will be fundamental to providing an attractive setting for The Business Park as well as providing a landscape buffer between the railway line, A34 Bypass and the education use to the north.



15.388 Open space provision offers an important contribution to the health and wellbeing of the local community. The playing fields north of the site will therefore need to be either relocated within the site or provision made off site.

15.389 Development will be required to take into consideration existing ecological constraints on site, such as a Brook which runs through the site. Existing mature trees and hedging will be expected to be maintained, where possible, or replaced with mitigation.

Indicative Site Delivery

- Employment development expected during the middle and latter parts of the plan period (2020-2030)

Policy Context	
National Policy	NPPF (principally paragraphs): 20, 21, 30, 32, 37, 56, 60, 64, 73, 74, 75, 85, 95, 99, 100, 103, 112, 117
Local Evidence	Employment Land Review, Wilmslow Town Strategy, Development Strategy, Cheshire East Greenspace Strategy, Green Belt Assessment, Pre-Submission Core Strategy
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 3: Environmental quality should be protected and enhanced Priority 4: To reduce the need to travel
SCS Priorities	Priority 2. Create conditions for business growth Priority 5. Ensure a sustainable future

Table 15.37 Policy Context: Wilmslow Business Park



Other Local Plan Strategy Sites

Site CS 28: Wardle Employment Improvement Area

15.390 The site is located to the north west of the village of Wardle approximately 8 kilometres from Nantwich. It is bound to the north east by the A51 Nantwich Road and Shropshire Union Canal, to the north by existing employment uses and to the south by the Wardle Industrial Estate which is accessed via Green Lane. To the west lies open countryside.

15.391 The site is located directly adjacent the A51 which is a strategic road linking Chester to Nantwich.

Site CS 28

Wardle Employment Improvement Area

The Council will support the appropriate redevelopment of the Wardle Employment Improvement Area subject to the following criteria being met:

1. Proposals to enhance the appearance, access (off the A51) and landscape character of the area will be supported;
2. Intensification of employment and ancillary uses within the area including B1c (Light Industry), B2 and B8 uses, of an appropriate scale, design and character and in accordance with an acceptable Masterplan; and
3. The provision of Green Infrastructure, including:
 - i. The creation of an undeveloped 5 metre wide green buffer zone between the site and the canal to create a gradient of habitats from grassland to scattered scrub;
 - ii. The canal is a Site of Biological Importance, the buffer zone should also serve to keep this site separate from any development;
 - iii. Landscaped screening to reduce the visual impact of any development;
 - iv. Grazed grassland buffer to the north/west; and
 - v. Compliance with a habitat creation and management plan including mitigation for protected species.

Site Specific Principles of Development

- a. Proposed development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- b. Improvements/contributions to the canal tow path between the site and the Barbridge Inn to allow for easier pedestrian and cycle links to and from the site, to be agreed with the Canal and Riverside Trust.
- c. Improved access to the site from the A51.
- d. Pedestrian crossing across the A51 to serve the village of Alpraham.
- e. Appropriate recording of existing historical buildings on the site prior to any demolition, i.e. structures related to the site's former use as an airfield.
- f. Provision of on site electric vehicle infrastructure.
- g. Archaeological mitigation to include top soil examination to the south of the site to investigate possible Roman artifacts.



- h. The canal adjacent to the proposed site is a Site of Biological Importance (Wardle Canal Banks). Any future development should be separated from the Site of Biological Importance by an appropriate undeveloped buffer zone of semi-natural habitats.
- i. Contributions to the improvement to Burford Crossroads.
- j. There are known to be particularly extensive remains of a WWII airfield and a desk based archaeological assessment will be required for this site.

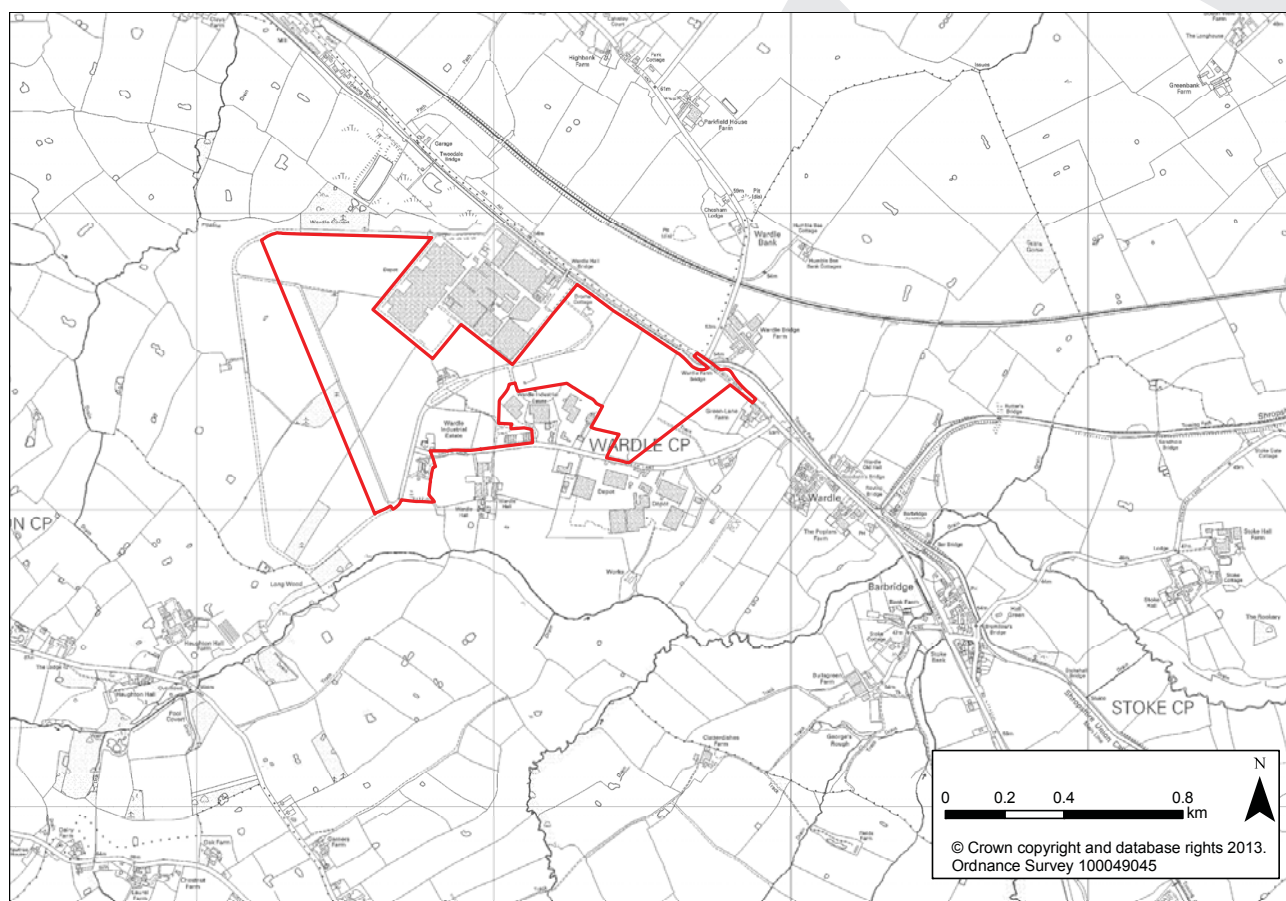


Figure 15.49 Wardle Employment Improvement Area

Justification

15.392 A former Royal Air Force airfield, industrial and commercial development has grown on the site over the past few decades since the closure of the airfield. At present the site 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 complex (Bouhey's distribution) accessed directly from the A51. The built form of the area comprises a variety of large units in use for industrial and storage/ distribution purposes.

15.393 The suitability of Wardle as a focus for employment uses is well established. The history of the site and surrounding area has long been one of employment and industrial related activities including agricultural related uses. Over time the majority of the former airfield buildings have been reutilised or redeveloped which has led to several highly successful businesses expanding incrementally over time such as North West Farmers and those located at Wardle Industrial Estate.

15.394 A comprehensive approach to the future development of this site is required which focuses on retaining existing natural features where possible, for example by designing the Masterplan around



the existing hedgerow pattern and by retaining higher quality trees. The Masterplan will ensure that an appropriate landscape-driven employment park is achieved, in keeping with the character of the surrounding area.

15.395 This site is currently subject to a planning application (ref 13/2035N).

Indicative Site Delivery

- Employment development expected during the early and middle parts of the plan period (2015-2025)

Policy Context	
National Policy	NPPF (principally paragraphs): 18, 28, 30, 31, 32, 34, 35, 36, 41, 56, 117, 126
Local Evidence	Development Strategy, Employment Land Review, Pre-Submission Core Strategy
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 3: Protecting and enhancing environmental quality
SCS Priorities	Priority 2: Create Conditions for Business Growth

Table 15.38 Policy Context: Wardle Employment Improvement Area





Site CS 29: Alderley Park Opportunity Site

15.396 Alderley Park is an existing employment site located to the south east of Nether Alderley, occupied by the worldwide pharmaceutical company AstraZeneca. Whilst the site currently provides approximately 2,900 jobs⁽⁹⁶⁾, the majority of which are highly skilled research and development posts, AstraZeneca has announced plans to scale down its facility at Alderley Park. There is therefore a need to reconsider the future of this strategic employment site.

15.397 As a previously-developed site within the Green Belt, it is not proposed to alter the existing Green Belt boundary at Alderley Park.

Site CS 29

Alderley Park Opportunity Site

The Council will support development on this site to create a life science⁽⁹⁷⁾ park with a focus on human health science research and development, technologies, and processes, where criteria 1-5 below are met:

1. Development shall be:

- i. For human health science research and development, technologies and processes; or
- ii. For residential or other high value land uses demonstrated to be necessary for the delivery of the life science park⁽⁹⁸⁾ and not prejudicial to its longer term growth; or
- iii. For uses complimentary to the life science park and not prejudicial to its establishment or growth.

2. Development shall be in accordance with the site Masterplan / Planning Brief⁽⁹⁹⁾.

3. Construction of new buildings for uses in criterion 1 above shall be restricted to the Previously Developed Land (PDL)⁽¹⁰⁰⁾ on the site unless:

- i. very special circumstances are demonstrated to justify use of other land on this site outside the PDL; and
- ii. the equivalent amount of PDL on the site is restored to greenfield status, to an equivalent or better quality than that other land.

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

5. Development shall preserve or enhance the significance of Listed Buildings and other Heritage and Landscape assets on and around this site.

96 AstraZeneca (www.astrazeneca.co.uk/astrazeneca-in-uk/our-uk-sites), September 2013

97 The life sciences industry is defined by the application of Biology, covering medical devices, medical diagnostics and pharmaceuticals, through to synthetic and industrial biotechnology. (Strategy for UK Life Sciences, March 2012, Department for Business Innovation and Skills).

98 In the context of this policy 'demonstrated to be necessary' is envisaged as releasing funds to subsidise and thus enable the delivery of the life science park.

99 It is intended that a Masterplan, Planning Brief or similar document be developed and adopted as a Supplementary Planning Document or similar, to provide guidance on the development and design principles for this site and to define the heritage and landscape assets and complimentary uses.

100 The PDL has been defined by the Council as shown on the plan accompanying this policy

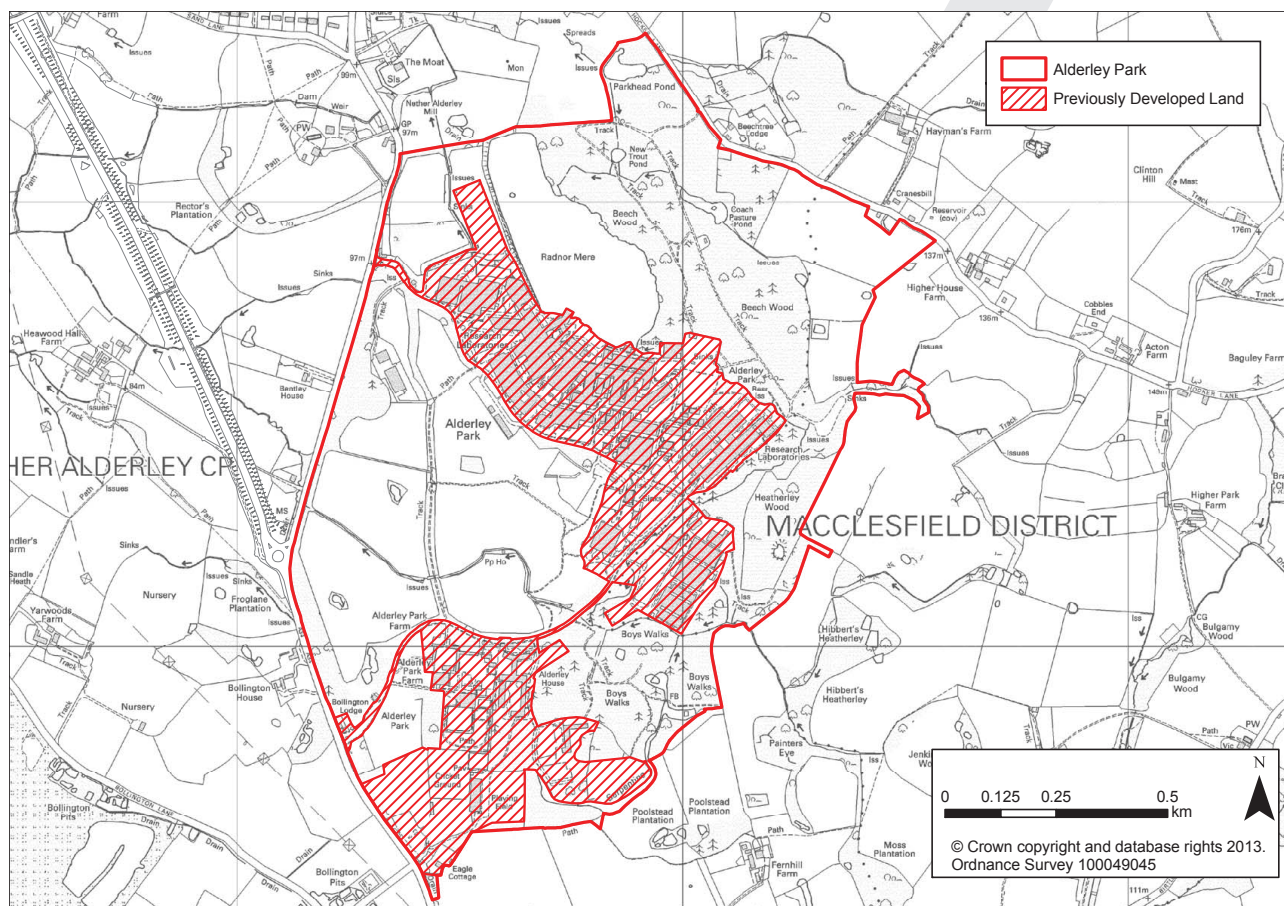


Figure 15.50 Alderley Park Opportunity Site

Justification

15.398 Although this site is designated as an existing employment site, the National Planning Policy Framework states that 'policies should avoid the long term protection of sites allocated for employment uses where there is no reasonable prospect of a site being used for that purpose'. Following the announcement by AstraZeneca of their plans to reduce the scale of their facility on this site to around 700 jobs by 2016, Cheshire East Council has sought to work alongside the company to maximise the potential of this site as a specialist employment facility. The Council and AstraZeneca have a shared aspiration that the site should evolve from a single occupier site to a 'cluster' of life science businesses with a particular focus on human health science research and development, technologies and processes.

15.399 However, it is recognised that, in order to enable the delivery of this vision, it may be necessary to allow a wider range of uses on some areas of the site, without satisfying the requirements of Policy EG3. In order to maximise the sites employment capability, alternative uses must be restricted to those which have been demonstrated as either necessary for the delivery of the desired life science park and not prejudicial to its longer term growth, or complimentary to the life science park and not prejudicial to its establishment or growth.

15.400 It is intended that a Masterplan or similar document be developed and adopted as an Supplementary Planning Document or similar to provide guidance on the development and design principles for this site.

15.401 For the avoidance of doubt this site remains within the Green Belt.



Indicative Site Delivery

- Potential redevelopment of the site during the plan period

Policy Context	
National Policy	NPPF (principally paragraphs): 18, 29, 38, 47, 50, 52, 56, 57, 58, 69, 70, 72, 75, 83, 109, 126
Local Evidence	Employment Land Review, Alderley Park Planning Brief (Macclesfield Borough Council, 1999), Pre-Submission Core Strategy
Strategic Priorities	Priority 1: Promoting economic prosperity Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurture strong communities Priority 2: Create conditions for business growth Priority 3: Unlock the potential of our towns Priority 5: Ensure a sustainable future

Table 15.39 Policy Context: Alderley Park Opportunity Site



New Settlement

Site CS 30: North Cheshire Growth Village, Handforth East

15.402 The North Cheshire Growth Village presents an opportunity to deliver a new high quality village to contribute to the identified housing, employment and infrastructure needs of the Borough.

15.403 Situated at the northern edge of the Borough, on the eastern edge of Handforth, the site is located off the A34 (Wilmslow-Handforth Bypass), is bordered to the north by the A555 (Manchester Airport Eastern Link Road), shares a boundary (consisting of open countryside and a Rugby and Cricket Club) to the north and the east with Stockport Metropolitan Borough Council, and is bordered to the south by open countryside, as well as being bordered to the west by residential, retail and industrial development.

15.404 The site is generally level and comprises of predominantly low grade agricultural land with some ground cover from willow and hawthorn, with some mature groups of hedgerow and tree cover to the south east of the site, as well as having various ponds across the site, some of which support a community of Great Crested Newts.

15.405 Areas of the site are still in current built form use (MOD offices and Total Fitness) and there are pockets of other built development across the site. A Grade II Listed Building, Diary House Farm, is located within the site; footpaths and Public Rights of Way traverse the site.

15.406 Allocation of this site will require an adjustment to the Green Belt boundary.

Site CS 30

North Cheshire Growth Village, Handforth East

The development of the North Cheshire Growth Village site over the Local Plan Strategy period will deliver a new exemplar 'Sustainable Community' in line with the principles of sustainable development, including:

1. Phased provision of 1,650 new homes (excluding 237 units on the land to the west of the A34 for which permissions have already been granted /granted subject to S106);
2. Up to 12 hectares of employment land, primarily for B1 uses;
3. New mixed-use local centre(s) potentially including:
 - i. Retail provision to meet local needs;
 - ii. Contributions to local health infrastructure;
 - iii. Public house / take away / restaurant;
 - iv. Sports and leisure facilities;
 - v. Community centre;
 - vi. Children's day nursery;
 - vii. Extra care housing; and
 - viii. Hotel.
4. New one and a half form entry primary school and potential additional secondary school facilities;
5. The incorporation of Green Infrastructure including:
 - i. Green corridors
 - ii. A country-park style open space



- iii. Public open space including formal sports pitches.
- iv. Allotments and / or community orchard

Part of the open space requirements to serve this development could be accommodated within the adjacent Green Belt areas; and

- 6. Appropriate contributions towards highways and transport, education, health, open space and community facilities.

Site Specific Principles of Development

- a. High quality design must reflect and respect the character of the local built form (especially in relation to the setting of Listed Buildings) and natural environment creating an attractive place to live and work, appropriate to its location, through having a thorough understanding of the site's features and contributions they make to the local area.
- b. The provision of apartments above the retail and other facilities in the local centre(s) is encouraged and should be included in development proposals where feasible and viable.
- c. Features of amenity value including mature trees, hedgerows and ponds must be retained where possible.
- d. Appropriate linkages must be provided to improve connectivity and accessibility into and out of the site to the wider local area, including improvements to the accessibility of Handforth Railway Station.
- e. Public Rights of Way footpaths FP89 & FP127 should be retained.
- f. Allow for appropriate highway impact mitigation measures to the A34 and A555 corridors.
- g. The development should retain important habitats and provide compensatory habitats for great crested newts and other protected and priority species and habitats on the site.
- h. A desk based archaeological assessment will be required for this site.
- i. Development must include the preservation and refurbishment of the Grade II listed Dairy House Farm.
- j. Residential and other sensitive land uses should be located away from main noise and pollution sources and mitigation measures should be incorporated where appropriate.
- k. Any development that would prejudice the future comprehensive development of the adjacent safeguarded land will not be permitted (Site reference CS 34).
- l. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).

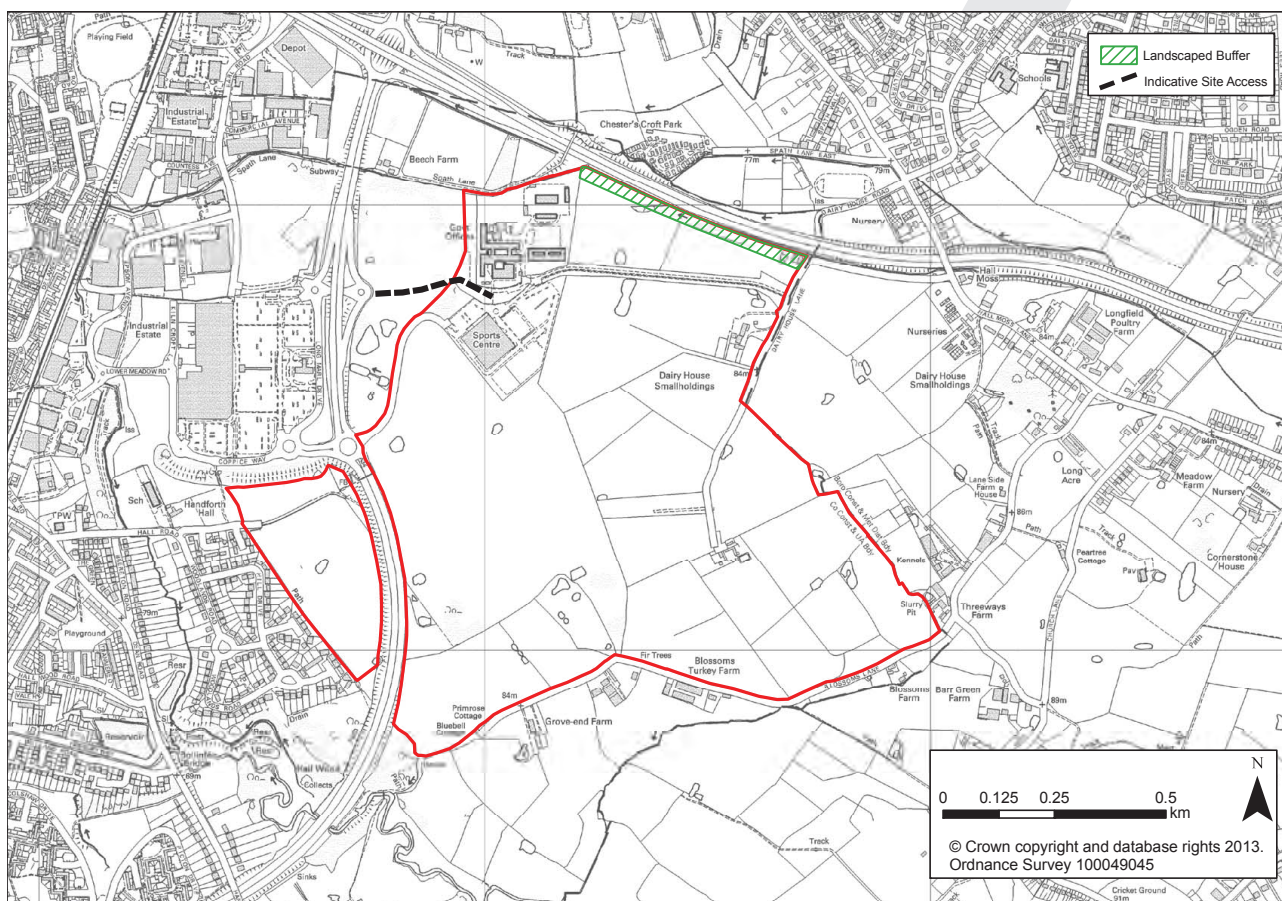


Figure 15.51 North Cheshire Growth Village

Justification

15.407 The National Planning Policy Framework (NPPF) advises that sustainable development may be achieved through the allocation of new settlements with self contained facilities and providing an opportunity to properly plan infrastructure to support new construction. This is best achieved through the local planning process where a plan-led, co-ordinated approach can be achieved with the early involvement of key stakeholders.

15.408 The case for an alternative future development option through the allocation of a major mixed use development at Handforth East was originally canvassed as part of the public consultation on the Handforth Town Strategy.

15.409 The approach to delivering a new Sustainable Community adopted by the Council, has been favoured over the allocation of development sites in restricted, unsustainable locations having constrained infrastructure and/or a lack of local services and facilities.

15.410 A Concept Statement prepared for the site in July 2013 advised that the majority of the site should be allocated for residential development and that densities should vary accordingly to reflect the neighbouring environment and local character. Medium density would be appropriate on the northern edge of the site whilst low density could be suitable on the eastern and southern edges, reflecting the relationship with the open countryside.

15.411 The proposed commercial centre should be introduced in the north-west portion of the site to take advantage of the existing primary vehicular access points which provide connectivity with Handforth Dean and the A34. Similarly, a local centre with a mixture of uses including small scale



retail should be provided close to the roundabout that provides a direct link to Handforth Dean Retail Park whilst schools would be best located in the heart of the residential area.

15.412 As the development will be an extension of Handforth, Cheadle Hulme, Bramhall and surrounding settlements, the townscape and vernacular should be used to inform the character of the development, in particular height, massing, layout and choice of materials. High quality design should also be a priority and proposals must demonstrate that local character has been respected whilst not compromising the quality of the environment.

15.413 Landscape corridors should be provided throughout the site, not only for convenient pedestrian and cycle leisure routes but also to link recreational spaces. Existing newt mitigation features present on site should remain and be extended to allow wildlife to access foraging areas through the use of 'Green Fingers' extending into, and beyond, the development. Regard should also be had to the land safeguarded from development adjacent to the site (Site Reference CS34).

15.414 The proposed new 'Sustainable Community' is considered to be in line with the social, economic and environmental principles of sustainable development, allowing it to contribute to the required housing, employment and infrastructure needs of the Borough, whilst addressing policy requirements taken as a whole within the Local Plan Strategy and meeting the requirements of the NPPF.

Indicative Site Delivery

- 650 new homes expected during the middle part of the plan period (2020-2025) alongside other employment, commercial, community and education uses
- 1000 new homes expected towards the end of the plan period (2025-2030) alongside other employment, commercial, community and education uses
- It is expected that employment land allocations in mixed use schemes will be phased in tandem with the housing allocations. Where appropriate, the phased release of employment land will be secured through S106 agreements / obligations

Policy Context	
National Policy	NPPF (principally paragraphs): 18, 29, 38, 47, 50, 52, 56, 57, 58, 69, 70, 72, 74, 75, 83, 85, 100, 109, 112, 117, 126
Local Evidence	Strategic Housing Land Availability Assessment; Development Strategy; Handforth Town Strategy; Green Belt Assessment, Employment Land Review
Strategic Priorities	Priority 1: Promoting economic prosperity Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurture strong communities Priority 2: Create conditions for business growth Priority 3: Unlock the potential of our towns Priority 5: Ensure a sustainable future

Table 15.40 Policy Context: North Cheshire Growth Village



Committed Strategic Sites

Town	Site	Further Information
Crewe	Coppenhall East	In control of major house builders, one part of this site has permission for 650 dwellings, a public house, local shop and open space (11/1643N).
Crewe	Maw Green	Planning permission has been granted for 165 dwellings, open space and access from Maw Green Road (Ref 12/0831N).
Crewe	Parkers Road	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 Section 106 Legal Agreement.
Crewe	Basford West	Planning Permission (13/0336N) has been granted for 370 dwellings, B1, A1, A3, A4, C1 uses and associated access.
Crewe	The Shavington / Wybunbury Triangle	Planning permission granted (12/3114N) for up to 360 dwellings and local centre up to 700sqm (to inc. 400m convenience store), open space, access rd, cycleways, footpaths, landscaping and associated works.
Macclesfield	Land west of Springwood Way	Planning permission granted (13/2661M) for 173 dwellings on land previously allocated as a business park.
Macclesfield	Land off Manchester Road, Tytherington	Planning permission granted (12/4390M) for up to 162 dwellings on land previously allocated as a business park
Alsager	Land south of Hall Drive	Planning permission granted (13/4092C) for up to 109 dwellings and associated infrastructure, subject to S106.
Alsager	Twyfords	Planning permission granted (11/4109C) for up to 335 dwellings on a former factory site.
Alsager	Land off Crewe Road	Planning permission granted (13/1210C) for 65 dwellings
Congleton	Loachbrook Farm	Planning permission granted (11/0736C, following appeal & application 13/2604C) for up to 200 dwellings, community facilities and associated infrastructure.
Congleton	Bathvale works	Planning permission granted (10/1269C) for 126 dwellings, open space and associated works.
Handforth	Land at Coppice Way	Planning permission granted on appeal (12/1578M) for a Care Village (inc. 58 bed care home, 47 close care cottages, 15 shared ownership dwellings and associated works).
Handforth	Land South of Coppice Way	Planning permission granted (13/0735M) for up to 175 dwellings and associated works, subject to S106
Middlewich	Warmingham Lane	<p>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.</p> <p>Part of this site has full planning permission (12/2584C) for the erection of 149 dwellings with associated access and landscaping arrangements alongside a newt relocation strategy.</p>



Town	Site	Further Information
Middlewich	Midpoint 18 (Phase 3)	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 Link Road & associated landscaping mitigation and enhancement works.)
Nantwich	Queens Drive, Nantwich	Permission was granted on appeal for up to 270 dwellings, a convenience store/tea room, access details, highway works and public open space (ref 12/2440N).
Sandbach	Fodens Factory and Test Track and Canal Fields	Provision of about 500 new homes across the three sites, comprised of 120 on the Test Track (ref 12/0009C); 269 on the Factory (ref 11/3956C); and 102 on Canal Fields (ref 10/4973C).
Sandbach	Hind Heath	Planning permission has been granted following the re-determination of the appeal by the Secretary of State, due to the High Court quashing the initial decision (ref 10/2608, 10/2609C). The proposals include up to 269 homes, open space, highway works and provision of a shared footpath and cycleway on land along the southern boundary of Hind Heath Road.
Sandbach	Abbeyfields	Planning Permission has been granted following the re-determination of the Appeal by the Secretary of State, due to the High Court quashing the initial decision (10/3471C). Proposal comprises up to 280 dwellings, landscaping, open space, highways and associated works.
Sandbach	Albion Chemical Works	Planning Permission granted subject to S106 (09/2083C) for up to 375 dwellings, office, general industrial, warehousing, car dealership, petrol station, fast food restaurant, leisure (inc. hotel, restaurant/pub, health club).
Sandbach	Land north of Congleton Road	Planning permission granted on appeal (12/1903C). Proposal for up to 160 dwellings and associated works.
Holmes Chapel	Former Fisons (Sanofi Aventis / Rhodia)	<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 has reserved matters approval, planning application (12/2217C) pursuant to outline planning permission 11/1682C. The approval covers 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>

Table 15.41 Committed Strategic Sites at 31st December 2013



Safeguarded Land

15.415 In order to avoid the need for future reviews of the Green Belt and in accordance with the National Planning Policy Framework, it is necessary to identify areas of 'safeguarded land' between urban areas and Green Belt boundaries that may be required to meet longer-term development needs stretching well beyond the period of the Local Plan as set out in Policy PG 4 'Safeguarded Land'.

15.416 Safeguarded Land is not allocated for development at the present time and policies relating to development in the open countryside will apply. Planning permission for the permanent development of 'safeguarded land' should only be granted following a Local Plan review which proposes the development. Any such review will need to take account of the development needs arising at that time and the availability of other sources of land available at that point.

15.417 Safeguarded land is required around the larger settlements that are inset into the Green Belt⁽¹⁰¹⁾.

15.418 The following sites are considered as 'Safeguarded Land' that may be required to meet longer term development needs beyond the end of the plan period. These sites total 260 hectares. There is currently no safeguarded land identified around Poynton. As set out in Policy PG4, around 10 hectares of additional land will be safeguarded around Poynton. More detailed investigations to this will be carried out during the preparation of the Site Allocations and Development Policies Document.

101 Macclesfield, Handforth, Knutsford, Poynton and Wilmslow. Other settlements (such as Alsager and Congleton) are adjacent to the Green Belt boundary but are not completely surrounded by it and therefore retain the capacity to expand in the future without incursions into the Green Belt



Macclesfield

Site CS 31 (Safeguarded): Lyme Green, Macclesfield

15.419 This area lies to the south of Macclesfield beyond the Lyme Green Business Park. The land is adjacent to the Local Plan Strategy Site (CS11). The site is mainly agricultural land. Surrounding uses include Lyme Green Business Park, residential uses and agricultural land.

15.420 Safeguarding this site will require an adjustment to the Green Belt boundary.

Site CS 31 (Safeguarded)

Lyme Green, Macclesfield

1. 17.9 hectares of Safeguarded Land

Principles of Development

- This site is not allocated for development at the present time.

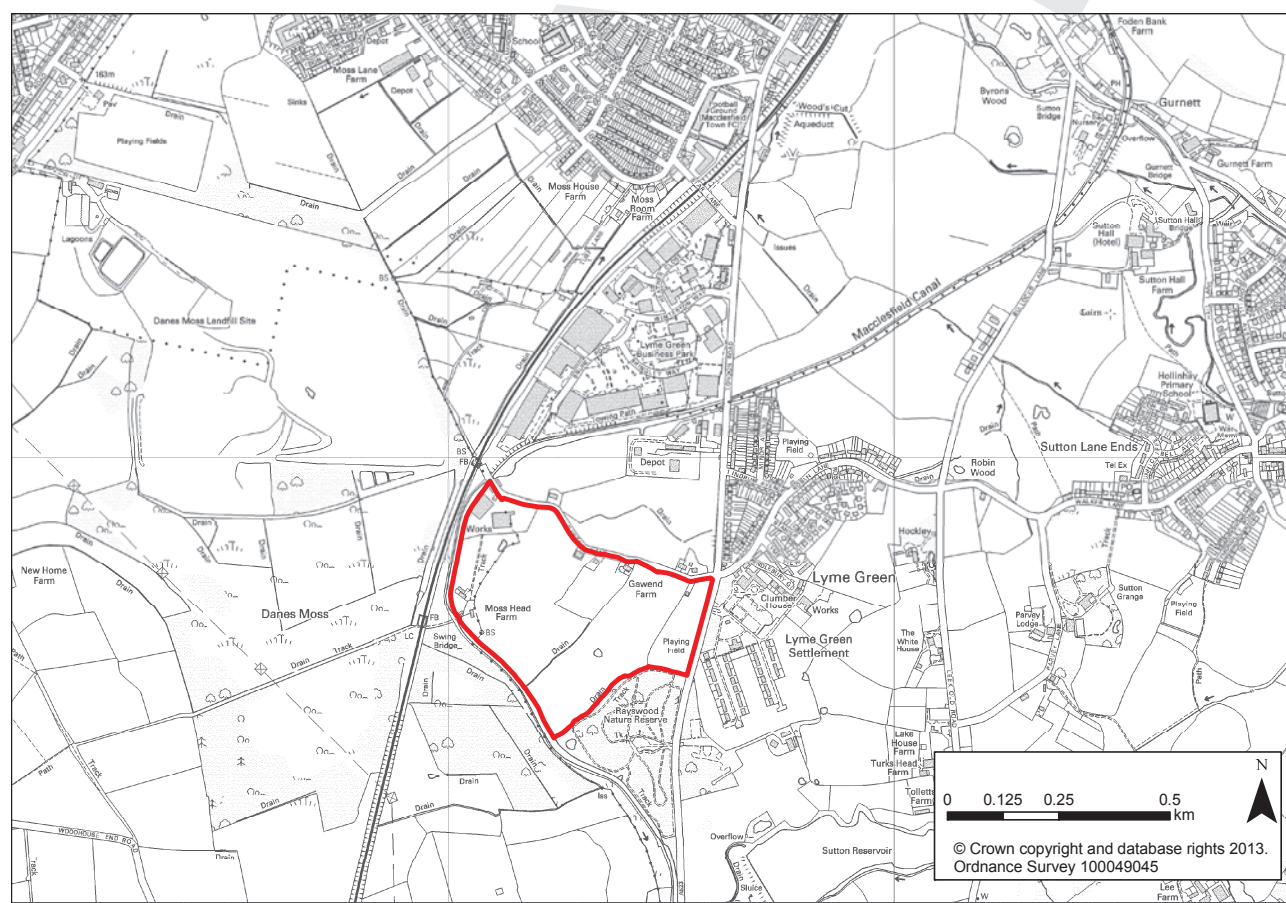


Figure 15.52 Safeguarded Land - Lyme Green

Justification

15.421 Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.



Policy Context	
National Policy	NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91
Local Evidence	Development Strategy, Draft Macclesfield Town Strategy, Strategic Housing Land Availability Assessment, Green Belt Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced
SCS Priorities	Priority 1: Nurturing strong communities Priority 2: Creating conditions for business growth Priority 5: Ensuring a sustainable future Priority 7: Driving out the causes of poor health

Table 15.42 Policy Context: Lyme Green Safeguarded Site



Site CS 32 (Safeguarded): South West Macclesfield

15.422 The area lies to the south west of Macclesfield and incorporates a large greenfield area around Penningtons Lane between the south-western edge of the urban area and Gawsworth Road. The land is adjacent to the Local Plan Strategy Site (CS10). The area is safeguarded and is not allocated for development in this Local Plan. It may be required to serve development needs in the future, following a review of the Local Plan.

15.423 Safeguarding this site will require an adjustment to the Green Belt boundary.

Site CS 32 (Safeguarded)

South West Macclesfield

1. 45.5 hectares of Safeguarded Land

Principles of Development

- This site is not allocated for development at the present time.

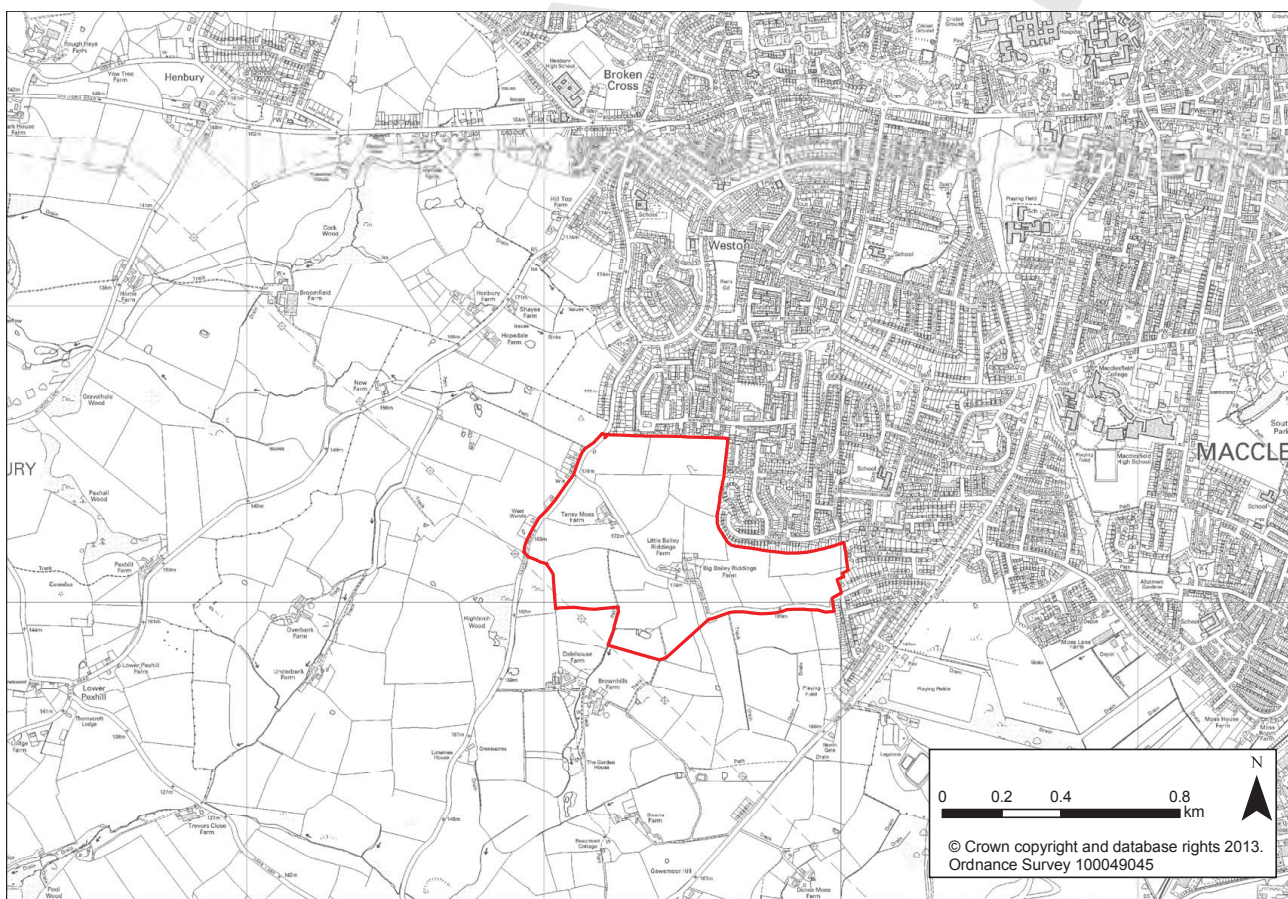


Figure 15.53 Safeguarded Land - South West Macclesfield

Justification

15.424 Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.



15.425 Located to the south west of Macclesfield, the site is well connected to the existing urban edge of the settlement and well connected to the highways network in the southern part of the town.

Policy Context	
National Policy	NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91
Local Evidence	Development Strategy, Draft Macclesfield Town Strategy, Strategic Housing Land Availability Assessment, Green Belt Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced
SCS Priorities	Priority 1: Nurturing strong communities Priority 2: Creating conditions for business growth Priority 5: Ensuring a sustainable future Priority 7: Driving out the causes of poor health

Table 15.43 Policy Context: South West Macclesfield Safeguarded Land



Knutsford

Site CS 33 (Safeguarded): North West Knutsford

15.426 North West Knutsford comprises open countryside, playing fields, public rights of way, allotments and fishing ponds along with limited areas of employment and a number of listed buildings. It is adjacent to existing residential development on the north west edge of Knutsford.

15.427 Safeguarding this site will require an adjustment to the Green Belt boundary.

Site CS 33 (Safeguarded)

North West Knutsford

1. 25.1 hectares of Safeguarded Land

Principles of Development

- This site is not allocated for development at the present time.

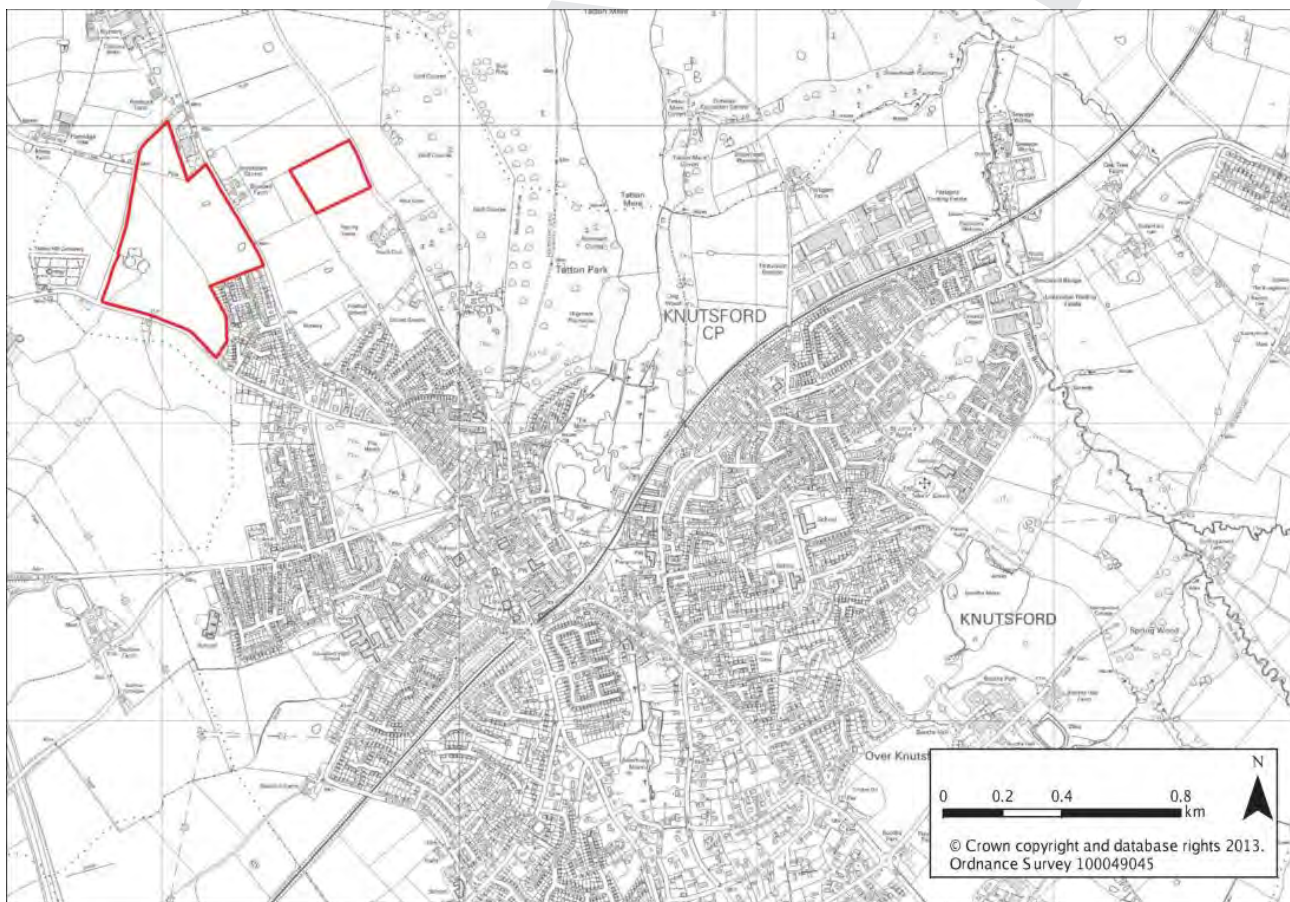


Figure 15.54 Safeguarded Land - North West Knutsford

Justification

15.428 Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.



Policy Context	
National Policy	NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91
Local Evidence	Development Strategy, Draft Knutsford Town Strategy, Strategic Housing Land Availability Assessment, Green Belt Assessment
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced
SCS Priorities	Priority 1: Nurturing strong communities Priority 5: Ensuring a sustainable future Priority 7: Driving out the causes of poor health

Table 15.44 Policy Context: North West Knutsford Safeguarded Land



North Cheshire Growth Village

Site CS 34 (Safeguarded): North Cheshire Growth Village, Handforth East

15.429 The North Cheshire Growth Village presents an opportunity to deliver a new high quality village to contribute to the identified housing, employment and infrastructure needs of the Borough. Situated at the northern edge of the Borough, on the eastern edge of Handforth, the site is located off the A34 (Wilmslow-Handforth Bypass).

15.430 Safeguarding this site will require an adjustment to the Green Belt boundary.

Site CS 34 (Safeguarded)

North Cheshire Growth Village, Handforth East

1. 19.8 hectares of Safeguarded Land.

Principles of Development

- This site is not allocated for development at the present time.

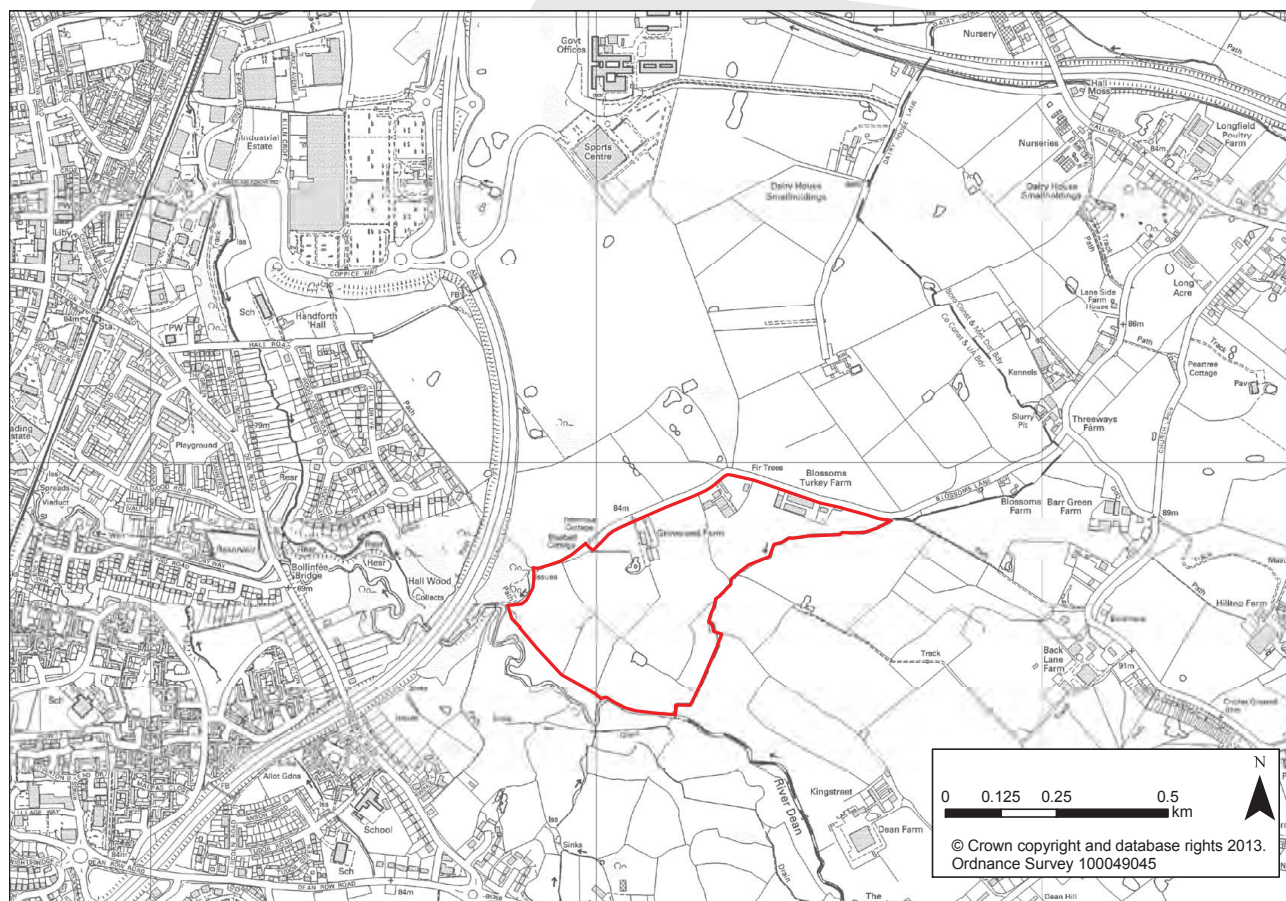


Figure 15.55 Safeguarded Land - North Cheshire Growth Village

Justification

15.431 Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.



Policy Context	
National Policy	NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91
Local Evidence	Development Strategy, Draft Handforth Town Strategy, Strategic Housing Land Availability Assessment, Green Belt Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced
SCS Priorities	Priority 1: Nurturing strong communities Priority 2: Creating conditions for business growth Priority 5: Ensuring a sustainable future Priority 7: Driving out the causes of poor health

Table 15.45 Policy Context: North Cheshire Growth Village Safeguarded Land



Wilmslow

Site CS 35 (Safeguarded): Prestbury Road, Wilmslow

15.432 This site forms a natural extension to the existing residential and employment uses on the edge of Wilmslow, forming an appropriate location in which to meet the identified needs of the town.

15.433 Safeguarding this site will require an adjustment to the Green Belt boundary.

Site CS 35 (Safeguarded)

Prestbury Road, Wilmslow

1. 14.5 hectares of Safeguarded Land.

Principles of Development

- This site is not allocated for development at the present time.

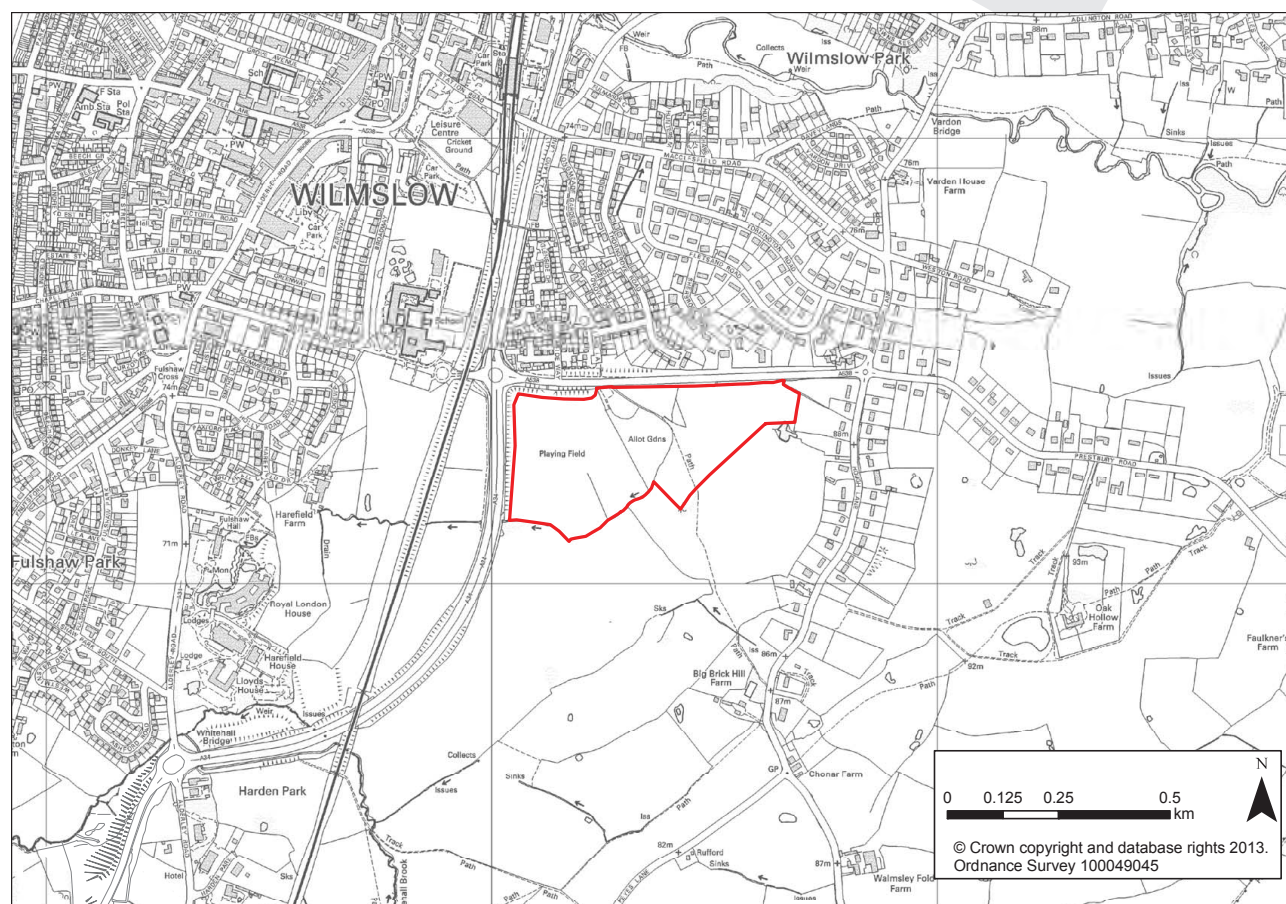


Figure 15.56 Safeguarded Land - Prestbury Road, Wilmslow

Justification

15.434 This site is situated to the south of Wilmslow. Surrounding land uses include residential use and open countryside.



15.435 Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.

15.436 Ribbon development has encroached on the eastern part of the site, and it plays a limited role in preventing the merging of Wilmslow and Alderley Edge, with the A34 forming a stronger physical barrier to encroachment. It is well-connected to the existing settlement to the west and north, and would constitute a natural extension to Wilmslow. It is an appropriate location for safeguarded land, for which there is a demonstrable local need.

Policy Context	
National Policy	NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91
Local Evidence	Development Strategy, Wilmslow Town Strategy, Strategic Housing Land Availability Assessment, Green Belt Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced
SCS Priorities	Priority 1: Nurturing strong communities Priority 2: Creating conditions for business growth Priority 5: Ensuring a sustainable future Priority 7: Driving out the causes of poor health

Table 15.46 Policy Context: Prestbury Road Safeguarded Site



Site CS 36 (Safeguarded): West of Upcast Lane, Wilmslow

15.437 This site forms a natural extension to the existing residential and employment uses on the edge of Wilmslow, forming an appropriate location in which to meet the identified needs of the town.

15.438 Safeguarding this site will require an adjustment to the Green Belt boundary.

Site CS 36 (Safeguarded)

West of Upcast Lane, Wilmslow

1. 7.4 hectares of Safeguarded Land.

Principles of Development

- This site is not allocated for development at the present time.

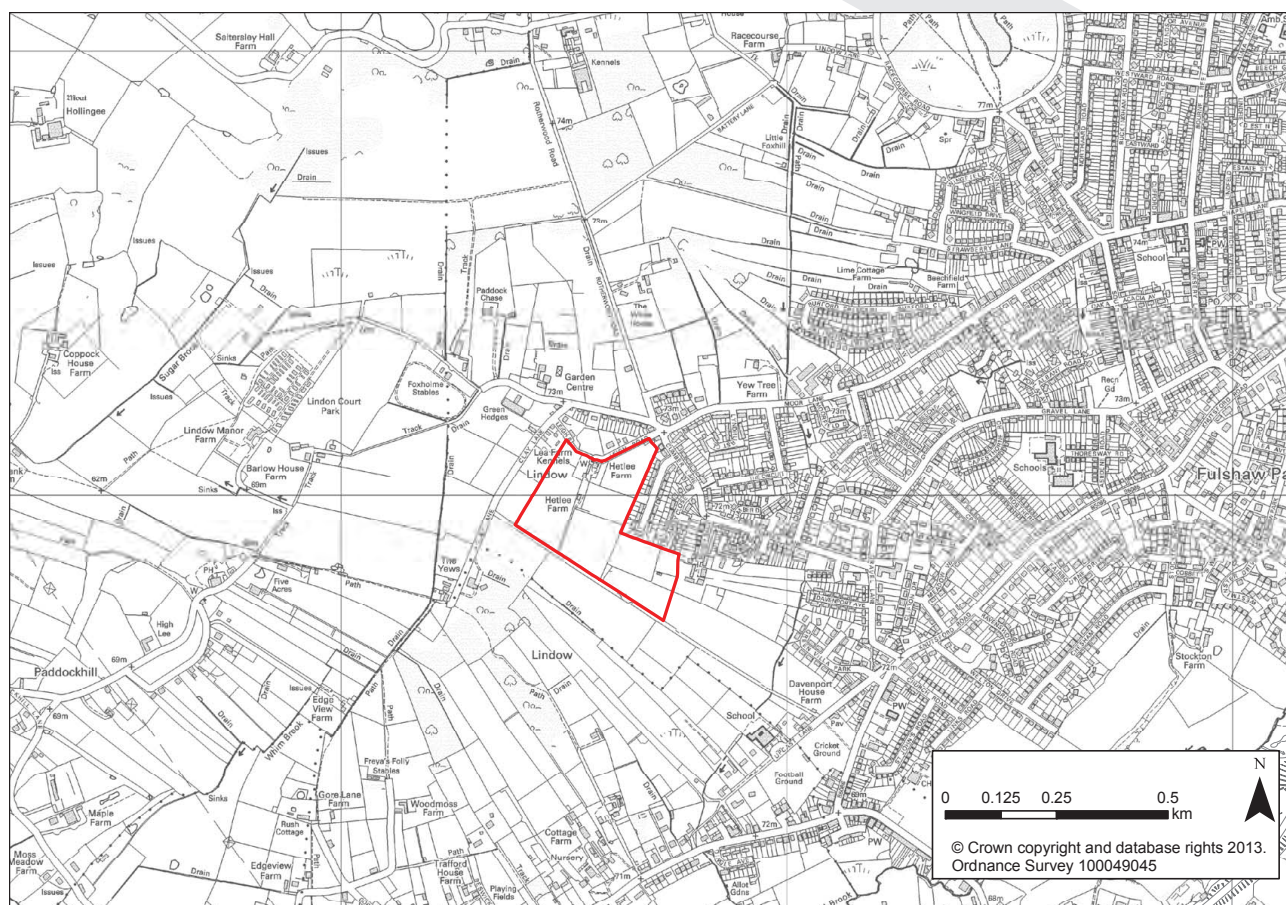


Figure 15.57 Safeguarded Land - West of Upcast Lane, Wilmslow

Justification

15.439 This site is situated to the south-western edge of Wilmslow. Surrounding land uses include residential use and open countryside.

15.440 Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.



15.441 Development has encroached onto the north-west of the site, limiting its role in preventing urban sprawl. It is well-connected to the existing settlement to the north and east, and would constitute a natural extension to Wilmslow. It is an appropriate location for safeguarded land, for which there is a demonstrable local need.

Policy Context

Policy Context	
National Policy	NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91
Local Evidence	Development Strategy, Wilmslow Town Strategy, Strategic Housing Land Availability Assessment, Green Belt Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced
SCS Priorities	Priority 1: Nurturing strong communities Priority 2: Creating conditions for business growth Priority 5: Ensuring a sustainable future Priority 7: Driving out the causes of poor health

Table 15.47 Policy Context: West of Upcast Lane Safeguarded Site



16

Monitoring and Implementation



16 Monitoring and Implementation

16.1 This Local Plan Strategy will influence positive changes for the people who live, work and visit the Borough, by addressing the key challenges which face it. It is therefore essential that changes are measured through a Monitoring Framework. Monitoring will assess the delivery and effectiveness of achieving the vision, objectives, spatial strategy, the strategic priorities and the policies. In addition, one of the key tests of soundness for the Local Plan Strategy is to ensure the plan is “Effective” and that the plan is deliverable in the plan period.

16.2 The Local Authority will produce a Monitoring Report (MR) which will be published on the Councils website for public view. The MR will demonstrate how the policies within the Local Plan Strategy are achieving their objectives by;

- Assessing the performance of the Local Plan Strategy and other Local Plan documents by considering progress against the indicators proposed;
- Setting out Cheshire East's updated housing trajectory;
- Identifying the need to reassess or review any policies or approaches;
- Making sure the context and assumptions behind our strategy and policies are still relevant;
- Identifying trends in the wider social, economic and environmental issues facing Cheshire East affecting the Local Plan policies.

16.3 The Council has ensured the monitoring framework is Specific, Measurable, Achievable and Realistic and where appropriate, Time bound (SMART) in order that the Local Plan Strategy will meet the National Planning policies test of soundness. Some of the policies will relate to more than just one indicator there by a more comprehensive snap shot may be achieved. One indicator may have a multiple of uses and therefore refer to more than just one policy.

16.4 Monitoring data will be drawn from a whole range of sources. These sources will include national, regional and locally published sources, surveys carried out by the Council, for example annual employment, retail and housing completion surveys, town centre surveys. It will also include the Strategic Housing Land Availability Assessment (SHLAA) and other surveys carried out in conjunction with stake holders and partners as applicable.

16.5 The Monitoring Report will provide the Council with an indication through measured indicators as to whether the plan is meeting key Strategic Priorities. Where the evidence or trends show there is under performance or policies are out of date or clearly not providing their aim this would trigger the Council to take action. This trigger will vary depending on the indicator in question. The Council will consider what action is needed, for example whether the policy needs to be strengthened, maintained or revise that part of the Local Plan Strategy, whichever was the more appropriate.

16.6 The Local Plan Strategy is intended to be a robust document, suitable for setting the direction of development locally for the next 20 years. Nevertheless changing conditions may be so significant as to require a review or partial review of the Local Plan Strategy, for example; where development fails to come forward due to infrastructure or land assembly difficulties, significant changes to national planning policy or because of influences beyond its control. Where appropriate, the Council will work collaboratively with developers and stake holders to find solution or it may be able to use its influence and powers to assist in the delivery.

16.7 There are a number of contingency measures the Council could apply if issues materialise. In the event of difficulties arising, the steps the Council will apply will be dependent on the situation, each being assessed on its individual merits. Example remedial action, in which the Council could consider applying, should an issue arise, are however as follows:



- Review and re prioritise head of terms for securing developer contribution to enable priority schemes to be developed;
- Review its SHLAA, Site allocations DPD to bring forward new sites;
- Carry out an employment land review and Market Appraisal of Employment land to maximise their efficient use;
- Consider the release of sites to achieve a five year housing supply
- Use its compulsory purchase powers

16.8 The direct investment in land and buildings and developer contributions towards infrastructure will be fundamental to ensuring the implementation of the Local Plan Strategy.

16.9 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.

16.10 A list of potential agencies and partners that the Council will actively engage with are as follows:

- Land owners
- Developers
- Registered Providers
- Tourism providers
- Visitor attractions
- National Trust
- Peak District National Park
- Leisure providers
- Local Nature Partnership
- Countryside ranger service
- Natural England
- Wildlife Trust
- Cheshire Region Biodiversity Partnership
- English Heritage
- Environment Agency
- Minerals Industry
- Waste Management Industry
- DEFRA
- University of Manchester
- Public Transport Providers



- Infrastructure Service Providers
- Connecting Cheshire Partnership
- Neighbouring Local Authorities

16.11 The following table identifies the indicator/monitoring details, relevant targets, when action will be taken if the target is not met, along with the implementation and delivery mechanisms.

DRAFT

Indicator No.	Indicator	Related Strategic Priority and Policy	Target	Trigger	Proposed Action for Target not being met
S1	Provision of infrastructure	SP1, SP2, SP3, SP4, IN1, IN2, MP1, SD1, SD2, SC5, SE6, CO2, CO4	To achieve implementation of the latest published list of priority Infrastructure Schemes	Decrease in s106/CIL infrastructure funding of more than 20% on a rolling three year average	<ul style="list-style-type: none"> Identify the problems and causes of the variants Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Consider reviewing the operation of CIL Consider a review of the CIL Charging Schedule
S2	Housing completions	SP2, PG1, PG2, PG7, MP1, SD1, SD2, SE2, CS1, CS13, CS16, CS25, CS37, SL1-SL9	1350 dwellings per annum	Shortfall in housing completions of more than 20% on a rolling three year average.	<ul style="list-style-type: none"> Identify the problems and causes of the variants Consider if it is appropriate to bring forward sites programmed for later in the plan period Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Consider a review of the relevant policies
S3	Five-year housing supply	SP2, PG1, PG2, PG7, MP1, SD1, SD2, SE2, CS1, CS13, CS16, CS25, CS37, SL1-SL9	To maintain at least a five year deliverable supply of housing land for the forthcoming five years	A shortfall of greater than 1 year	<ul style="list-style-type: none"> Identify the problems and causes of the variants Consider if it is appropriate to bring forward sites programmed for later in the plan period Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider





Indicator No.	Indicator	Related Strategic Priority and Policy	Target	Trigger	Proposed Action for Target not being met
S4	Gross total of affordable housing units provided	SP2, PG1, PG2, PG7, MP1, SD1, SD2, SC4, SC5, SC6, CS1, CS13, CS16, CS25, CS37, SL1-SL9	250 units per annum	A shortfall of net affordable housing completions of more than 20% on a rolling three year average.	<ul style="list-style-type: none"> reviewing section 106 agreements, other contributions) Identify the problems and causes of the variants Consider if it is appropriate to bring forward sites programmed for later in the plan period Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Consider a review of the relevant policies
S5	Percentage of empty homes in the Borough	SP2, MP1, SD1, SD2, SE2	Reduce the long term vacancy rate by 15%	If target is not achieved by 2018	<ul style="list-style-type: none"> Identify the problems and causes of the variants Work closely with key partners to target efforts and financial resources to persistent long term vacancies: (Housing strategy/empty homes officer)
S6	Net additional pitches for Gypsy, Traveller and Travelling Show People	SP2, MP1, SD1, SD2, SC7	Up to 10 transit pitches for Gypsy and Travellers; 37 to 54 additional permanent pitches for Gypsy and Travellers and 4 additional plots for Travelling show people up to 2016. Post 2016 requirement numbers to be produced from evidence work yet to be completed.	Minimum pitch/plot no. not achieved by 2016.	<ul style="list-style-type: none"> Consider a review of the relevant policies Consider if it is appropriate to bring forward sites programmed for later in the plan period Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Consider a review of the relevant policies

Indicator No.	Indicator	Related Strategic Priority and Policy	Target	Trigger	Proposed Action for Target not being met
E1	Net take up of employment land	SP1, MP1, SD1, SD2, EG1, EG3, CS1-CS3, CS10, CS18, CS19, CS23, CS24, CS26, CS29, SL1, SL4, SL6, SL7, SL10	Exceed the previous three year rolling average of take up by at least 20%	If under performance is less than 20% of the three year rolling average take up of land	<ul style="list-style-type: none"> Identify the problems and causes of the variants Consider if it is appropriate to bring forward sites programmed for later in the plan period Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Identify the problems and causes of the variants
E2	Total amount of land last used for employment purposes lost to other uses	SP1, MP1, SD1, SD2, EG1, EG3	Not to exceed the three year rolling average by more than 20%	loss not to exceed the three year rolling average by more than 20%	<ul style="list-style-type: none"> Identify the problems and causes of the variant Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Identify the problems and causes of the variants Look to provide additional guidance on relevant policies
E3	The percentage of premises (businesses/residents) which have access to fibre broadband service (>24Mbps)	SP1, SP2, MP1, SD1, SD2, CO3	96% of premises by 2016 and 99% by 2020 (subject to funding being received)	If target is missed by more than 1% by the target years	<ul style="list-style-type: none"> Seek opportunities for additional funding Stimulate demand





Indicator No.	Indicator	Related Strategic Priority and Policy	Target	Trigger	Proposed Action for Target not being met
E4	Mineral provision and landbanks	SP1, SP3, MP1, SD1, SD2, SE10	To meet levels of aggregate provision as set out in Sub-national Guidelines/Local Aggregate Assessments and maintain mineral landbanks (aggregates and silica sand) in line with national planning policy	If under performance is less than the 20% of the three year rolling average	<ul style="list-style-type: none"> Identify the problems and causes of the variants Work closely with key mineral stakeholders (e.g. The Aggregates Working Party) to better manage the delivery
EQ1	Provision of sports pitches	SP2, SP3, MP1, SD1, SD2, SC2, SC3, SE6	No net loss	Any significant unmitigated loss to other uses of sport, recreation and informal open space	<ul style="list-style-type: none"> Consider if it is appropriate to bring forward sites programmed for later in the plan period Consider a review of the relevant policies and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Identify the problems and causes of the variants Enforce corrective action or mitigation on individual schemes or features
EQ2	Creation and loss of areas designated for their intrinsic environmental value including sites of international, national, regional, sub-regional or local significance	SP3, MP1, SD1, SD2, SE3, SE14, SE15	No net loss	Any loss in areas of biodiversity importance	<ul style="list-style-type: none"> Identify the problems and causes of the variants Consider a review of the relevant policies and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other

Indicator No.	Indicator	Related Strategic Priority and Policy	Target	Trigger	Proposed Action for Target not being met
					contributions) Identify the problems and causes of the variants <ul style="list-style-type: none"> Activate Compensation, enforcement or mitigation mechanisms
EQ3	Listed buildings at risk of loss	SP3, MP1, SD1, SD2, SE7	Reduction in number of buildings at risk by 2020, 2025 and 2030	No reduction by target years	<ul style="list-style-type: none"> Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Identify the problems and causes of the variants Activate Compensation, enforcement or mitigation mechanisms Prioritise conservation advice and provide assistance where appropriate.
EQ4	Waste arisings and the amounts of waste recycled, recovered or going for disposal	SP3, MP1, SD1, SD2, SE11	To meet with relevant nationally and locally set waste targets	Under performance by target years	<ul style="list-style-type: none"> Identify the problems and causes of the variants Work closely with key waste stakeholders to better manage the delivery
T1	Progress on Key Highway Schemes listed in Policy CO2	SP1, SP2, SP3, SP4, IN1, MP1, SD1, SD2, CO2	In line with timescales detailed within the latest Infrastructure Delivery Plan	If any scheme delivery is later than 3 years than the specified target date	<ul style="list-style-type: none"> Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Seek opportunities for additional funding Consider renegotiation of section 106 agreements





Indicator No.	Indicator	Related Strategic Priority and Policy	Target	Trigger	Proposed Action for Target not being met
T2	New major developments within 500m of a bus stop served by commercial bus service	SP1, SP2, SP3, SP4, MP1, SD1, SD2, CO1, SC4	To achieve 5% above the baseline	If under performance is less than the 20% of the three year rolling average	<ul style="list-style-type: none"> Identify the problems and causes of the variants Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Provide mitigation to ensure all new developments are meeting high standards of sustainability

Table 16.1 Monitoring Framework



17

Glossary



17 Glossary

Affordable housing (or sub-market housing)	Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.
Aggregate	Materials used for construction purposes such as sand, gravel, crushed rock and other bulk material.
Amenity	A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.
Area of Search	A broad area within which sites are sought for development, for example, for housing, mineral extraction, or renewable energy.
Best and most versatile agricultural land	Land in grades 1, 2 and 3a of the Agricultural Land Classification.
Blue Infrastructure	A network of water that supports native species, maintains natural ecological processes, prevents flooding, sustains air and water resources, and contributes to the health and quality of life of local communities.
Brownfield Land and sites	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.
Building for Life 12	The industry standard endorsed by government for designing new homes in England, based on 12 key criteria.
Climate change adaptation	Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures. Such adjustments seek to moderate harm or exploit beneficial opportunities.
Climate change mitigation	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
Community Infrastructure	The basic facilities, services and installations needed for the functioning of a community or society. It includes community buildings and halls, leisure facilities, cultural facilities, education services, healthcare facilities and renewable energy installations.
Community Infrastructure Levy (CIL)	A levy allowing Local Authorities to raise funds from owners or developers of land undertaking new building projects in their area.
Community Strategy	A strategy prepared by a Local Authority to improve local quality of life and aspirations, under the Local Government Act 2000.



Conservation	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Conservation Area	Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.
Design Code	A set of written and graphical rules that set the parameters for the detailed design of a significant new development. These can be required at outline or detailed stage
Design Review	Assessment of design proposals by a nominated panel, the recommendations of which would be a material consideration in determining the application
Design SPD	Intended supplementary planning document to be prepared to support policies in the Local Plan covering the issues of design and built heritage conservation
Designated Heritage Assets	Assets recognised as having national heritage significance and/or benefiting from statutory protection: Conservation Areas; Listed Buildings; Scheduled Monuments; Registered Parks and Gardens; Registered Battlefields; and World Heritage Sites
Development	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.
Development Plan	This includes adopted Local Plans and Neighbourhood Plans and is defined in Section 38 of the Planning and Compulsory Purchase Act 2004.
Economic Development	Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).
Employment Land	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 1987. It does not include land for retail development nor 'owner specific' land.
Employment Land Review (ELR)	A review of the employment land portfolio within the Borough to form part of the evidence base for the Local Plan.
Environmental Impact Assessment (EIA)	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.
European site	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 are to: check the unrestricted sprawl of large built up areas; to prevent neighbouring towns from merging into one another; safeguard the countryside from encroachment; preserve the setting and special character of historic towns; and 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 current 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 or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Heritage Crime	Any offence which harms the value of heritage assets and their settings to this and future generations
Housing to meet local needs	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.
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.
Inclusive design	Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone.
Infill development	The development of a relatively small gap between existing buildings.
Infrastructure	Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.
Infrastructure Plan	National planning policy formally requires Local Authorities to demonstrate sufficient infrastructure exists, or will be provided, to



	support their strategies for new development as set out in their Local Plan documents.
Key Service Centre (KSC)	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.
Key Worker Dwelling	A key worker is a public sector employee who is considered to provide an essential service; this includes those involved in health; education; emergency services and social workers.
Landbank (Mineral)	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.
Lifetime Homes	An informal, but nationally recognised standard for the internal space and adaptability standards for new housing
Listed Building	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 includes any buildings or permanent structures within its curtilage which have formed part of the land since before 1 July 1948. English Heritage is responsible for designating buildings for listing in England.
Local Landscape Designation Areas	Non-statutory and locally designated areas outside the national landscape designations, which are considered by the local planning authority to be of particular landscape value to the local area.
Local Development Order (LDO)	An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.
Local Enterprise Partnership (LEP)	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	The plan for the future development of the local area, drawn up by the Local Planning Authority in consultation with the community. In law this is described as the Development Plan Documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be Development Plan Documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.
Local Plan Strategy	Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for an area, having regard to the Community Strategy. The Local Plan Strategy was previously referred to as the Core Strategy.
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
Major Development	Major development is defined as: Residential developments of 10 or more dwellings or a site area of more than 0.5ha; Retail, commercial or industrial or other developments with a floorspace of more than 1,000 square metres or a site area of more than 1ha.
Main town centre uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities and the more intensive sport and recreation uses (including cinemas, restaurants, drive through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Masterplanning	An activity to create a 2 or 3 dimensional image of a development to help articulate the design vision for a site. Often these are illustrative rather than detailed.
Mineral Resources	Natural concentrations of minerals in or on the Earth's crust that are or may become of economic interest because they are present in such a form, quality and quantity that there is potential for eventual economic extraction.
Mineral Reserve	Mineral deposits which have been tested to establish the quality and quantity of material present and which could be economically and technically exploited.
Mineral Safeguarding Area	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.
Monitoring Report	A report prepared by Local Planning Authorities, assessing progress with and the effectiveness of a Local Plan.
Neighbourhood Plan	A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
Non-designated heritage asset	<p>Locally important heritage assets identified by the Local Planning Authority, where there is often a strong local affinity or association:</p> <ul style="list-style-type: none"> • Areas of Local Archaeological Interest (including the Areas of Archaeological Potential and Sites of Archaeological Importance identified in Local Plans) • Buildings of local architectural or historic interest (Local List) • Locally important built assets not on the Local List • Locally significant historic parks and gardens • Other locally important historic landscapes



Open Countryside	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 Villages. Settlement boundaries will be shown on the Proposals Map of the Local Plan.
Open Space	All space of public value, including public landscaped areas, playing fields, parks and play areas, and areas of water such as rivers, canals, lakes and reservoirs, which may offer opportunities for sport and recreation or act as a visual amenity and a haven for wildlife.
Outdoor Sports facilities	Sports facilities with natural or artificial surfaces (and either publicly or privately owned) – including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields and other outdoor sports areas – these facilities may have ancillary infrastructure such as changing accommodation or pavilions.
Passive environmental design	Design that maximises the use of natural/renewable resources such as sunlight, shade and wind to minimise carbon output and improve the comfort of new development
Passive Surveillance	Supervision created by surrounding activity and overlooking that deters crime and disorder
Place Shaping Consultation	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 looks at the options for the plan for each place. From this a Strategy for each town or village is produced and the proposals can be incorporated into the Local Plan.
Pollution	Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.
Preferred Area	Areas containing known mineral resources largely unaffected by substantial planning constraints where planning permission might reasonably be anticipated providing proposals are environmentally acceptable.
Previously Developed Land	Land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
Principal Town	The largest towns with a wide range of employment, retail and education opportunities and services, serving a large catchment area



	with a high level of accessibility and public transport. The Principal Towns are Crewe and Macclesfield.
Public Benefit	The benefit to the community, the region, and potentially nationally, arising from the proposed development
Public realm	Those parts of a village, town or city, whether publicly or privately owned, available for everyone to use. This includes streets, squares and parks.
Ramsar sites	Wetlands of international importance, designated under the 1971 Ramsar Convention.
Registered Battlefield	The English Heritage Register of Historic Battlefields identifies 43 important English battlefields. Its purpose is to offer them protection and to promote a better understanding of their significance.
Registered Parks and Gardens	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.
Renewable energy	Energy flows that occur naturally and repeatedly in the environment, for example from the wind, water flow, tides or the sun.
Residential Amenity	The quality of the living environment for occupants of a dwelling house, including its associated external spaces
Rural exception sites	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.
Safeguarded Land	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.
Scheduled Ancient Monument	A nationally-important site or monument which is given legal protection against disturbance or change.
Secured by Design	An accreditation run by the police to endorse the safety and security of new development
Self Build	The definition of self build includes housing built by individuals or groups of individuals for their own use, either by building the homes themselves or working with builders.
Sense of place	Distinctive qualities in a new development that capture and build upon the existing qualities of the surrounding area, or which define a new, distinctive townscape character
Setting	The area surrounding a place, a building or feature that contributes to its appreciation/enjoyment



Setting of a heritage asset	The surroundings in which an asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Significance	The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting
Site Allocations and Development Policies Document	Part of the Local Plan which will contain land allocations and detailed policies and proposals to deliver and guide the future use of that land.
Sites of Biological Importance (SBIs)/Local Wildlife Sites	Locally important sites of nature conservation adopted by local authorities for planning purposes.
Site of Special Scientific Interest (SSSI)	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
Spatial Portrait	A description of the Borough as a place to live, work and visit, including its key characteristics and features.
Special Areas of Conservation (SAC)	Areas given special protection under the European Union's Habitat Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.
Special Protection Areas (SPA)	Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.
Statement of Community Involvement (SCI)	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 supports the Local Plan.
Strategic Site/Location	An important or essential site/area in relation to achieving the vision and strategic priorities of the Local Plan and which contributes to accommodating the sustainable development planned for over the local plan period.
Supplementary Planning Documents (SPD)	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.
Sustainability Appraisal (SA)	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.
Sustainable Development	A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the



needs of the present without compromising the ability of future generations to meet their own needs."

The Government has set out four aims for sustainable development in its strategy 'A Better Quality of Life, a Strategy for Sustainable Development in the UK'. The four aims, to be achieved simultaneously are:

- Social progress that recognises the needs of everyone;
- Effective protection of the environment;
- Prudent use of natural resources; and
- Maintenance of high and stable levels of economic growth and employment.

Sustainable Drainage System (SuDS)

An approach to managing rainfall in development that replicates natural drainage, managing it close to where it falls, maximising infiltration and minimising surface run-off.

Town Centre

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.

Transport Assessment

An assessment of the availability of, and levels of access to, all forms of transportation. In relation to a proposed development it identifies what measures will be required to improve accessibility and safety for all modes of travel particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

Travel Plan

A plan or long-term management strategy 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.

Tree Preservation Order

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.

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.

World Heritage Site

A place that is listed by the United Nations Educational, Scientific and Cultural Organisation as of special cultural or physical significance which the World Heritage Committee considers as having outstanding universal value.



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Appendices



Appendix A: Proposed Growth Distribution

Proposed Housing Growth Distribution

A.1 The Tables below illustrate the proposed distribution of housing growth across Cheshire East as distributed across Principal Towns, Key Service Centres, New Settlements, Local Service Centres and Other Settlements and Rural Villages.

Principal Towns

Area	Target	Completions 01/04/10 - 31/12/13	Commitments 31/12/13 ⁽¹⁰²⁾	Local Plan Strategy Sites and Strategic Locations		Site Allocations	Total
Crewe	7000	286	2010	Central Crewe ⁽¹⁰³⁾	250	34	7000
				Basford East	1000		
				Basford West	370		
				Leighton West	850		
				Leighton Strategic Location	400		
				Crewe Green	150		
				Sydney Road	250		
				South Cheshire Growth Village	800		
				The Shavington / Wybunbury Triangle	350		
				East Shavington	250		
				Crewe Subtotal	4670		
Macclesfield	3500	375	778	Central Macclesfield ⁽¹⁰⁴⁾	500	97	3500
				South Macclesfield Development Area	1050		
				Land off Congleton Road	300		
				Land East of Fence Avenue	250		
				Gaw End Lane	150		

102 includes applications with resolution to grant subject to 106 agreement but excludes 1255 dwelling commitments to avoid double counting with identified strategic sites. These are at Basford West, Crewe (370 dwellings); Shavington Triangle, Crewe (300 dwellings); Sydney Road, Crewe (250 dwellings); and Twyfords, Alsager (335 dwellings). In addition, the permissions for 126 dwellings on Land at COG Training & Conference Centre, Nantwich and for 66 dwellings at Macclesfield Cricket Club are excluded from the commitments figure as they are considered unlikely to be developed for housing purposes.

103 includes general brownfield allowance for whole of existing urban area

104 includes general brownfield allowance for whole of existing urban area



Area	Target	Completions 01/04/10 - 31/12/13	Commitments 31/12/13 ⁽¹⁰²⁾	Local Plan Strategy Sites and Strategic Locations		Site Allocations	Total
				Macclesfield Subtotal	2250		
Principal Towns Total	10500	661	2788	Total	6920	131	10500

Table A.1 Housing Distribution: Principal Towns

Key Service Centres

Area	Target	Completions 01/04/10 - 31/12/13	Commitments 31/12/13	Local Plan Strategy Sites and Strategic Locations		Site Allocations	Total
Alsager	1600	15	194	Former MMU Campus	350	141	1600
				Twyfords and Cardway	550		
				White Moss Quarry Strategic Location	350		
				Alsager Subtotal	1250		
Congleton	3500	290	714	Congleton Business Park Extension Strategic Location	450	296	3500
				Giantswood Lane to Manchester Road Strategic Location	550		
				Giantswood Lane South	150		
				Manchester Road to Macclesfield Road	550		
				Back Lane / Radnor Park Strategic Location	500		
				Congleton Subtotal	2200		
Handforth	150	63	27	N/A	0	60	150
Knutsford	650	19	23	North West Knutsford	300	108	650

¹⁰² includes applications with resolution to grant subject to 106 agreement but excludes 1255 dwelling commitments to avoid double counting with identified strategic sites. These are at Basford West, Crewe (370 dwellings); Shavington Triangle, Crewe (300 dwellings); Sydney Road, Crewe (250 dwellings); and Twyfords, Alsager (335 dwellings). In addition, the permissions for 126 dwellings on Land at COG Training & Conference Centre, Nantwich and for 66 dwellings at Macclesfield Cricket Club are excluded from the commitments figure as they are considered unlikely to be developed for housing purposes.



Area	Target	Completions 01/04/10 - 31/12/13	Commitments 31/12/13	Local Plan Strategy Sites and Strategic Locations		Site Allocations	Total
				Parkgate Extension	200		
				Knutsford Subtotal	500		
Middlewich	1600	173	487	Glebe Farm	450	90	1600
				Brooks Lane Strategic Location	400		
				Middlewich Subtotal	850		
Nantwich	1900	116	474	Stapeley Water Gardens	150	60	1900
				Kingsley Fields	1100		
				Nantwich Subtotal	1250		
Poynton	200	-4	24	N/A	0	180	200
Sandbach ⁽¹⁰⁵⁾	2200	261	1741	Land adjacent to J17 of M6, south east of Congleton Road	200	0	2202
Wilmslow	400	100	64	Royal London	75	0	439
				Adlington Road	200		
				Wilmslow Subtotal	275		
Key Service Centres Total	12050	1033	3612	Total	6525	949	12119

Table A.2 Housing Distribution: Key Service Centres

New Settlements

Area	Target	Completions 01/04/10 - 31/12/13	Commitments 31/12/13	Local Plan Strategy Sites and Strategic Locations		Site Allocations	Total
North Cheshire Growth Village, Handforth East	1850	0	237	North Cheshire Growth Village	1650	0	1887

Table A.3 Housing Distribution: New Settlements

105 Sandbach commitments figure includes the Land North of Congleton Road site which at the time of publication is subject to a high court challenge



Local Service Centres

Area	Target	Completions 01/04/10 - 31/12/13	Commitments 31/12/13	Local Plan Strategy Sites and Strategic Locations	Site Allocations	Total
Local Service Centres	2500	151	1250	0	1099	2500

Table A.4 Housing Distribution: Local Service Centres

Other Settlements and Rural Areas

Area	Target	Completions 01/04/10 - 31/12/13	Commitments 31/12/13	Local Plan Strategy Sites and Strategic Locations	Site Allocations	Total
Other Settlements and Rural Villages	2000	385	733	0	882	2000

Table A.5 Housing Distribution: Other Settlements and Rural Areas

Totals:

Area	Target	Completions 01/04/10 - 31/12/13	Commitments 31/12/13	Local Plan Strategy Sites and Strategic Locations	Site Allocations	Total
All areas	2905	2230	8756	15095	3047	29128

Table A.6 Housing Distribution: Totals

Proposed Employment Land Distribution

A.2 The Tables below illustrate the proposed distribution of employment land across Cheshire East as distributed across Principal Towns, Key Service Centres, New Settlements, Local Service Centres and Other Settlements and Rural Villages.

A.3 The figures for take-up between 2010 and 2013 are the gross take-up of new employment land for employment (B1, B2 and B8) uses. The take-up figures do not include redevelopment of existing employment sites for employment use or the losses of employment land to other uses.

A.4 The employment land supply is the amount of land available for new employment development. It includes sites with permission for employment development, sites under construction, existing employment allocations and new allocations in this Local Plan Strategy. It does not include permissions for redevelopment for employment uses where the site is already being used for employment. It does include permissions for changes of use from non-employment uses to employment uses, but does not include changes from one type of employment use to another. It also does not include sites that are classed as owner-expansion land as these are not generally available for development.



Principal Towns

Area	Target (ha)	Take-Up 01/04/10 - 31/03/13 (ha)	Supply 31/03/13 (ha)	Local Plan Strategy Sites and Strategic Locations (ha)		Site Allocations (ha)	Total
Crewe	65.00	0.04	13.81	Basford East	24.00	0.00	65.01
				Basford West	22.16		
				Leighton West	5.00		
				Crewe Total	51.16		
Macclesfield	15.00	0.16	3.01	South Macclesfield Development Area	5.00	1.83	15.00
				Land off Congleton Road	5.00		
				Macclesfield Total	10.00		
Principal Towns Total	80.00	0.20	16.82	Total	61.16	1.83	80.01

Table A.7 Employment Land Distribution: Principal Towns

Key Service Centres

Area	Target (ha)	Take-Up 01/04/10- 31/03/13 (ha)	Supply 31/03/13 (ha)	Local Plan Strategy Sites and Strategic Locations (ha)		Site Allocations (ha)	Total
Alsager	35.00	0.12	0.00	Radway Green Brownfield Site	10.00	0.00	35.12
				Radway Green Extension	25.00		
				Alsager Total	35.00		
Congleton	24.00	0.00	3.80	Back Lane / Radnor Park Strategic Location	10.00	0.20	24.00
				Congleton Business Park Extension Strategic Location	10.00		
				Congleton Total	20.00		
Handforth	10.00	0.00	9.72	N/A	0.00	0.28	10.00
Knutsford	10.00	0.01	0.00	Parkgate Extension	6.00	3.99	10.00
Middlewich	75.00	0.47	75.10	Midpoint 18 Extension ⁽¹⁰⁶⁾	0.00	0.00	75.57

106 An additional 70ha extension to MidPoint18 is allocated to enable the long term development of the local economy and provision of the Middlewich Eastern Bypass. However, this site is not currently counted as contributing towards employment needs as it is envisaged that the remaining land at MidPoint18 phases 1-3 will be developed first and the further extension will only start at the very end of the plan period



Area	Target (ha)	Take-Up 01/04/10-31/03/13 (ha)	Supply 31/03/13 (ha)	Local Plan Strategy Sites and Strategic Locations (ha)		Site Allocations (ha)	Total
Nantwich	3.00	0.11	0.07	Kingsley Fields	2.00	0.82	3.00
Poynton	3.00	0.00	0.30	N/A	0.00	2.70	3.00
Sandbach	20.00	0.03	0.00	Land adjacent to J17 of M6, south east of Congleton Road	20.00	0.00	20.03
Wilmslow	8.00	0.00	0.07	Royal London	5.00	0.00	8.07
				Wilmslow Business Park	3.00		
				Wilmslow Total	8.00		
Key Service Centres Total	188.00	0.74	89.06	Total	91.00	7.99	188.79

Table A.8 Employment Land Distribution: Key Service Centres

New Settlements, Employment Improvement Areas and Opportunity Sites

Area	Target (ha)	Take-Up 01/04/10 - 31/03/13 (ha)	Supply 31/03/13 (ha)	Local Plan Strategy Sites and Strategic Locations (ha)		Site Allocations (ha)	Total
Wardle Employment Improvement Area	61.00	0.00	0.00	Wardle Employment Improvement Area	61.00	0.00	61.00
Alderley Park Opportunity Site	0.00	0.00	0.00	Alderley Park Opportunity Site ⁽¹⁰⁷⁾	0.00	0.00	0.00
North Cheshire Growth Village, Handforth East	12.00	0.00	0.00	North Cheshire Growth Village	12.00	0.00	12.00
New Settlements, Employment Improvement Areas and Opportunity Sites Total	73.00	0.00	0.00	Total	73.00	0.00	73.00

Table A.9 Employment Land Distribution: New Settlements, Employment Improvement Areas and Opportunity Sites

107 Alderley Park is not counted as contributing to the employment requirement as it is an existing developed site in the Green Belt so whilst there is scope for redevelopment there is little scope for additional development over and above that already existing



Local Service Centres

Area	Target (ha)	Take-Up 01/04/10 - 31/03/13 (ha)	Supply 31/03/13 (ha)	Local Plan Strategy Sites and Strategic Locations (ha)	Site Allocations (ha)	Total
Local Service Centres Total	5.00	0.09	3.35	0.00	1.56	5.00

Table A.10 Employment Land Distribution: Local Service Centres

Other Settlements and Rural Areas

Area	Target (ha)	Take-Up 01/04/10 - 31/03/13 (ha)	Supply 31/03/13 (ha)	Local Plan Strategy Sites and Strategic Locations(ha)	Site Allocations (ha)	Total
Other Settlements and Rural Areas ⁽¹⁰⁸⁾	5.00	0.57	6.26	0.00	0.00	6.83

Table A.11 Employment Land Distribution: Other Settlements and Rural Areas

Totals:

Area	Target (ha)	Take-Up 01/04/10 - 31/03/13 (ha)	Supply 31/03/13 (ha)	Local Plan Strategy Sites and Strategic Locations(ha)	Site Allocations (ha)	Total
All areas	351.00	1.60	115.49	225.16	11.38	353.63

Table A.12 Employment Land Distribution: Totals

108 Although there is no requirement set for additional employment land in Rural areas in the Site Allocations document, it may be appropriate to designate some small-scale sites to meet local needs



Appendix B: Saved Policies

B.1 Consideration has been given to the 'saved' policies in the Local Plans adopted by the former Boroughs / County Council (Congleton Local Plan, Crewe and Nantwich Local Plan, Macclesfield Local Plan, Cheshire Minerals Local Plan and the Cheshire Waste Local Plan). Where appropriate, 'saved' policies have been deleted to ensure no overlap with the policies contained in the Cheshire East Local Plan Strategy – Submission Version.

B.2 A list of previously adopted policies which the Council is seeking to retain/replace is set out below. Policies that are retained will continue to be used in the determination of planning applications in the Borough until superseded by the Site Allocations and Development Policies and Waste Development Plan Documents.

Congleton Borough Local Plan First Review (Adopted January 2005)

Existing Congleton Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy PS3: Settlement Hierarchy	Yes	Policy PG2	Policy PG2 presents an updated settlement hierarchy
Policy PS4: Towns	No		
Policy PS5: Villages in the Open Countryside and Inset in the Green Belt	No		
Policy PS6: Settlements in the Open Countryside and the Green Belt	No		
Policy PS7: Green Belt	No		
Policy PS8: Open Countryside	No		
Policy PS9: Areas of Special County Value	Yes	Policy SE4	Areas of Special County Value are now known as Local Landscape Designations which are addressed by Policy SE4.
Policy PS10: Jodrell Bank Radio Telescope Consultation Zone	Yes	Policy SE14	Policy SE14 addresses the Jodrell Bank Zone.
Policy PS12: Strategic Transport Corridors	No		
Policy GR1: New Development	Yes	Policies SD1, SD2, SE1, SE2, SE4, SE6, SC2, SC4, CO4	Various policies address new development including the principles of sustainable development, design, open space and infrastructure provision etc.
Policy GR2: Design	Yes	Policies SE1, SE2, SE3, SE4, SE6, SE7, SE8, SE9	Policy SE1 sets out a comprehensive approach to design. Additional policies deal with energy efficiency, the historic environment and environmental protection.
Policy GR3: Design	Yes	Policies SE1, SE2, SC4, SE6, CO1	Relevant principles are set out with regard to design; appropriate use of land; dwelling mix; housing needs; open space; and accessibility.



Existing Congleton Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy GR4: Landscaping	Yes	Policy SE4	Superseded by Policy SE4 which sets out the approach to landscape protection
Policy GR5: Landscaping	Yes	Policy SE4	Superseded by Policy SE4 which sets out the approach to landscape protection
Policy GR6: Amenity and Health	No		
Policy GR7: Amenity and Health	No		
Policy GR8: Amenity and Health	No		
Policy GR9: Accessibility, Servicing and Parking Provision (New Development)	No		
Policy GR10: Accessibility, Servicing and Parking Provision	No		
Policy GR11 Development Involving New Roads and other Transportation Projects	No		
Policy GR13: Public Transport Measures	No		
Policy GR14: Cycling Measures	No		
Policy GR15: Pedestrian Measures	No		
Policy GR16: Footpath, Bridleway and Cycleway Networks	No		
Policy GR17: Car Parking	No		
Policy GR18: Traffic Generation	No		
Policy GR19: Infrastructure	Yes	Policies IN1 and IN2	Policies IN1 and IN2 cover infrastructure requirements
Policy GR20: Public Utilities	No		
Policy GR21: Flood Prevention	Yes	Policy SE13	Superseded by Policy SE13 which sets out flood prevention measure
Policy GR22: Open Space Provision	No		
Policy GR23: Provision of Services and Facilities	No		
Policy NR1: Trees and Woodlands	Yes	Policy SE5	Superseded by Policy SE5 which sets out protection for trees, hedgerows and woodland
Policy NR2: Statutory Sites	Yes	Policy SE3	These assets are protected by Policy SE3
Policy NR3: Habitats	No		
Policy NR4: Non-Statutory Sites	Yes	Policy SE3	These assets are protected by Policy SE3



Existing Congleton Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy NR5: Non-Statutory Sites	No		
Policy NR6: Reclamation of Land	No		
Policy NR9: Renewable Energy	Yes	Policy SE8	Superseded by Policy SE8 which sets out an updated policy
Policy BH1: Parks and Gardens of Historic Interest	No		
Policy BH2: Statutory List of Buildings of Special Architectural or Historic Interest (Demolition)	No		
Policy BH3: Statutory List of Buildings of Special Architectural or Historic Interest (Change of Use/Conversion)	No		
Policy BH4: Statutory List of Buildings of Special Architectural or Historic Interest (Effect of Proposals)	No		
Policy BH5: Statutory List of Buildings of Special Architectural or Historic Interest	No		
Policy BH6: Non-statutory List of Buildings of Special Architectural or Historic Interest	Yes	Policy SE7	Policy SE7 sets out the approach to heritage assets, including designated and non-designated assets
Policy BH7: Enabling Development	No		
Policy BH8: Conservation Areas	No		
Policy BH9: Conservation Areas	No		
Policy BH10: Conservation Areas	No		
Policy BH13: New Agricultural Buildings	No		
Policy BH15: Conversion of Rural Buildings	No		
Policy BH16: The Residential Re-Use of Rural Buildings	No		
Policy E3: Employment Development in Towns	Yes	Policies SD1, SD2, EG1, EG5, SE2	Policies set out the approach to sustainable development; the location of town centres uses; and making efficient use of land.
Policy E4: Employment Development in Villages	Yes	Policies SD1, SD2, PG2, EG1, EG2, EG5, SE2.	Policies set out the approach to sustainable development; the location of town centre uses; the rural economy; and making efficient use of land.
Policy E5: Employment Development in the Open Countryside	Yes	Policies SD1, SD2, PG2, PG5, EG1, EG2, EG5, SE2.	Policies set out the approach to sustainable development; the location of town centre uses; the



Existing Congleton Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
			rural economy; open countryside; and making efficient use of land.
Policy E6: Employment Development in the Green Belt	Yes	Policies SD1, SD2, PG2, PG3, EG1, EG2, EG5, SE2.	Policies set out the approach to sustainable development; the location of town centre uses; the rural economy; Green Belt; and making efficient use of land.
Policy E8: Home-Based Businesses	No		Superseded by Policies CS14 and CS15 Radway Green Brownfield and Extension
Policy E9: Royal Ordnance Factory, Radway Green	Yes	Policies CS14 and CS15	Policy EG3 updates the approach to be taken to existing employment sites.
Policy E10: Re-use or Redevelopment of Existing Employment Sites	Yes	Policy EG3	
Policy E11: Owner-specific Employment Sites	No		
Policy E12: Distribution and Storage Facilities	No		
Policy E13: Roadside Facilities	No		
Policy E14: Motorway Service Areas	No		
Policy E15: Heavy Goods Vehicle Parking	No		
Policy E16: Tourism and Visitor Development (Facilities and Attractions)	Yes	Policies SD1, SD2, PG3, PG5, EG2, EG4	Relevant principles are contained in policies addressing sustainable development; open countryside; Green Belt; the rural economy; and tourism
Policy E17: Tourism and Visitor Development (Serviced Accommodation)	No		
Policy E18: Tourism and Visitor Development (Camping and Caravanning Sites)	No		
Policy E19: Telecommunications	No		
Policy H1: Provision of New Housing Development	Yes	Policy PG1	Policy PG1 sets out the amount of land provided to accommodate the necessary number of homes throughout the plan period.
Policy H2: Provision of New Housing Development	Yes	Policy PG2, PG6	Policy PG2 sets out the settlement hierarchy and Policy PG6 addresses the spatial distribution of development across the Borough.
Policy H3: Committed Housing Sites	No		
Policy H4: Residential Development in Towns	Yes	Policies SD1, SD2, SE1, SE2, SE4, SC4, CO4.	Policies address windfall sites and the approach to be taken in evaluating applications for housing development including infrastructure;



Existing Congleton Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
			accessibility; and physical and environmental constraints.
Policy H5: Residential Development in Villages	Yes	Policies SD1, SD2, SE1, SE2, SE4, SC4, SC6	Policies address windfall sites and the approach to be taken in evaluating applications for housing development including infrastructure; accessibility; rural exceptions for housing for local needs; and physical and environmental constraints.
Policy H6: Residential Development in the Open Countryside and the Green Belt	Yes	Policies PG3, PG5, SD1, SD2, SE1, SE2, SE4, SC4, SC6	Policies address windfall sites and the approach to be taken in evaluating applications for housing development including infrastructure; accessibility; rural exceptions for housing for local needs; open countryside; Green Belt; and physical and environmental constraints.
Policy H7: Residential Caravans and Mobile Homes	No		
Policy H8: Gypsy Caravan Sites	Yes	Policy SC7	Policy SC7 sets out the approach to locating sites for gypsy and traveller and travelling showpeople, and addresses the level of need in the Borough.
Policy H9: Additional Dwellings and Sub-divisions	No		
Policy H10: Additional Dwellings and Sub-divisions	No		
Policy H13: Affordable and Low-cost Housing	Yes	Policy SC5	This policy addresses the provision of affordable housing.
Policy H14: Affordable and Low-cost Housing	Yes	Policy SC6	This policy deals with rural exceptions housing to meet local needs.
Policy H16: Extensions to Dwellings in the Open Countryside and Green Belt	No		
Policy H17: Extension of Residential Curtilages into the Open Countryside or Green Belt	No		
Policy H18: Dwellings Associated with Rural Enterprises	No		
Policy H19: Agricultural Occupancy Conditions	No		



Existing Congleton Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy S1: Shopping Hierarchy	Yes	Policy EG5	Policy EG5 creates a new hierarchy of retail centres.
Policy S2: Shopping and Commercial Development Outside Town Centres	Yes	Policy EG5	Policy EG5 sets out the approach to town centre uses which cannot be accommodated in or adjacent to centres
Policy S4: Principal Shopping Areas	No		
Policy S5: Other Town Centre Areas	No		
Policy S6: The Use of Upper Floors within Town Centres	No		
Policy S7: Shopping and Commercial Development in Villages	Yes	Policy EG5	Policy EG5 creates a new hierarchy of retail centres which replaces that in Policy S7.
Policy S8: Holmes Chapel	Yes	Policy EG5	Policy EG5 creates a new hierarchy of retail centres which replaces that in Policy S8.
Policy S9: Shopping and Commercial Development in the Open Countryside and Green Belt	Yes	Policies PG3, PG5, SD1, SD2, EG2, EG5	Relevant principles are covered in policies which address the hierarchy of retail centres; the rural economy; sustainable development; open countryside; and the Green Belt
Policy S11: Shop Fronts and Security Shutters	No		
Policy S12: Security Shutters-Solid Lath	No		
Policy S13: Security Shutters-Lattice/Mesh Grilles	No		
Policy S14: Advertisements	No		
Policy S15: Advertisements in Conservation Areas	No		
Policy S16: Environmental Improvements and Traffic Management Measures	No		
Policy RC1: Recreation and Community Facilities Policies (General)	Yes	Policies SC1, SC3, SD2 and SE3	Covered by Local Plan Strategy policies on leisure and recreation; sustainable development; protection of countryside, landscape and geology
Policy RC2: Protected Areas of Open Space	No		
Policy RC3: Nuisance Sports	No		
Policy RC4: Countryside Recreation Facilities	No		
Policy RC5: Equestrian Facilities	No		



Existing Congleton Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy RC6: Golf Courses and Driving Ranges	No		
Policy RC7: Water Based Activities	No		
Policy RC8: Canal/Riverside Recreational Developments	No		
Policy RC9: Canal/Riverside Recreational Developments (Mooring)	No		
Policy RC10: Outdoor Formal Recreational and Amenity Open Space Facilities	No		
Policy RC11: Indoor Recreational and Community Uses (General)	No		
Policy RC12: Retention of Existing Community Facilities	No		
Policy RC13: Day Nurseries	No		
Policy DP1: Employment Sites	No		
Policy DP2: Housing Sites	No		
Policy DP3: Mixed Use Sites	No		
Policy DP3A: Alsager Campus	Yes	Site CS13	The site allocation for the Former Manchester Metropolitan University Campus has been updated.
Policy DP4: Retail Sites	No		
Policy DP5: Recreation, Leisure and Community Use Sites	No		
Policy DP6: Treatment Facility	No		
Policy DP7: Development Requirements	No		
Policy DP8: Supplementary Planning Guidance	No		
Policy DP9: Transport Assessment	No		
Policy DP10: New Road Schemes	No		
Policy DP11: Transport Facilities	No		

Table B.1 Congleton Borough Local Plan Saved Policies to be Replaced



Borough Of Crewe And Nantwich Replacement Local Plan 2011 (Adopted February 2005)

Existing Crewe and Nantwich Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy NE1: Development in the Green Belt	No		
Policy NE2: Open Countryside	Yes	Policy PG5	Policy PG5 addresses the approach taken to the open countryside.
Policy NE3: Areas of Special County Value	Yes	Policy SE4	Areas of Special County Value are now known as Local Landscape Designations which are addressed by Policy SE4.
Policy NE4: Green Gaps	No		
Policy NE5: Nature Conservation and Habitats	Yes	Policies SE3, SE4, SE5, SE6	These policies protect a range of habitats and landscapes.
Policy NE6: Sites of International Importance for Nature Conservation	Yes	Policies SE3, SE4, SE5, SE6	These policies protect a range of habitats and landscapes.
Policy NE7: Sites of National Importance for Nature Conservation	Yes	Policies SE3, SE4, SE5, SE6	These policies protect a range of habitats and landscapes.
Policy NE8: Sites of Local Importance for Nature Conservation	Yes	Policies SE3, SE4, SE5, SE6	These policies protect a range of habitats and landscapes.
Policy NE9: Protected Species	Yes	Policy SE3	Policy SE3 addresses biodiversity and the protection of species.
Policy NE10: New Woodland Planting and Landscaping	No		
Policy NE11: River and Canal Corridors	No		
Policy NE12: Agricultural Land Quality	Yes	Policies SE2, SE4, SD1 and SD2	Superseded by Policies SE2, SE4, SD1 and SD2
Policy NE13: Rural Diversification	No		
Policy NE14: Agricultural Buildings Requiring Planning Permission	No		
Policy NE15: Re-Use and Adaptation of a Rural Building for a Commercial, Industrial or Recreational Use	No		
Policy NE16: Re-Use and Adaptation of a Rural Building for Residential Use	No		
Policy NE17: Pollution Control	No		
Policy NE18: Telecommunications Development	No		
Policy NE19: Renewable Energy	Yes	Policies SE8, SE9	Policies SE8 and SE9 address low carbon energy and energy efficient development.
Policy NE20: Flood Prevention	No		



Existing Crewe and Nantwich Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy NE21: New Development and Landfill Sites	No		
Policy BE1: Amenity	No		
Policy BE2: Design Standards	Yes	Policies SD2 and SE1	Policy SD2 and SE1 comprehensively address design and sustainable development.
Policy BE3: Access and Parking	No		
Policy BE4: Drainage, Utilities and Resources	No		
Policy BE5: Infrastructure	Yes	Policies IN1, IN2	These policies address the provision of infrastructure and developer contributions.
Policy BE6: Development on Potentially Contaminated Land	No		
Policy BE7: Conservation Areas	No		
Policy BE8: Advertisements in Conservation Areas	No		
Policy BE9: Listed Buildings: Alterations and Extensions	No		
Policy BE10: Changes of Use for Listed Buildings	No		
Policy BE11: Demolition of Listed Buildings	No		
Policy BE12: Advertisements on Listed Buildings	No		
Policy BE13: Buildings of Local Interest	Yes	Policy SE7	This policy sets out the approach to heritage assets, including designated and non-designated assets.
Policy BE14: Development Affecting Historic Parks and Gardens	No		
Policy BE15: Scheduled Ancient Monuments	No		
Policy BE16: Development and Archaeology	No		
Policy BE17: Historic Battlefields	No		
Policy BE18: Shop Fronts and Advertisements	No		
Policy BE19: Advertisements and Signs	No		
Policy BE20: Advance Directional Advertisements	No		
Policy BE21: Hazardous Installations	No		



Existing Crewe and Nantwich Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy E1: Existing Employment Allocations	No		
Policy E2: New Employment Allocations	No		
Policy E3: Regional and Strategic Employment Allocations at Basford	Yes	Site Allocations	The Local Plan Strategy includes updated Site Allocations including those for employment use. (CS1 Basford East; CS2 Basford West)
Policy E4: Development on Existing Employment Areas	No		
Policy E5: Employment in Villages	Yes	Policy PG6	Policy PG6 sets out the spatial distribution of development across the Borough, including the approach to be taken in the various centres.
Policy E6: Employment Development within Open Countryside	Yes	Policy PG6, PG5, EG2	These policies set out the spatial distribution of development across the Borough; and address the open countryside and the rural economy.
Policy E7: Existing Employment Sites	Yes	Policy EG3, SE1	Policy EG3 sets out the approach to existing and allocated employment sites. Policies on design and sustainable development are also relevant.
Policy RES1: Housing Allocations	Yes	Policy PG1	Policy PG1 sets out the overall supply of housing land required over the plan period.
Policy RES2: Unallocated Housing Sites	No		
Policy RES3: Housing Densities	Yes	Policies SD1, SD2, SE1 and SE2	These policies set out the approach to be taken to design and sustainable development, including density.
Policy RES5: Housing in the Open Countryside	No		
Policy RES6: Agricultural and Forestry Occupancy Conditions	No		
Policy RES7: Affordable Housing within the Settlement Boundaries of Nantwich and the Villages listed in Policy RES4	Yes	Policies PG1, PG6 and SC5	Housing needs are set out in Policies PG1; and their distribution in PG6. Policy SC5 deals with affordable homes.
Policy RES8: Affordable Housing in Rural Areas Outside Settlement Boundaries (Rural Exceptions Policy)	Yes	Policy SC6	Policy SC6 sets out the approach to rural exceptions housing for local needs.
Policy RES9: Houses in Multiple Occupation	No		
Policy RES10: Replacement Dwellings in the Open Countryside	No		



Existing Crewe and Nantwich Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy RES11: Improvements and Alterations to Existing Dwellings	No		
Policy RES12: Living over the Shop	No		
Policy RES13: Sites for Gypsies and Travelling Showpeople	Yes	Policy SC7	Policy SC7 sets out the approach to locating sites for gypsies and travellers and travelling showpeople, and addresses the level of need in the Borough.
Policy TRAN1: Public Transport	Yes	Policies CO1, SD1 & 2	Policy CO1 deals with sustainable travel and transport; policies SD1 & 2 cover sustainable development particularly environmental issues.
Policy TRAN2: Crewe Bus Station	No		
Policy TRAN3: Pedestrians	No		
Policy TRAN4: Access for the Disabled	No		
Policy TRAN5: Provision for Cyclists	No		
Policy TRAN6: Cycle Routes	No		
Policy TRAN7: Crewe Railway Station	No		
Policy TRAN8: Existing Car Parks	No		
Policy TRAN9: Car Parking Standards	Yes	Policy CO2 and Appendix C.	Policy CO2 requires development proposals to adhere to the Cheshire East Parking Standards for Cars and Bicycles set out in Appendix C (Parking Standards).
Policy TRAN10: Trunk Roads	No		
Policy TRAN11: Non Trunk Roads	No		
Policy TRAN12: Roadside Facilities	No		
Policy RT1: Protection of Open Spaces with Recreational or Amenity Value	No		
Policy RT2: Equipped Children's Playgrounds	No		
Policy RT3: Provision of Recreational Open Space and Children's Playspace in New Housing Developments	No		
Policy RT5: Allotments	No		
Policy RT6: Recreational Uses in the Open Countryside	Yes	Policies PG5, EG4, SC1, SC2, SE4, SE6, SE7, CO1	Various policies address recreation uses (SC1 & 2, SE6); the open countryside (PG5); accessibility (CO1); protection of landscape (SE4), environmental and heritage assets (SE7) and tourism (EG4).



Existing Crewe and Nantwich Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy RT7: Visitor Accommodation	Yes	Policy EG4	Policy EG4 addresses the provision of tourist accommodation
Policy RT8: Promotion of Canals and Waterways	No		
Policy RT9: Footpaths and Bridleways	No		
Policy RT10: Touring Caravans and Camping Sites	No		
Policy RT11: Golf Courses	No		
Policy RT12: Nantwich Riverside	No		
Policy RT13: Leighton West Country Park	Yes	Site CS3 Leighton West, Crewe	Site CS3 Leighton West, Crewe supersedes this Policy.
Policy RT14: Nantwich Canal Basin	No		
Policy RT15: The Protection of Existing Indoor Leisure Facilities	Yes	Policy SC1	Policy SC1 sets out the criteria for protecting existing leisure facilities
Policy RT16: Noise Generating Sports	No		
Policy RT17: Increasing Opportunities for Sport	No		
Policy S1: New Retail Development in Town Centres	No		
Policy S2: Crewe Town Centre Primary Frontages	No		
Policy S3: Crewe town Centre Secondary Frontages	No		
Policy S4: Nantwich Town Centre	No		
Policy S5: Welsh Row, Nantwich	No		
Policy S6: Sites Allocated for Retailing and/or Leisure/Entertainment Uses	No		
Policy S7: Cronkinson Farm District Shopping Centre	Yes		Development is complete.
Policy S8: Existing District and Local Shopping Centres	No		
Policy S9: Nantwich Road, Crewe	No		
Policy S10: Major Shopping Proposals	Yes	Policy EG5	Policy EG5 considers proposals for main town centre uses which cannot be accommodated in or adjacent to centres
Policy S11: Leisure and Entertainment	Yes	Policy EG5	Policy EG5 considers proposals for main town centre uses which cannot be accommodated in or



Existing Crewe and Nantwich Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
			adjacent to centres. (Also policy SC1 covers leisure)
Policy S12: Mixed Use Regeneration Areas	No		
Policy S13: Village Shops	No		
Policy CF1: Leighton Hospital	No		
Policy CF2: Community Facilities	Yes	Policy SC1	Policy SC1 covers leisure and recreation including community facilities
Policy CF3: Retention of Community Facilities	No		

Table B.2 Borough of Crewe and Nantwich Local Plan Saved Policies to be Replaced



Macclesfield Borough Local Plan (Adopted January 2004)

Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy NE1: Areas of Special County Value	Yes	Policy SE4	Areas of Special County Value are now known as Local Landscape Designations which are addressed by Policy SE4.
Policy NE2: Protection of Local Landscapes	Yes	Policy SE4	Superseded by Policy SE4 which sets out the approach to landscape protection
Policy NE3: Landscape Conservation	No		
Policy NE5: Conservation of Parkland Landscapes	No		
Policy NE7: Woodland Management	Yes	Policy SE5	Superseded by Policy SE5 which sets out protection for trees, hedgerows and woodland
Policy NE8: Promotion and Restoration of Woodland	No		
Policy NE9: Protection of River Corridors	No		
Policy NE10: Conservation of River Bollin	No		
Policy NE11: Nature Conservation	Yes	Policy SE3	Superseded by Policy SE3 which seeks to protect and enhance biodiversity and geodiversity.
Policy NE12: SSSIs, SBIs and Nature Reserves	Yes	Policy SE3	These assets are protected by Policy SE3.
Policy NE13: Sites of Biological Importance	Yes	Policy SE3	SBIs are protected by Policy SE3.
Policy NE14: Nature Conservation Sites	Yes	Policy SE3	Policy protects a range of habitats.
Policy NE15: Habitat Enhancement	No		
Policy NE16: Nature Conservation Priority Areas	No		
Policy NE17: Nature Conservation in Major Developments	No		
Policy NE18: Accessibility to Nature Conservation	No		
Policy BE1: Design Guidance	Yes	Policies SE1, SD2	Policy SE1 sets out requirements for design. Policy SD2 sets out sustainable development principles.
Policy BE2: Preservation of Historic Fabric	No		
Policy BE3: Conservation Areas	Yes	Policy SE7	Policy SE7 addresses the historic environment, including



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
			Conservation Areas, and its protection.
Policy BE4: Design Criteria in Conservation Areas	Yes	Policy SE7	Conservation Area Consent no longer required for demolition. Development covered by Policy SE7, which addresses the historic environment, including Conservation Areas and its protection.
Policy BE6: Macclesfield Canal Conservation Area	No		
Policy BE7: High Street Conservation Area	No		
Policy BE8: Christ Church Conservation Area	No		
Policy BE9: Barracks Square Conservation Area	No		
Policy BE12: The Edge Conservation Area	No		
Policy BE13: Legh Road Conservation Area	No		
Policy BE15: Listed Buildings	No		
Policy BE16: Setting of Listed Buildings	Yes	Policy SE7	This policy sets out the approach to heritage assets, including their setting.
Policy BE17: Preservation of Listed Buildings	No		
Policy BE18: Design Criteria for Listed Buildings	No		
Policy BE19: Changes of Use for Listed Buildings	No		
Policy BE20: Locally Important Buildings	Yes	Policy SE7	This policy sets out the approach to heritage assets, including designated and non-designated assets.
Policy BE21: Sites of Archaeological Interest	No		
Policy BE22: Scheduled Monuments	No		
Policy BE23: Development Affecting Archaeological Sites	No		
Policy BE24: Development of Sites of Archaeological Importance	No		
Policy GC1: Green Belt - New Buildings	No		
Policy GC4: Major Developed Sites in the Green Belt	No		



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy GC5: Countryside Beyond the Green Belt	Yes	Policy PG5	Policy PG5 sets out the approach to the open countryside.
Policy GC6: Outside the Green Belt, Areas of Special County Value and Jodrell Bank Zone	No		
Policy GC7: Safeguarded Land	Yes	Policy PG4	Policy PG4 sets out the approach to safeguarded land. Areas mentioned under saved policy GC7 now development sites e.g. CS25 Adlington Road.
Policy GC8: Reuse of Rural Buildings - Employment and Tourism	No		
Policy GC9: Reuse of Rural Buildings - Residential	No		
Policy GC10: Extensions to Residential Institutions	No		
Policy GC12: Alterations and Extensions to Houses	No		
Policy GC14: Jodrell Bank	Yes	Policy SE14	Policy SE14 sets out the requirements regarding Jodrell Bank.
Policy RT1: Protection of Open Spaces	No		
Policy RT2: Incidental Open Spaces/Amenity Areas	No		
Policy RT3: Redundant Educational Establishments	No		
Policy RT5: Open Space Standards	No		
Policy RT6: Recreation/Open Space Provision	No		
Policy RT7: Cycleways, Bridleways and Footpaths	No		
Policy RT8: Access to Countryside	No		
Policy RT9: Restoration of Danes Moss Tip	No		
Policy RT10: Canals and Water Recreation	No		
Policy RT11: Canal Mooring Basins	No		
Policy RT13: Promotion of Tourism	Yes	Policy EG4	This policy addresses tourist development, protecting the features that attract visitors and encouraging investment.
Policy RT15: Hotel Development	Yes	Site CS8	Site referred to now covered by CS8 South Macclesfield Development Area



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy RT17: Re-use of Rural Buildings	No		
Policy RT19: Dairy House Lane Recreational Allocation	Yes	Allocation CS30	Allocation CS30 North Cheshire Growth Village Handforth sets out new proposals for this site
Policy H1: Phasing Policy	Yes	Policies PG1, PG6, SE2	Policy PG1 sets out the level of housing land required during the plan period; Policy PG6 sets out the spatial distribution of development across the Borough; and Policy SE2 addresses use of previously developed land.
Policy H2: Environmental Quality in Housing Developments	Yes	Policies SD2 & SE1	Policy SD2 sets out sustainable development principles. Policy SE1 sets out detailed requirements for new housing development.
Policy H4: Housing Sites in Urban Areas	Yes	Site Allocations - CS8, CS9, CS10, CS11	The Local Plan Strategy provides updated site allocations, as noted.
Policy H5: Windfall Housing Sites	Yes	Policies SD1, SD2, IN2, SE1, SE3, SE4, SE5, SE6, SE12, SE13, CO1, CO4	The Local Plan Strategy includes policies addressing windfall sites and the approach to be taken in evaluating applications for housing development including infrastructure; accessibility; and physical and environmental constraints.
Policy H6: Town Centre Housing	No		
Policy H8: Provision of Affordable Housing in Urban Areas	Yes	Policy SC5	This policy addresses affordable housing.
Policy H9: Occupation of Affordable Housing	No		
Policy H11: Existing Housing Stock	No		
Policy H12: Low Density Housing Areas	No		
Policy H13: Protecting Residential Areas	Yes	Policies SE12, SE1, SD2	Policy SE12 Pollution and Unstable Land ensures that development protects amenity. Policy SE1 sets out requirements for design. Policy SD2 sets out sustainable development principles.
Policy C2: Macclesfield District General Hospital	No		



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy E1: Retention of Employment Land	Yes	Policy EG3	Policy EG3 updates the approach to be taken to existing employment sites.
Policy E2: Retail Development on Employment Land	No		
Policy E3: B1 (Business) Uses	No		
Policy E4: General Industrial Development	No		
Policy E5: Special Industries	No		
Policy E6: Land to the west of Lyme Green Business Park	Yes	Allocation CS8	Allocation CS8 sets out new proposals for this site
Policy E7: Land at Hurdsfield Road	No		
Policy E8: Parkgate Industrial Estate	Yes	Allocation CS19	Allocation CS19 sets out new proposals for this site
Policy E11: Mixed Use Areas	No		
Policy E14: Relocation of Businesses	No		
Policy T1: General Transportation Policy	Yes	Policy CO1 and policies SD1 & 2	Policy CO1 deals with sustainable travel and transport; policies SD1 & 2 cover sustainable development particularly environmental issues.
Policy T2: Public Transport	Yes	Policy CO1	Policy CO1 deals with sustainable travel and transport including public transport
Policy T3: Pedestrians	Yes	Policy CO1	Policy CO1 deals with sustainable travel and transport including pedestrians
Policy T4: Access for People with Restricted Mobility	Yes	Policies CO1 and SC3	Policy CO1 deals with sustainable travel ; Policy SC3 covers health and well-being including access for all.
Policy T5: Provision for Cyclists	Yes	Policy CO1 and SD2	Policy CO1 deals with sustainable travel; policy SD2 covers sustainable development including cycling provision
Policy T6: Highway Improvement Schemes	Yes	Policies CO1 & 2 and IN2	Policies CO1 & 2 deal with transport and its provision; Policy IN2 deals with contributions.
Policy T7: Safeguarded Routes	Yes	Policy CO2	Policy CO2 covers current transport schemes.
Policy T8: Traffic Management and Environmental Improvements	Yes	Policy CO2	Policy CO2 covers routes that may be relieved of traffic.



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy T9: Traffic Management and Traffic Calming	Yes	Policy CO1	Policy CO1 supports the priority of pedestrians and creating a safe environment.
Policy T10: South Macclesfield Distributor Road	Yes	Policy CO2 and Site CS8	Policy CO2 lists a new highway link between the A523 and A536 as does the detail in Site CS8 South Macclesfield Development Area.
Policy T11: Improvements to Strategic Highways Network	No		
Policy T13: Public Car Parks	No		
Policy T14: Lorry Park Proposals	Yes	Allocation CS8	Allocation CS8 sets out new proposals for this site.
Policy T15: Lorry Parking	No		
Policy T18: Restrictions on Development within NNI Zones	No		
Policy T19: Public Safety Zone	No		
Policy T20: Control of Airport Infrastructure	No		
Policy T21: Airport Related Development	No		
Policy T22: Restoration of Land to the East of Satellite Fire Station	No		
Policy T23: Airport Operational Area	No		
Policy S1: Town Centre Shopping Development	Yes	Policy EG5	Policy EG5 creates a new hierarchy of retail centres.
Policy S2: New Shopping, Leisure and Entertainment Developments	Yes	Policies EG5, SC1, SD2	Policy EG5 addresses the provision of new retail uses. Policy SC1 covers leisure and recreation. SD2 covers travel and amenity aspects.
Policy S3: Congleton Road Development Site	Yes	Allocation CS8	Allocation CS8 sets out new proposals for this site.
Policy S4: Local Shopping Centres	No		
Policy S5: Class A1 Shops	No		
Policy S7: New Local Shops	Yes	Policy EG5	Policy EG5 addresses the provision of new retail uses.
Policy MTC1: Prime Shopping Area	No		
Policy MTC2: Exchange Street Redevelopment	No		
Policy MTC3: Development in Prime Shopping Areas	No		



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy MTC4: Secondary Shopping Areas	No		
Policy MTC5: Waters Green Area	No		
Policy MTC6: Improvement of Sunderland Street	No		
Policy MTC7: Redevelopment Area - West of Churchill Way	No		
Policy MTC8: Redevelopment Area - Samuel Street/Park Lane	No		
Policy MTC9: Redevelopment Area - Duke Street	No		
Policy MTC11: Redevelopment Area: Macclesfield Station	No		
Policy MTC12: Mixed Use Areas	No		
Policy MTC13: Park Green Regeneration Area	No		
Policy MTC14: Conservation of Park Green	No		
Policy MTC15: King Edward Street Regeneration	No		
Policy MTC16: Pedestrian Routes/Links	No		
Policy MTC17: Jordangate and Market Place	No		
Policy MTC18: George Street Mill Regeneration Area	No		
Policy MTC19: Housing	No		
Policy MTC20: Christ Church Housing Area	No		
Policy MTC21: Reuse of Christ Church	No		
Policy MTC22: Office Development	No		
Policy MTC23: Pedestrianisation	No		
Policy MTC24: Car Parks	No		
Policy MTC25: Car Parking Provision	No		
Policy MTC26: Car Parking Provision	No		
Policy MTC27: River Bollin Recreational Route	No		
Policy WTC3: Kings Close Shopping Proposal	Yes		Site developed
Policy WTC4: Development in the Shopping Area	No		
Policy WTC5: Upper Floor Development	No		
Policy WTC6: Green Lane/Alderley Road Redevelopment Area	No		



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy WTC7: Mixed Use Areas	No		
Policy WTC8: Housing and Community Uses	No		
Policy WTC9: Offices	No		
Policy WTC10: Environmental Improvement of Bank Square Area	No		
Policy WTC11: Pedestrian Priority Measures	No		
Policy WTC12: Car Parks	No		
Policy WTC13: Car Park Proposal - Spring Street	Yes		Area identified on Proposals Map has been developed
Policy HDC1: Shopping Area	No		
Policy HDC2: Upper Floor Development	No		
Policy HDC3: Mixed Use Area	No		
Policy HDC4: Housing and Community Uses	No		
Policy HDC5: Office Development	No		
Policy HDC6: Car Parking	No		
Policy HDC7: Redevelopment of the Paddock	No		
Policy AEC1: Shopping Area	No		
Policy AEC3: Upper Floor Development	No		
Policy AEC4: Mixed Use Areas	No		
Policy AEC5: Office Development	No		
Policy AEC6: Housing Development	No		
Policy AEC7: Car Parking	No		
Policy KTC1: Conservation of Historic Character	No		
Policy KTC2: Design Guidance	No		
Policy KTC3: Design Guidance	No		
Policy KTC4: Design Guidance	No		
Policy KTC5: Redevelopment Criteria for 'The Yards'	No		
Policy KTC6: Red Cow Yard	No		
Policy KTC8: Silk Mill Street	No		
Policy KTC9: Shopping Areas	No		
Policy KTC10: Shopping Area Development	No		



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy KTC11: Upper Floor Development	No		
Policy KTC12: Housing and Community Uses	No		
Policy KTC13: Housing Development	No		
Policy KTC14: Mixed Use Areas	No		
Policy KTC16: Office Development	No		
Policy KTC17: King Street Link Road	No		
Policy KTC18: Pedestrian Priority Measures	No		
Policy KTC19: Car Parks	No		
Policy KTC20: Additional Car Parking	No		
Policy KTC21: Car Parking Provision	No		
Policy PDC1: Prime Shopping Area	No		
Policy PDC2: Development in the Prime Shopping Area	No		
Policy PDC3: Secondary Shopping Area	No		
Policy PDC4: Upper Floor Development	No		
Policy PDC5: Housing and Community Uses	No		
Policy PDC6: Office Development	No		
Policy PDC7: Car Parking	No		
Policy PDC8: Car Parking at Park Lane	No		
Policy IMP1: Development Sites	Yes	Policies IN1, IN2	IN1 covers infrastructure delivery. IN2 outlines developer contributions.
Policy IMP2: Transport Measures	Yes	Policies IN1, IN2, CO4	IN1 covers infrastructure delivery. IN2 outlines developer contributions. CO4 covers Travel Plans and Transport Assessments.
Policy IMP3: Land Ownership	No		
Policy IMP4: Environmental Improvements in Town Centres	Yes	Policies IN1, IN2	IN1 covers infrastructure delivery. IN2 outlines developer contributions.
Policy DC1: Design - New Build	Yes	Policies SD2, SE1, SE2	SD2 covers sustainable development principles - SD2, 1, ii refers to an area's character & distinctiveness re height, scale, mass, relationship with street-scene, etc. SE1 covers design re sense of place, design



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
			quality, sustainable urban/architectural/landscape design, livability/workability & designing in safety. SE2 refers to density for windfall sites.
Policy DC2: Design - Extensions & Alterations	No		
Policy DC3: Design - Amenity	No		
Policy DC5: Design - Natural surveillance/crime prevention	Yes	Policy SE1	SE1 covers a range of design principles - SE1, 5 covers designing in safety.
Policy DC6: Design - Circulation & Access	No		
Policy DC8: Design - Landscaping	No		
Policy DC9: Design -Tree Protection	No		
Policy DC10: Landscaping and Tree Protection	No		
Policy DC13: Design - Noise	No		
Policy DC14: Design - Noise	No		
Policy DC15: Design - Provision of Facilities	No		
Policy DC16: Design - Provision of Facilities	No		
Policy DC17: Design - Water Resources	No		
Policy DC18: Design - Water Resources	Yes	Policy SE13	Policy SE13 sets out requirements regarding flood risk and water management.
Policy DC19: Design - Water Resources	No		
Policy DC20: Design - Water Resources	No		
Policy DC21: Temporary Buildings and Uses	No		
Policy DC22: Design - Temporary Buildings and Uses	No		
Policy DC23: Green Belt & Countryside - Permanent Agricultural Dwellings	No		
Policy DC24: Green Belt & Countryside - Temporary Agricultural Dwellings	No		
Policy DC25: Green Belt & Countryside - Discharge of conditions Agricultural Dwellings	No		
Policy DC27: Green Belt & Countryside - Storage of Caravans	No		
Policy DC28: Green Belt & Countryside - Agricultural Buildings	Yes	Policies SD2, SE7, SE3	SD2 covers sustainable development principles - SD2, 1, ii refers to an area's character &



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
			distinctiveness re height, scale, mass, materials etc. SE7 relates to protecting the historic environment (inc. All heritage assets). SE3 protects sites of nature importance SE3, 3). Also, saved policies DC3 (amenity), DC6 (access) & DC8 (landscaping conditions) are relevant.
Policy DC29: Green Belt & Countryside - Agricultural Buildings: siting, design & appearance	Yes	Policies SD2, SE7, SE3	SD2 covers sustainable development principles - SD2, 1, ii refers to an area's character & distinctiveness re height, scale, mass, materials etc. SE7 relates to protecting the historic environment (inc. all heritage assets). SE3 protects sites of nature importance.
Policy DC31: Green Belt & Countryside - Gypsies	No		
Policy DC32: Green Belt & Countryside - Equestrian Facilities	No		
Policy DC33: Green Belt & Countryside - Outdoor Commercial Recreation	No		
Policy DC35: Residential - Materials & Finishes	No		
Policy DC36: Residential -Road Layouts and Circulation	No		
Policy DC37: Residential -Landscaping	No		
Policy DC38: Residential -Space, Light and Privacy	No		
Policy DC40: Residential -Children's Play/Amenity Space	No		
Policy DC41: Residential -Infill Housing Development	No		
Policy DC42: Residential -Subdivision	No		
Policy DC43: Residential -Side Extensions	No		
Policy DC44: Residential -Residential Caravans	No		
Policy DC45: Residential -Playgroups and Nurseries	No		
Policy DC46: Residential -Demolition	No		
Policy DC47: Residential -Demolition	No		



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy DC48: Retail - Shop Front Design	No		
Policy DC49: Retail - Shop Front Security	No		
Policy DC50: Shop Front canopies, Awnings etc.	No		
Policy DC51: Adverts	No		
Policy DC52: Adverts	No		
Policy DC53: Adverts	No		
Policy DC54: Restaurants etc	No		
Policy DC55: Amusement Centres	No		
Policy DC57: Community Uses - Residential Institutions	No		
Policy DC60: Community Uses - Telecommunications Equipment	No		
Policy DC61: Community Uses - Telecommunications Equipment	Yes	Policy SD2	SD2 covers sustainable development principles - SD2, 1, ii refers to an area's character & distinctiveness re height, scale, mass, materials etc.
Policy DC62: Community Uses - Renewable Energy	Yes	Policy SE8	SE8 covers renewable and low carbon energy schemes, inc. consideration of visual impact, impact on residential amenity and character of the area.
Policy DC63: Community Uses - Contaminated Land	No		
Policy DC64: Community Uses - Floodlighting	No		

Table B.3 Macclesfield Borough Local Plan Saved Policies to be Replaced



Cheshire Replacement Minerals Local Plan (Adopted June 1999)

Existing Minerals Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy 1: Sustainability	Yes	Policies SD1, SD2, SE10	Policy SE10 addresses minerals.
Policy 2: Need	No		
Policy 3: Aggregate Reserves	Yes	Policy SE10	Policy SE10 addresses minerals.
Policy 4: Alternative Sources of Aggregates	Yes	Policy SE10	Policy SE10 addresses minerals.
Policy 5: Safeguarding High Quality Mineral	Yes	Policy SE10	Policy SE10 addresses minerals.
Policy 6: Prior Extraction	No		
Policy 7: Mineral Consultation Areas	No		
Policy 8: Review	No		
Policy 9: Planning Applications	No		
Policy 10: Geological Content of Planning Applications	No		
Policy 11: Pre-Application Discussions	No		
Policy 12: Conditions	No		
Policy 13: Planning Obligations/Legal Agreements	No		
Policy 14: Areas of Special County Value (ASCV)	Yes	Policy SE4	Policy SE4 sets out the approach to development which may impact on the landscape.
Policy 15: Landscape	No		
Policy 16: Plant and Buildings	No		
Policy 17: Visual Amenity	No		
Policy 18: Jodrell Bank Zone	Yes	Policy SE14	Policy SE14 sets out the approach to development which may impact on Jodrell Bank.
Policy 19: Archaeology	Yes	Policy SE7	Policy SE7 addresses historic assets.
Policy 20: Archaeology	No		
Policy 21: Archaeology	No		
Policy 22: Nature Conservation	Yes	Policy SE3	Policy SE3 sets out the approach to development which may impact on geodiversity and biodiversity.



Existing Minerals Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy 23: Nature Conservation	Yes	Policy SE3	Policy SE3 sets out the approach to development which may impact on geodiversity and biodiversity.
Policy 24: Built Heritage and Historic Environment	Yes	Policy SE7	Policy SE7 addresses historic assets.
Policy 25: Groundwater/Surface Water/Flood Protection	No		
Policy 26: Noise	No		
Policy 27: Noise	No		
Policy 28: Dust	No		
Policy 29: Agricultural Land	Yes	Policies SD2, SE4	These policies update the approach to this issue.
Policy 30: Agricultural Land - Silica Sand	Yes	Policies SD2, SE4	These policies update the approach to this issue.
Policy 31: Cumulative Impact	No		
Policy 32: Advance Planting	No		
Policy 33: Public Rights of Way	No		
Policy 34: Highways	No		
Policy 35: Alternative Forms of Transport	Yes	Policy SE10	Policy SE10 addresses minerals.
Policy 36: Secondary Operations	No		
Policy 37: Hours of Operation	No		
Policy 38: Blasting	No		
Policy 39: Stability and Support	No		
Policy 40: Mine Waste Disposal	No		
Policy 41: Restoration	No		
Policy 42: Aftercare	No		
Policy 43: Liaison Committees	No		
Policy 44: Opencast Coal	No		
Policy 45: Sand and Gravel Landbank	Yes	Policy SE10	Policy SE10 addresses minerals.
Policy 46: Future Sand and Gravel Extraction	No		
Policy 47: Sand and Gravel Area of Search	No		
Policy 48: Hydrocarbons	No		
Policy 49: Peat	No		
Policy 50: Natural Brine Pumping	No		



Existing Minerals Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy 51: Future Rock Salt Extraction	No		
Policy 52: Future Controlled Brine Extraction	No		
Policy 53: Crushed Rock Landbank	Yes	Policy SE10	Policy SE10 addresses minerals.
Policy 54: Future Silica Sand Extraction	No		

Table B.4 Cheshire Replacement Minerals Local Plan Saved Policies to be Replaced



Cheshire Replacement Waste Local Plan (Adopted July 2007)

Existing Waste Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy 1: Sustainable Waste Management	No		
Policy 2: The Need for Waste Management Facilities	No		
Policy 3: Phasing of Sites for Landfill/Landraise or Thermal Treatment	No		
Policy 4: Preferred Sites for Waste Management Facilities	No		
Policy 5: Other Sites for Waste Management Facilities	No		
Policy 6: Built Waste Management Facilities of a Natural/Regional Scale or a Sub Regional Strategic Basis	No		
Policy 7: Sites for Open Windrow Composting Facilities	No		
Policy 8: Wastewater Treatment Works	No		
Policy 9: Preferred Sites for Non-Hazardous Landfill/Landraise	No		
Policy 10: Minimising Waste during Construction and Development	No		
Policy 11: Development and Waste Recycling	No		
Policy 12: Impact of Development Proposals	No		
Policy 13: Areas of Special County Value	Yes	Policy SE3	Policy SE3 addresses impact on biodiversity and geodiversity.
Policy 14: Landscape	Yes	Policy SE4	Policy SE4 addresses impact on the landscape.
Policy 15: Green Belt	No		
Policy 16: Historic Environment	No		
Policy 17: Natural Environment	No		
Policy 18: Water Resource Protection and Flood Risk	No		
Policy 19: Agricultural Land Quality	Yes	Policies SD2, SE4	Policy SD2 sets out the approach to achieving sustainable development; and Policy SE4 seeks to protect the landscape.
Policy 20: Public Rights of Way	No		
Policy 21: Jodrell Bank	Yes	Policy SE14	Policy SE14 addresses impact on Jodrell Bank.



Existing Waste Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy 22: Aircraft Safety	No		
Policy 23: Noise	No		
Policy 24: Air Pollution - Air Emissions including Dust	No		
Policy 25: Litter	No		
Policy 26: Air Pollution - Odour	No		
Policy 27: Sustainable Transportation of Waste and Waste Derived Materials	No		
Policy 28: Highways	No		
Policy 29: Hours of Operation	No		
Policy 30: Hours of Operation for Household Waste and Recycling Centres	No		
Policy 31: Ancillary Development at a Landfill/Landraise Site and/or Open Windrow Composting Site	No		
Policy 32: Reclamation	No		
Policy 33: Liaison Committees	No		
Policy 34: Energy Recovery	No		
Policy 35: Underground Hazardous Waste Storage/Containment	No		
Policy 36: Design	Yes	Policies SD2, SE1	Policy SD2 sets out the approach to achieving sustainable development; and Policy SE1 addresses design.

Table B.5 Cheshire Replacement Waste Local Plan Saved Policies to be Replaced



Appendix C: Parking Standards

C.1 The following sets out the parking standards that the Council applies to new developments. Reference should be made to the Cheshire East Parking Standards - Guidance Note (October 2012) or, if superseded, to the latest parking standards guidance.

C.2 Cheshire East Council will accept representations to vary from car parking standards on a site-by-site basis with reference to evidence obtained locally or from a suitable data source (e.g. TRICS) outlining predicted parking profiles that would allow departures from the Standards set out below.

C.3 Guidance provided from the National Planning Policy Framework has been used to develop these parking standards.

C.4 The parking standards that apply for residential dwelling houses are minimum standards and for all other uses the standards should be regarded as recommended levels. The parking provision will also take account of:

- Availability and cost of parking spaces on site and close by;
- How regular and frequent public transport is;
- How easy it is to access a site by safe walking and cycling routes;
- Operational needs of proposed developments; and
- Relationship between different land uses, such as how close housing is to employment, shops and leisure uses.

Car Parking Standards

Land Use Class	Land Use	Recommended Car Parking Standard
A1	Food Retail	1 per 14m ²
	Non Food Retail	1 per 20m ²
	Open Air Markets	3 spaces per vendor
	DIY Store	1 car space per 25 m ² / 1 lorry space per 500m ²
	Retail Parks	Individual assessment based against use-classes and location
A2	Financial and Professional services	1 per 30m ²
A3	Restaurants	1 per 5m ² per Public Floor Area (PFA) ⁽¹⁰⁹⁾
A4	Pubs	1 per 5m ² per PFA
A5	Fast Food Drive Through	1 per 7.5m ²
B1	Office / Light Industry	1 per 30m ²
B2	General Industry	First 235m ² - 1 per 30m ² , then 1 per 50m ²
B8	Storage and Distribution	Warehouse Storage -1 per 80m ² and 1 lorry space per 200m ² Warehouse Distribution - 1 per 60m ² and 1 lorry space per 200m ²

¹⁰⁹ This should be adjusted appropriately depending on the location and the accessibility of the development



Land Use Class	Land Use	Recommended Car Parking Standard
C1	Hotels and Motels	1 per bedroom ⁽¹¹⁰⁾
C2	Hospitals	1 per 2 resident staff and 1 per 3 beds
	Sheltered Accommodation	Residents - 0.5 per unit and 1 per 3 units (for visitors) Staff - 1 per resident staff and 1 per 2 non-resident staff ⁽¹¹¹⁾
	Extra Care	Residents - 0.5 per unit and 1 per 3 units (for visitors) Staff - 1 per resident staff and 1 per 2 non-resident staff Facilities (open to non residents) 1 per 4m ² of floor space used for this purpose
	Residential Homes and Nursing Homes	Residents - 1 per 3 beds Staff - 1 per resident staff and 1 per 2 non resident staff
	Purpose built student accommodation	Residents - 1 space per 3 bedrooms Staff - 1 per resident staff and 1 per 2 non resident staff
C3 / C4	Dwelling Houses and Houses in Multiple Occupation ⁽¹¹²⁾	Principal Towns and Key Service Centres: for 1 bedroom - 1 space per dwelling; for 2 bedrooms - 2 spaces per dwelling; for 3+ bedrooms - 2 spaces per dwelling Remainder of Borough: for 1 bedroom - 1 space per dwelling; for 2/3 bedrooms - 2 spaces per dwelling; for 4/5+ bedrooms - 3 spaces per dwelling
D1	Medical and Health Facilities	1 per 2 staff and 4 per consulting room
	Creche, Day Nursery, Day Centre, Primary / Junior School	1 per staff and 3 additional spaces for visitors and safe picking up/ dropping off point
	Secondary Schools	1 per 2 staff and 5 spaces (less than 1200 students) or 10 spaces (more than 1200 students) and 1 per 10 sixth form students and safe picking up / dropping off point. Consider bus facilities, drop off / pick up
	Higher and Further Education	1 per 2 staff and 1 per 15 students
	Art Galleries, Museums and Libraries	1 per staff and 1 per 30m ² (PFA) or 1 per staff and 1 per 15m ² up to 300m ² (PFA) and 1 per 50m ² over 300m ² (PFA)
	Public or Exhibition Hall	1 per staff and 1 per 4m ² (PFA)
	Places of worship	1 per 5 seats
D2	Leisure	Individual assessment based on use - See Cheshire East Parking Standards Guidance Note for details and recommended standards for a variety of land uses
	Cinema	1 per staff and 2 for buses / coaches and 1 per 3 seats

110 Recommended standards should be reduced for hotels located in central and easily accessible locations. Floor space for associated facilities should be calculated separately e.g. Restaurant facilities will be covered by standards set out in A3. Dual-use coach / car bays with access tapers at each end. Adequate space must be included to embark / disembark and have a safe route to the hotel entrance

111 Provide drop-off / pick up with easy access to the entrance for ambulances

112 Negotiate by site on reduced provision



Land Use Class	Land Use	Recommended Car Parking Standard
Sui Generis	For example theatres	Individual assessment based on use - See Cheshire East Parking Standards Guidance Note for details and recommended standards for a variety of land uses

Table C.1 Car Parking Standards

Disabled Parking Requirements

Land Use Class	Land Use	Recommended Disabled Parking Standard
B1,B2 and B8	Employment	Min 1 space or 2% of overall requirement, whichever is greater
A1, A2, A3,C1,C2,D1 and D2	Shopping, recreation, education, health and leisure, hotels, community halls and advice centres	Min 1 space or 6% of total capacity up to a total of 200 bays (whichever is greater) plus 4% of capacity above 200 bays. Allow spaces for larger special needs transport as appropriate. An additional 4-5% of provision of enlarged spaces to meet future needs at health / medical locations. Parent / infant parking to be provided at 6% of total capacity
	Railway and other public car parks	Min 1 space per 55 of capacity up to 200 spaces plus 4% of spaces above 200 bays
	Places of worship, crematoria and cemetery chapels	Min of 2 spaces or 6% of total as close as possible to the entrance. Larger bays to be provided for special needs transport
	Housing	1 wider space for every dwelling provided to wheelchair standard. 1 wider space for every 10 spaces provided in parking areas separate from dwellings
	Sheltered accommodation	Up to 10 spaces or garages 3 wider spaces or garages to be provided. Thereafter, 1 wider space or garage to be provided for every 4 additional spaces or garages

Table C.2 Disabled Parking Requirements

Cycle Parking Requirements

Land Use Class	Land Use	Recommended Cycle Parking Standard
A1	Convenience retail	1 space per 125m ² < 1000m ² 1 space per 400m ² > 1000m ²
	Comparison retail	1 space per 300m ² < 1000m ² 1 space per 400m ² > 1000m ²
A2	Financial and Professional Services	1 space per 125m ² < 1000m ² 1 space per 400m ² > 1000m ²
A3	Restaurants and cafes	1 space per 18 covers
	Pubs, wine bars and private clubs	1 space per 100m ² drinking area
B1	Offices / flexible business use	1 space per 250m ² < 1000m ² 1 space per 400m ² > 1000m ²



Land Use Class	Land Use	Recommended Cycle Parking Standard
B2 / B8	Industry and warehousing	1 space per 500m ² < 1000m ² 1 space per 400m ² > 1000m ²
C1	Hotels and guesthouses	Provision based on expected staff requirements
C2	Purpose-built student accommodation	1 space per 4 bedrooms
	Sheltered residential accommodation	1 space per 10 units
	Hospitals	1 space per 10 staff
C3	Flats and apartments	1 space per unit
D1	Higher and further education and schools	1 space per 10 staff and students
	Doctors, dentists and health centres	1 space per consulting room
D2	Cinema, concert halls and conference centres	1 space per 50 seats

Table C.3 Cycle Parking Requirements

Size, Layout and Requirements for Bays and Garages

Type	Dimensions and Requirements
Size and Layout of Standard Parking Bays (including residential developments)	<p>Standard parking bays are to be provided at a size of 4.8m x 2.5m. (This increase in width to cater for the increasing size of cars on the market).</p> <p>Good circulation around car parks is an important factor in ensuring the safety of pedestrians moving to and from their vehicles. As such aisle widths should be set at a minimum of 6.9m for two-way routes to allow for ease of movement to/from spaces without unnecessarily impeding pedestrians and other vehicles. For one-way routes the aisle width can be reduced to a minimum 6.0m.</p>
Domestic Garage Dimensions	<p>The recommended minimum clear internal dimensions for a domestic single garage are 2.7 metres x 5.5 metres.</p> <p>Developers should note that dimensions less than this will not necessarily be considered to qualify against the parking ratios for residential development.</p>
Powered Two Wheeler	<p>Provision should be made for the specific use of the motorcycle otherwise known as Powered Two Wheeler vehicle or PTWs, on all developments where there are 20 or more communal parking spaces.</p> <p>Minimum requirements are for the provision of one secure motorcycle space for car parks with up to 50 communal car spaces and 2% provision against car space numbers thereafter. The location of such facilities is an important factor, therefore the chosen area should be safe and secure, well lit and somewhere where there is good general surveillance.</p> <p>The space required for parking of a motorcycle is 3.0m x 1.5m, and multiples thereof, although it is not necessary or desirable to mark bays out individually.</p>
Disabled Parking	<p>Bays for drivers with disabilities should be 3.7m wide or alternatively should consist of two standard 2.5m bays with shared spaces of 1.2m in between bays. A 1.2m safety zone should be provided for boot access and cars with rear hoists. The 1.2m safety/unloading zone at the rear should not project into the 6.0m/6.9m aisle width for circulating traffic as this would expose disabled drivers to being reversed into in the safe zone. Parent/infant parking bays to be provided at the same dimensions without the safety zone at the boot access.</p>

Table C.4 Size, Layout and Requirements for Bays and Garages



Appendix D: Evidence and Links

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Appendix E: Housing Trajectory

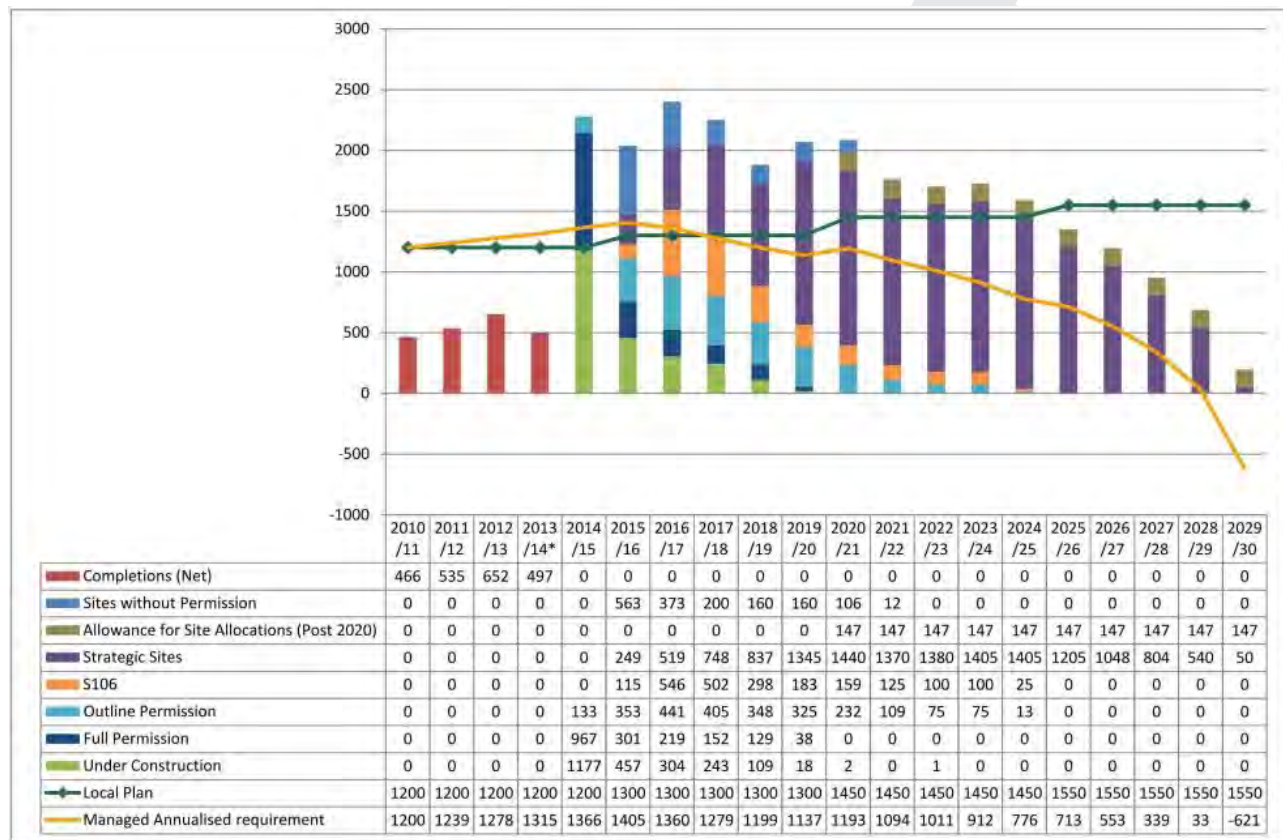


Figure E.1 Housing Trajectory with a Base Date of 01.04.14

* 2013/14 net completions are shown for the period 01/14/13 - 31/12/13 and will be updated once the full year's completions are known.

E.1 The housing trajectory for Cheshire East illustrates the expected delivery rate of new dwellings. It demonstrates how the proposed housing requirement of 27,500 new dwellings will be achieved, including an additional 500 homes to be accommodated under the Duty to Co-operate with High Peak Council during the period 2020 - 2030.

E.2 The 'Local Plan' line in the trajectory represents the annualised housing figures in the range of 1200 to 1550 dwellings for Cheshire East from 2010 to 2030, as set out in this document. The vertical bars show the number of dwellings that have been completed and the number of dwellings that are predicted to be built over the plan period. The 'Managed Annualised Requirement' line represents how the Council will manage the annual requirements to maintain the annual housing figures.

E.3 From 1st April, 2010 to 31st December, 2013, a total of 2,150 dwellings (net) have been constructed, leaving 25,350 dwellings to be delivered over the remainder of the plan period.

E.4 The predicted delivery from specific sites comprises into those:

- Under Construction (2291);
- With Full Planning Permission (1806);
- With Outline Planning Permission (2509);



- With a resolution to grant permission subject to the completion of a Section 106 agreement (2150); and
- Proposed Strategic Sites and Strategic Locations (15095).

E.5 The contribution from these sources of supply total 23,851 dwellings which reduces the remainder to be identified to 1,499 dwellings..

E.6 Further identified sites (sites without permission) have been included in the trajectory from those that have been identified 'Deliverable' in the Strategic Housing Land Availability Assessment (SHLAA) ⁽¹¹³⁾; these are sites that are considered to be suitable for development and deliverable. The sites without planning permission contribute a further 1574 dwellings to the supply.

E.7 The 'Allowance for Site Allocations' bar represents the projected delivery from sites which are not formally identified, it takes into account the proposed 3047 dwellings to be allocated in the Sites Allocations and Development Policies Document as set out in Appendix A of this document and subtracts the sites that have been included in the SHLAA category, thereby leaving a residual balance of 1473 dwellings. These sites will be progressed through the Site Allocations and Development Policies Document to ensure that appropriate sustainable development occurs. They will primarily be comprised of sites identified in the SHLAA for Cheshire East that could be delivered in the forecast Years 7 -16 at an annualised rate of 147 dwellings per annum.

E.8 Altogether, this brings the predicted supply of housing to 26,898 dwellings over the remainder of the plan period, comfortably over the 25,350 dwellings required.

Five Year Housing Land Supply

E.9 The NPPF requires that Councils identify a five-year supply of 'deliverable' housing land in their development plans, plus a 5% 'buffer' to allow for choice and competition. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land. In the context of Cheshire East, set against an annual target of 1,200 new dwellings per year (2014/15) and 1,300 new dwellings per year (2015-19) using a 5% buffer rather than 20%, this equates to sufficient land to accommodate 7,230 new homes over the period 2014-2019. This target should include existing commitments, which are sites already having the benefit of residential planning consent and those currently under construction. It also addresses the shortfall in performance over the last 4 years (i.e. 2010-2013) using the 'Liverpool Method', spreading the under-supply over the whole of the remainder of the plan period; this equates to an additional overage of 166 dwellings per annum.

E.10 The sites identified in the Local Plan Strategy – Submission Version have been selected on the basis that they will make a significant contribution to meeting the housing needs of the area over the whole plan period and are economically viable in terms of deliverability. Moreover, they will significantly improve the supply of affordable, intermediate and market housing once the Local Plan Strategy has been formally adopted following examination. There will also be a greater range of housing sites available with further sites to be identified in the Site Allocations and Development Policies DPD in due course. It should be noted however that the capacity of the Strategic Sites and Locations has been refined where part (or all) of the site has planning consent or is subject to the signing of a S106 Agreement.

E.11 11 The Local Plan Strategy - Submission Version sets out a comprehensive range of sites, including those in the Green Belt. Currently, these are excluded from the 5-year supply, along with certain other strategic sites where the Council is more cautious over the timing and yield of development. However, once the Local Plan Strategy has been adopted and adjustments to the

113 This figure will be updated following completion of the SHLAA base date 31st March 2014



Green Belt have been approved, these sites will be deliverable and thereby contribute to the 5-year supply in future assessments.

E.12 The range of sites outlined in the Housing Trajectory is considered capable of delivering 10,848 dwellings over the next 5 years. Hence, using the 'Liverpool Method' and applying a 5% buffer, a 7.14 year supply of 'deliverable' housing land is currently available in Cheshire East; if a 20% buffer is adopted, this reduces to a 6.25 years supply. The Council will re-examine the supply calculations and the Housing Trajectory following the preparation of a revised Strategic Housing Land Availability Assessment (SHLAA) with a base date of the 1st April, 2014. The results of these deliberations will then be presented to the Examination into the Local Plan Strategy – Submission Version.

Key Evidence:

- Annual Monitoring Reports
- Strategic Housing Land Availability Assessment
- Strategic Housing Market Assessment
- CLG Household Projections
- Population Forecasting
- Cheshire East Housing Land Supply – Position Statement (31.12.2013) – February, 2014



Appendix F: The Local Plan for Cheshire East

What is the Local Plan?

F.1 The Local Plan, when it is fully adopted, will be the complete Development Plan for Cheshire East (replacing earlier Plans prepared by the former Districts and the County Council) and its policies will form the basis for planning decisions in the Borough. The Local Plan will cover a range of matters including:

- How much employment land is needed and where it should be provided;
- Protecting and improving important open areas and providing new ones;
- How many new homes will be required and where they should be located;
- Providing new transport infrastructure including roads, cycle routes and footpaths; and
- How town centres and community facilities in the Borough could be improved.

F.2 The Local Plan for Cheshire East will consist of three key documents. These are:

- The Local Plan Strategy, which sets out the vision, spatial strategy and strategic priorities for the development of Cheshire East for the period up to 2030. It will be used by everyone who wants to see how the Borough will change and establish what new development is expected over the next 17 years. The document also identifies Local Plan Strategy Sites and Strategic Locations that will accommodate most of the development intended.
- The Local Plan Site Allocations and Development Policies document, which will allocate the remaining sites proposed for future development and provide detailed policies to be used when considering planning applications for new development across the Borough.
- The Local Plan - Waste document, which will set out policies for dealing with waste and identify specific sites for waste management facilities.



Figure F.1 Content of the Local Plan

F.3 The Local Plan will be supported by an Adopted Policies Map which will:

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

F.4 The Local Plan will also be accompanied by an Infrastructure Delivery Plan which will identify:

- Future infrastructure needs and costs across the Borough;
- The phasing and timing of infrastructure provision;
- Available funding sources; and
- The Infrastructure Providers.

F.5 Other documents that support the Local Plan are:



- A Local Development Scheme (LDS), which sets out the programme of the preparation of the Local Plan documents and Supplementary Planning Documents.
- A Statement of Community Involvement, which sets out how the Council will involve the community and stakeholders in the preparation and review of the Local Plan, Supplementary Planning Documents and Development Management Decisions.
- A Monitoring Report, which assesses progress on the delivery of the Local Plan and its supporting documents and reviews the effectiveness of the Local Plan.

F.6 Further information on the Local Plan is available at: www.cheshireeast.gov.uk/localplan

Neighbourhood Planning and its relationship to the Local Plan

F.7 Cheshire East Council is committed to engaging local communities in the planning and development of their areas. Neighbourhood Planning is a way for local communities to shape the development of the area in which they live. The Localism Act 2011 promoted the concept of Neighbourhood Planning with the National Planning Policy Framework and Neighbourhood Planning (General) Regulations 2012 setting out the process, responsibilities and framework for those involved in the preparation of a Neighbourhood Plan and accompanying processes.

F.8 Crucially, a Neighbourhood Plan must generally conform with the strategic policies contained in the emerging Cheshire East Local Plan and contribute to the achievement of sustainable development. Neighbourhood Plans should not repeat the emerging Cheshire East Local Plan or the National Planning Policy Framework. A Neighbourhood Plan should be complementary and work alongside the Local Plan and will be expected to follow the overall scale, distribution and location of development outlined in it.

F.9 Further information on Neighbourhood Planning in Cheshire East can be viewed at: www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/neighbourhood_planning.aspx

What is the Local Plan Strategy?

F.10 The Local Plan Strategy is the centrepiece of the Cheshire East Local Plan. It sets out the strategic priorities for the future development of the area together with a suite of planning policies and proposals designed to deliver sustainable development.

F.11 The Local Plan Strategy has been informed by:

- The involvement of key stakeholders and local communities, including consultation on:
 - Core Strategy Issues and Options Paper (Autumn 2010)
 - Place Shaping Consultation (Summer 2011)
 - Rural Issues Summary Document (Autumn 2011)
 - Minerals Issues Discussion Paper (Spring 2012)
 - Town Strategies Consultation (Spring and Summer 2012)
 - Development Strategy and Policy Principles Consultation (January / February 2013)
 - Possible Additional Sites Proposed by Developer and Land Interests (May 2013)
 - Pre-Submission Core Strategy Consultation (November / December 2013)
- National and local planning policies, including:
 - The National Planning Policy Framework
 - The national imperative of economic growth and sustainable development
 - Local growth ambitions set out by the Local Economic Partnership
 - Other relevant plans, policies and strategies that relate to the Borough



- Evidence from a number of studies about the Borough, including
 - Employment Land Study
 - Cheshire Retail Study Update
 - Strategic Housing Market Area Assessment and update
 - Strategic Housing Land Availability Assessment
 - Gypsy and Traveller Accommodation Assessment
 - Strategic Flood Risk Assessment
 - Open Space Assessment
 - Cheshire Landscape Character Assessment
 - Renewable Energy Policy Study
 - Green Infrastructure Framework
 - Green Infrastructure Action Plan for Crewe
 - Determining the Settlement Hierarchy Study
 - The North West Regional Spatial Strategy
 - Population Projections and Forecasts
 - Infrastructure Planning
 - Monitoring Reports
 - Local Aggregate Assessment (Draft) and AWP Annual Monitoring Reports
 - Waste Needs Assessment
 - South Cheshire Sub-Regional Study
 - Local Plan Viability Assessment
 - Census 2011
 - Green Belt Assessment
 - New Green Belt and Strategic Open Gaps Study
 - Brownfield Assessment
 - Green Space Strategy
- Recommendations from appraisals, assessments and consultation on:
 - Sustainability Appraisal of the objectives, strategy, policies and sites which highlighted potential conflicts or areas where the Plan could be improved, and ensures that the Plan accords with the principles of sustainable development. The Sustainability Appraisal includes a Equality Impact Assessment, Rural Impact Assessment and Health Impact Assessment
 - Habitats Regulations Assessment of the impact of the strategy and policies on the network of sites of European importance for nature conservation.

F.12 The Local Plan Strategy follows a consideration of a range of growth options and an assessment of all reasonable policy and site alternatives. It includes a number of Local Plan Strategy Sites and Strategic Locations. It also sets out a number of strategic policies that will be used to deliver sustainable development in the Borough. The Local Plan Strategy is accompanied by an Infrastructure Delivery Plan which details what supporting infrastructure is required to deliver the Core Strategy Sites and Strategic Locations in the Borough.

Strategic policies contained within the Local Plan Strategy constitute the Council's contribution towards the achievement of sustainable development in Cheshire East and are designed to be read together as a whole and applied as appropriate.

F.13 The Local Plan Strategy, once adopted, will replace a number of 'saved' policies from the Congleton Local Plan, the Crewe and Nantwich Local Plan, the Macclesfield Local Plan, the Cheshire



Minerals Local Plan and the Cheshire Waste Local Plan. Appendix B sets out which policies will be replaced and which policies are to be retained.

F.14 The Proposals Maps attached to the the Congleton Local Plan, the Crewe and Nantwich Local Plan, the Macclesfield Local Plan, the Cheshire Minerals Local Plan and the Cheshire Waste Local Plan will be 'saved' for the purposes of determining planning applications.

F.15 The Core Strategy proposes changes to existing Green Belt boundaries, including details of an Area of Search for a proposed extension to the South Cheshire Green Belt to the south, east and south west of Crewe. The Core Strategy also proposes to safeguard land which may be required to meet development needs beyond the plan period to 2030.

F.16 The Site Allocations and Development Policies Development Plan Document and Waste Development Plan Document will include detailed Development Management Policies and an Adopted Policies Map which will replace the 'saved' policies from the Congleton Local Plan, Crewe and Nantwich Local Plan, Macclesfield Local Plan, Cheshire Minerals Local Plan and Cheshire Waste Local Plan.



Appendix G: Evolution of the Local Plan Strategy

G.1 There have been a number of stages in the development of the Local Plan Strategy. The consultation stages and associated evidence base collected to support the Local Plan Strategy has allowed the Council to develop a greater understanding of the issues and opportunities that exist within Cheshire East. Responses received during each previous consultation stage have been considered and changes made to the overall approach to the Local Plan Strategy as and when considered appropriate. The key stages in the development of the Local Plan Strategy are set out in Figure G.1 below:

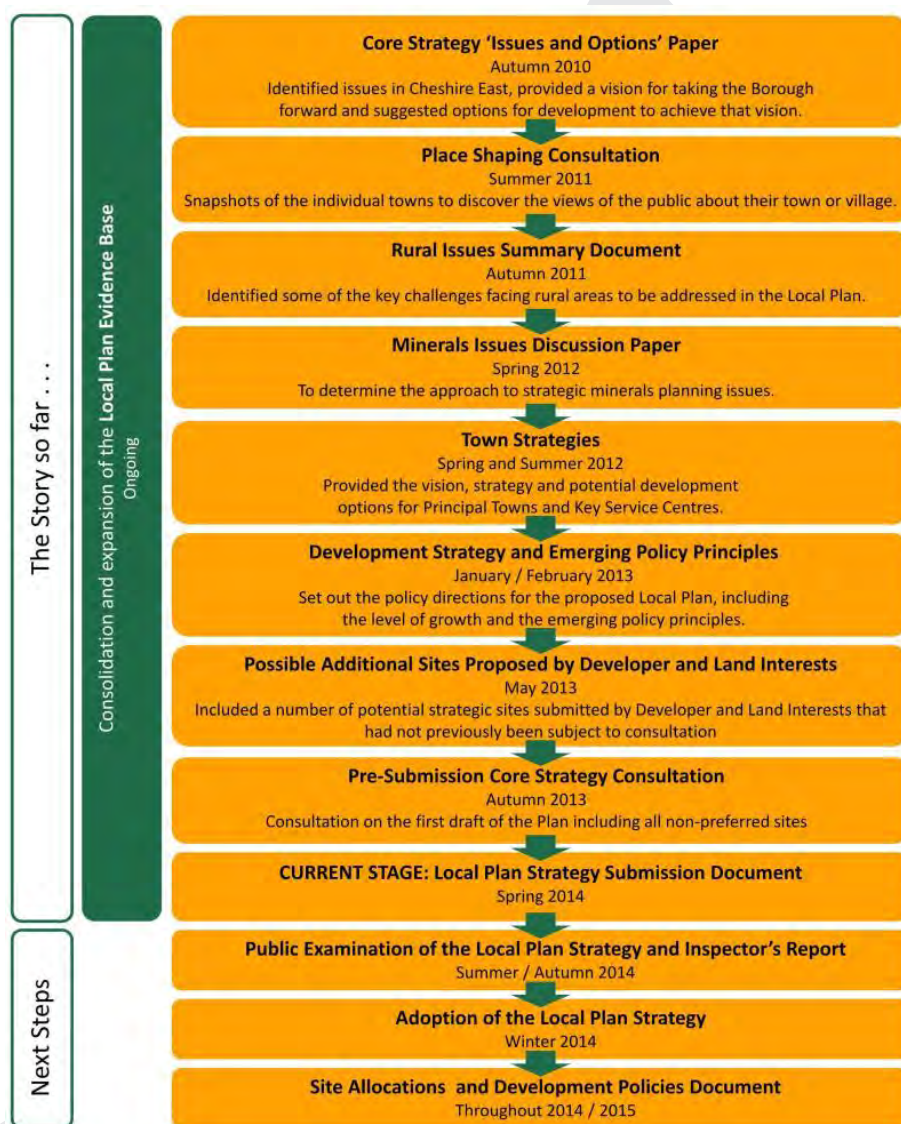


Figure G.1 Key Stages in the Development of the Core Strategy

Core Strategy Issues and Options Paper (November / December 2010)

G.2 The Issues and Options Paper set out options for the overall strategy for the future of the Borough and asked some fundamental questions about what Cheshire East should look like in 2030, how much growth should be included in the Local Plan Strategy and where, in a broad sense, the development should be located. The document set out a vision for the future of the Borough and included a number of strategic priorities for consultation.



G.3 The Core Strategy Issues and Options Paper also identified a number of strategic level issues and options for the future development of the Borough. The consultation on the Issues and Options paper highlighted the need to provide a 'bottom up' understanding for the Principal Towns and Key Service Centres identified in the Determining the Settlement Hierarchy paper.

Place Shaping Consultation (Summer / Autumn 2011)

G.4 To better understand the issues in each of the settlements identified in the Determining the Settlement Hierarchy paper, a Snapshot Report was prepared for each Principal Town and Key Service Centre. The Snapshot Report provided information on housing, economy, town centre, transport, built and natural environment and community infrastructure in each town. The Snapshot Report and consultation provided a useful insight into the prominent planning issues in the Principal Towns and Key Service Centres and promoted an overall understanding of Cheshire East as a unified 'place'.

Rural Issues Consultation (October / November 2011)

G.5 A discussion paper on rural issues was prepared which set out the planning context, identified emerging Government guidance and key challenges for the Local Plan Strategy to address. It included topics on the Rural Economy, Green Belt, Landscape Character, Biodiversity, Heritage, Renewable Energy, Rural Housing, Transport and Community Facilities. The consultation provided a greater understanding of planning issues in the rural areas of the Borough.

Minerals Issues Consultation (March 2012)

G.6 The Minerals Issues Discussion Paper served to discuss the importance of mineral extraction in the Borough. It gave an opportunity for those parties involved in minerals planning in Cheshire East to offer their views on how the Local Plan should approach key strategic minerals planning issues. There was also an opportunity to provide additional information on possible sites and areas of future mineral working and safeguarding.

Town Strategies (March 2012 - October 2012)

G.7 Following on from the the Issues and Options and Place Shaping consultation, Town Strategies were prepared for Principal Towns and Key Service Centres in Cheshire East in workshop settings using Advisory Panels. These Advisory Panels formed in each town were made up of Town Councils (where applicable), community partnerships, local businesses and community groups. The draft Town Strategies were then consulted upon with local communities in each area.

G.8 The Town Strategies set out a vision for each town together with potential development opportunities and priorities for investment in infrastructure. They also covered other issues such as the future of each town centre.

G.9 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 strategies for Alsager, Middlewich, Congleton, Sandbach⁽¹¹⁴⁾ and Wilmslow have been finalised following consultation and approval by their respective Town Councils. A similar tailored approach was then used in the preparation of each of the other Town Strategy documents. The draft Town Strategies for the remaining towns of Crewe, Macclesfield, Handforth, Knutsford, Nantwich and Poynton have been subject to consultation with local communities.

114 Sandbach Town Council has agreed the Final Strategy with the exception of Development Options which have not been endorsed.



G.10 The Town Strategies for Alsager, Congleton, Middlewich, Sandbach and Wilmslow and the draft Town Strategies in Crewe, Macclesfield, Handforth, Knutsford, Nantwich and Poynton now form part of the evidence base for the Core Strategy.

Development Strategy and Policy Principles (January / February 2013)

G.11 The Development Strategy and Policy Principles consultation presented the Council's preferred policy and site options and not favoured alternatives. The Development Strategy set out options for the overall number of homes and employment land that will be needed in Cheshire East over the next 17 years and proposed levels of development for each of our Principal Towns and Key Service Centres. It also set out the overall level of proposed development within Local Service Centres, other settlements and rural villages of the Borough with alternative options.

Possible Additional Sites Proposed by Developer and Land Interests Consultation (May 2013)

G.12 Responses received to the Development Strategy revealed a number of other possible strategic sites that developer, landowners and others considered suitable for inclusion in the Local Plan Strategy. To ensure everyone had the opportunity to comment on these possible additional sites a further consultation stage was held on these parcels of land.

G.13 This consultation provided members of the public and other interested parties with a chance to have their say on the sites included in the document, prior to the Council making a decision on whether any of the sites should be included in the Local Plan Strategy.

G.14 This consultation included a number of potential strategic sites submitted by developer and land interests that had not previously been subject to consultation during the evolution of the Local Plan Strategy.

Pre-Submission Core Strategy (November / December 2013)

G.15 The Pre-Submission Core Strategy set out the case for sustainable economic growth and was the first draft of the strategy that the Council wished to adopt to deliver a vibrant sustainable community and for the management of development in Cheshire East up to 2030.

G.16 The consultation also included a 'Non-Preferred Sites' document which enabled further comment to be made on all sites considered in the Development Strategy and Potential Additional Sites Consultation to help make sure the final selection of sites are the most appropriate.

G.17 This consultation allowed interested parties a chance to have their say on the draft document prior to the Council finalising the Local Plan Strategy - Submission Version.



Appendix H: Partners and Initiatives

H.1 The Local Plan Strategy is the spatial expression of the Borough's priorities and development needs going forward. As a key Council document, it provides the planning framework to support the priorities identified in other plans and programmes prepared by the Council or in the wider sub-region.

Cheshire and Warrington Local Enterprise Partnership Business Plan (2012 - 2015)

H.2 The Cheshire and Warrington Local Enterprise Partnership ambition is for Cheshire and Warrington to be the best performing sub-regional economy outside of the South East. The LEP has produced a business plan with six strategic priorities, based upon:



- Skilled and productive workforce
- Business Investment
- Infrastructure and connectivity including bringing forward employment and residential sites
- Deregulation
- The Rural Economy
- Promoting Cheshire and Warrington

H.3 Since the development of this Business Plan, the Government has invited LEPs to develop Strategic Economic Plans (SEP) for their sub-regions. These have a fundamentally different purpose to the Business Plan as they will form the basis for negotiations between the Government and LEPs on allocations for more public sector funding for local projects and programmes which deliver economic growth. This funding will be through the Single Local Growth Fund, and the next round of European Structural and Investment funds.

H.4 The SEP is currently being developed ahead of a draft submission to Government (October 2013), and will be informed by key policy frameworks, including the Local Plan Strategy and its key proposals to promote economic growth.

H.5 The Business Plan contains several transformational projects located in Cheshire East. These include maintaining Alderley Park as a global centre of research excellence and High Growth City, which is a longer-term plan for the super-growth of Crewe, delivered on the back of the announced key rail interchange on the new High Speed 2 railway route. High Growth City will initially focus on linking Crewe and Macclesfield by way of Congleton creating 'a corridor of opportunity'.

'Ambition for All' - the Sustainable Community Strategy 2010

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



H.6 The Local Plan Strategy 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.



H.7 'Ambition for All' is the Cheshire East Sustainable Community Strategy (2010) for the period 2010 to 2025. The purpose of the strategy is to set out how, over the 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:

- 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 range of available high quality 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 Area Partnerships

H.8 In 2009, Cheshire East Council established 7 Local Area Partnerships (LAPs), which bring local partner organisations together to improve services, influence decision making and empower communities, focusing on what really matters to local people. The LAPs produce annual Area Plans, which inform their work plans each year. The Area Plans focus on local issues that cannot be tackled by one organisation on its own, bringing together all those with an ability to make a difference. Priorities are identified by community led planning, partner agencies and local data.



H.9 Cheshire East Council and partners are currently developing a new approach to locality working, reviewing how the Council and partners devolve and integrate a wide range of service delivery and activates and how the more resilient and self sufficient local communities are developed, which reduce unnecessary demands on public services. The new approach needs to balance citizens' rights and their responsibilities, along with ensuring that local needs, preferences and aspirations are met.

Cheshire East Council - Three Year Plan 2013 - 2016

H.10 The Cheshire East Council three year plan details the purpose of the Council to serve the people of Cheshire East through fulfilling a community leadership role, ensuring quality and value in public services and safeguarding the most vulnerable in society.

H.11 The three year plan sets out 6 outcomes, including:

- Local communities as strong and supportive



- A strong and resilient economy
- People have the life skills and education they need to survive
- A green and sustainable place
- People live well and for longer
- Good place to live and work

Local Transport Plan



H.12 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.

H.13 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, the priorities for the LTP are to ensure a sustainable future and to create the 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.

All Change for Crewe 2010 - 2030

H.14 All Change for Crewe is an ambitious strategy to support Crewe's economic development over the 20 year period. The strategy intends that by 2030 Crewe will be:

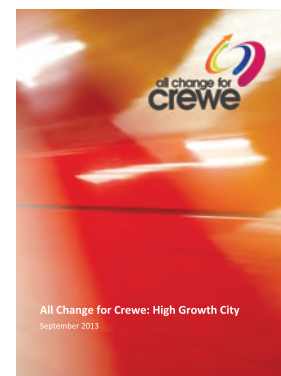
- a nationally significant economic centre with a total population in excess of 100,000 people (currently it has about 83,000);
- one of the leading centres for advanced engineering and manufacturing centres in England; and
- recognised as a sought-after place for people to live, work, put down roots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



H.15 In 2011, a business-led Partnership Board was established, with the support of the Council, to assist in shaping and driving the All Change for Crewe programme. It articulated its ambitions in the 2012 Prospectus for Crewe, which also identified key town centre development opportunities, resulting in significant interest from developers, investors and other partners.

High Growth City

H.16 The Government's current plans for a High Speed Railway (HS2) include a route through Crewe Station, with a partial connection to the West Coast Mainline, have given added impetus for economic growth in Crewe, the rest of the sub-region and beyond. High Growth City is the programme that will deliver the ambitions of All Change for Crewe up to 2030. However, with the prospect still remaining of a HS2 Hub station at Crewe with a direct interchange, the prospects for super-charged growth beyond 2030 arise that will take the town forward from this point with even higher levels of growth. This could be focused around a new Central Business District at the HS2 Hub Station at Crewe.





Make it Macclesfield



H.17 Make it Macclesfield is a business-led initiative to make Macclesfield a place where people want to live, work and visit, which enhances their quality of life and life chances with a focus on improved economic prosperity and success, increased community cohesion and increased environmental sustainability.

H.18 Led through a Community Interest Company, it helps shape and deliver projects that enhance the assets of the town to deliver economic prosperity for everyone in the town. It focuses on economic development, town regeneration, visitor economy and communications.

H.19 Make It Macclesfield's aspirations and the range of development opportunities in the town are articulated in its Investment Prospectus and Business Plan.

Housing Strategy - Moving Forward 2011 - 2016

H.20 The Cheshire East Housing Strategy '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.

H.21 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.

Vision and Strategy for Economic Growth: East Cheshire - Engine of the North

H.22 This high level vision, investment plan and economic strategy identified the role of the Council in delivering economic growth through initiatives including the Local Plan Strategy as part of the Local Plan; place based initiatives; commissioning; investment; and the Council's own assets, to enable the conditions for growth.

H.23 The three key elements of the Strategy for Growth are:

- Productive and competitive businesses - a focus on key assets, established and emerging sectors and image and identity
- New investment and business development - a focus on capacity, the package and the proposition
- Creating the conditions for sustainable growth - a focus on sustainable development, connectivity, housing and neighbourhoods, town centres and the rural and visitor offer.

Economic Development Strategy

H.24 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.

Cheshire East Visitor Economy Strategy 2011

H.25 The Visitor Economy Strategy is a strategically important component of the Council's economic development priorities. It is an important contributor to the economy of Cheshire East, contributing to local quality of life, and has a positive impact on decisions over business location and individual



choices over where to live and work. The strategic framework outlines some of the issues and priorities that the

H.26 Council must consider and resource, the opportunities to align the needs of residents and visitors and a model for partnership working to help realise the potential of Visitor Economy in Cheshire East.

H.27 The outcome targets we seek to achieve are:

H.28 Develop a Visitor Economy with a value of £818m by 2015 Increase jobs directly related to the Visitor Economy by around 1271 over the same period Increase visitor numbers to Tatton to 1m by 2015

H.29 Increase the number of businesses achieving quality accreditation.

Connecting Cheshire



H.30 This initiative has an objective to make Cheshire, Halton and Warrington one of the best connected regions in the Country in terms of broadband and digital services, and to ensure businesses and citizens have the support and skills to exploit the benefits of faster services. The Connecting Cheshire Partnership is to deliver increased high speed broadband to a further 80,000 homes and businesses by 2015. The project is focused on achieving the objectives of economic growth and enabling communities through improved connectivity and infrastructure to create high growth businesses and social benefits, including technology to enable people to remain independent and in their own homes.

Ageing Well in Cheshire East Programme



H.31 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.

Cheshire Joint Municipal Waste Management Strategy 2007-2020

H.32 This strategy 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. A reviewed Waste Strategy for Cheshire East has been scheduled.

Cheshire Region Local Nature Partnership Vision

H.33 The vision for this partnership, that includes the five local authority areas of Wirral, Halton, Warrington, Cheshire West and Chester and Cheshire East is for healthy, connected, productive landscape richer in biodiversity, where the natural environment is embedded in decision making,



managed for wildlife, and supports healthier lifestyles and farming, creating attractive places and delivering sustainable economic growth.

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

H.34 This partnership of local authorities and environmental agencies was formed in 2010. It has a vision of how a healthy natural environment can help sustain economic growth and thriving communities. The Crewe Green Infrastructure Action Plan has been prepared under this Framework

Rights of Way Improvement Plan

H.35 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.



DRAFT



Cheshire East Council

Email: localplan@cheshireeast.gov.uk

www.cheshireeast.gov.uk/localplan

Tel: 01270 685893

Report of Consultation: Local Plan Consultation – Pre-Submission Core Strategy

The Local Plan consultation on the Pre-Submission Core Strategy took place between 5 November and 16 December 2013. It represents further preparatory work under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

The consultation was carried out in accordance with the requirements included within Cheshire East Council's 'Statement of Community Involvement' (adopted by Cheshire East Council on 14 October 2010.)

In advance of this formal consultation period, a report was considered by Cheshire East Council's Strategic Planning Board on 26 September 2013; this report set out the provisional list of sites, for inclusion in the Pre-Submission Core Strategy, for consideration and discussion by Councillors, along with the Report of Consultation relating to the 'Possible Additional Sites Proposed by Developer and Land Interests' consultation which included summaries of the representations made to that consultation. This committee meeting generated media coverage, in advance of the formal Pre-Submission Core Strategy consultation period.

The Pre-Submission Core Strategy was approved by the Portfolio Holder on 1 November 2013, with the formal consultation period commencing on 5 November 2013. The Portfolio Holder also approved the Council's responses to the representations made to the 'Possible Additional Sites Proposed by Developer and Land Interests' consultation.

Consultation Documents

The consultation documents comprised the Pre-Submission Core Strategy document and the 'Pre-Submission Core Strategy Non-Preferred Sites' document (this set out details of the sites that had been considered for inclusion in the Pre-Submission Core Strategy, along with reasons why they had not been included).

A Sustainability Appraisal and a Habitats Regulations Assessment were produced and they were also subject to public consultation, for the same period of time and could be accessed in the same way as the other consultation documents.

In addition, a number of evidence base documents were also available on the Council's web site; comments on such documents were logged in relation to the part(s) of the consultation document(s) that they related to.

Comments forms were produced, that could be completed for any of the consultation documents and were provided as stand alone documents. Hundreds of the comments forms were distributed. A 'Guide to Making comments Online' was also produced, with

copies available wherever the comments forms were available, including Cheshire East's web site.

All of the consultation documents were accessible via Cheshire East Council's Consultation Portal and can still be viewed on Cheshire East's web site

www.cheshireeast.gov.uk/localplan

Copies of the consultation documents were made available for inspection at all of the libraries in the Borough. They were also made available at the Council's Customer Service Centres, in Crewe and Macclesfield; Cheshire East Council's offices in Sandbach and the Planning Help Desk, Municipal Buildings, Crewe. All of the libraries and Customer Service Centres were also given an explanatory letter. The comments forms were also made available to take away at the above venues and could be returned to the Spatial Planning Team, at Cheshire East Council's offices in Sandbach.

E-mails and letters, along with copies of the documents and comments forms, were sent out to all Cheshire East Council Members and all of the Parish and Town Councils, within the Borough, to inform them that the consultation was taking place. They were also informed that copies of the documents were available at the locations listed in the paragraph above. Those Parish Councils situated in adjoining Local Authority areas were also sent an e-mail, along with other Consultees, as set out in the next section.

Copies of the documents and a covering letter were sent out to Natural England, English Heritage, the Environment Agency and Natural Resources Wales. Copies of the letters are included at **Appendix 1**.

A letter informing the MPs that cover the Cheshire East area of the start of the consultation period was sent out on 5 November 2013. A further letter and copies of the consultation documents were also sent out to the MPs that cover the Cheshire East area on 15 November 2013. Copies of the letters are included at **Appendix 2**.

Notification Via Cheshire East's Consultation Portal or Letter

On 4 November 2013 an e-mail was sent to all Councillors, announcing that the consultation on the Pre-Submission Core Strategy and associated documents would take place between 5 November and 16 December 2013.

On 4 November 2013 an e-mail was sent to all Town and Parish Councils, announcing that the consultation on the Pre-Submission Core Strategy and associated documents would take place between 5 November and 16 December 2013.

On 4 November 2013, an e-mail was sent to all consultees, who had registered on Cheshire East's Consultation Portal, with an e-mail address, announcing that the consultation on the Pre-Submission Core Strategy and associated documents would

take place between 5 November and 16 December 2013. This was sent to a total of 10,490 e-mail addresses.

On 5 November 2013, a letter was sent out to all consultees, who had registered on Cheshire East's Consultation Portal, without an e-mail address, announcing that the consultation on the Pre-Submission Core Strategy and associated documents would take place between 5 November and 16 December 2013. This letter was sent to a total of 1,736 consultees.

The consultees included local residents, landowners and developers, along with the 'specific consultation bodies'; 'general consultation bodies' and 'residents and other persons carrying out a business in the Local Planning Authority's area', as required by Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

Copies of the e-mails and letters are included at **Appendices 3a and 3b**.

Following the end of the consultation period, all of the consultation responses were logged. At this stage, a total of 13,875 active consultees had registered on the consultation database, of which 2,515 did not have an e-mail address.

Web Site and Cheshire East's Consultation Portal

The Cheshire East Council's web site home page featured the consultation in the 'In focus', 'Have Your Say' and the 'Consultations' sections. An advert was also placed on the web pages for the consultation. The consultation document could be accessed via the Local Plan pages and the Cheshire East Consultation Portal, all of which are linked. Screen shots are included at **Appendix 4**.

The Cheshire East Consultation Portal can be accessed via the Cheshire East website; it enabled stakeholders to inspect and download the consultation document. It also enabled them to respond to the consultation electronically and to register their details, so that they can be informed of future Local Plan stages. The comments forms could also be submitted by e-mail or post.

In total, between 5 November and 16 December 2013, the Local Plan web page, on the Cheshire East web site, received 3,629 unique views and a total of 5,444 page views.

Links were also provided to Spatial Planning pages on Facebook, twitter and LinkedIn.

Following the closure of the consultation period there were:

- Facebook –121 likes (an increase from 112 in May 2013); a weekly total reach peaked at 22 on the week ending the 10 November 2013.

- Twitter – followers have increased from 456 in May 2013 to 467 followers in January 2014.
- LinkedIn – 463 Connections in January 2014

Screen shots of the twitter, Facebook and LinkedIn pages are included at **Appendix 4**.

Publicity and Media Coverage

The consultation has included a press release on 5 November 2013, announcing that the consultation on the Pre-Submission Core Strategy and associated documents would take place between 5 November and 16 December 2013. The press release resulted in a number of articles being published in the press.

There was also local radio coverage of the consultation, with Councillor Michael Jones (Leader of the Council) interviewed on BBC Radio Stoke.

Articles were placed on various web sites including Audlem Online, Alderley Edge.com and Wilmslow.co.uk

Two articles were included in the internal Cheshire East Council weekly staff newsletter 'Team Talk'.

Two articles were included in the Cheshire East Council Schools Bulletin which is produced each week, during term time and is sent to all schools in the Borough; it is also published on the Cheshire East web site.

An article on the consultation was included on the Mid Cheshire Hospitals Foundation Trust staff intranet.

An article was included in the November 2013 edition of the Partnerships Newsletter. The newsletter is sent as an attachment to around 1500 email addresses and is then sent on to a variety of mailing lists such as the Council for Voluntary Services and Business Chambers. It is also added to websites of organisations such as Groundwork.

Lists of the media coverage and press releases, relating to Cheshire East Council's Strategic Planning Board on 26 September 2013 and the Pre-Submission Core Strategy consultation are included at **Appendix 5**.

Details of the consultation were also included on the customer information screens, at Cheshire East Council's Customer Service Centres, throughout the whole of the consultation period. A copy of the information displayed is included at **Appendix 6**.

Young People

‘Schools Bulletin’ – two articles about the consultation were included in the Cheshire East Council ‘Schools Bulletin’ which is sent to schools electronically once a week. The articles are also published on Cheshire East Council’s web site. The articles aimed to encourage schools, pupils, teachers, governors and parents to respond to the consultation. The articles also included the availability of a lesson plan for schools that could be used either during or after the consultation.

Meetings and Briefings

Four Local Plan Panel Briefing Meetings were held, during November and December 2013, to which all Cheshire East Members were invited. Each briefing session covered different topics within the Pre-Submission Core Strategy.

A stand, with information about the Pre-Submission Core Strategy consultation, was present at the Town and Parish Council Conference, held on 4 November 2013.

A presentation was given about the Pre-Submission Core Strategy consultation to the Cheshire Association of Local Councils (CHALC), at their meeting on 6 December 2013.

A number of meetings with Town and Parish Councils, were also attended, upon request.

Consultation Responses

During the Pre-Submission consultation 8,585 comments were received from 2,777 different people and organizations totaling over 2.5 million words.

38% of comments were submitted online using the Council's consultation portal, 36% were submitted by email and 26% were submitted on paper.

Overall, 21% of comments were in support, 62% were objections and 17% were comments only.

Proposed sites that received the most comments were:

- 1 Site CS10 - Land between Congleton Road and Chelford Road, Macclesfield – 593 comments
- 2 Site CS11 - Gaw End Lane, Macclesfield – 290 comments
- 3 Site CS9 - Land East of Fence Avenue, Macclesfield – 240 comments
- 4 Site CS30 - North Cheshire Growth Village, Handforth – 110 comments

5 Site CS24 - Land adjacent to junction 17 of M6, Sandbach – 109 comments

The main issues that were raised during the consultation, in relation to the sites, were:

- Disproportionate level of housing proposed around Crewe versus the rest of the Borough.
- Level of housing development is too low: additional sites should be considered.
- Shavington should not be treated as part of Crewe for housing allocation purposes
- Objections to the removal of land from the Green Belt. The exceptional circumstances for altering the Green Belt have not been demonstrated.
- Objection to possible inclusion of land around Crewe and Nantwich in the Green Belt.
- Level of housing is too great in Macclesfield
- Level of development will give rise to additional traffic problems on congested roads. A full transport assessment is required.
- New housing sites are too far from employment areas.
- Some indicated development areas in Knutsford are subject to high levels of Aircraft Noise. The proposed housing numbers are too high and infrastructure will not cope
- Local Infrastructure is inadequate for the level of development proposed.
- Development should occur on brownfield sites only.
- Congleton link road is only a partial solution to traffic problems and will result in imbalanced growth. Road should link to the A34.
- Growth in Middlewich will result in its shape being even more distorted.
- There has already been significant development within Nantwich area over the last 10 years and the Town cannot take this sort of increase.
- There is sufficient brownfield land in Wilmslow to accommodate the required development
- North Cheshire Growth Village should be deleted from policy.
- The Council should be prioritising housing sites within or on the edge of settlements, and not entirely new settlements as is proposed.
- New housing in Sandbach will only be utilised by commuters.
- Sandbach an ancient town which could be destroyed for ever, resulting in urban sprawl and the danger of being flooded with applications.
- Basford East is not a sustainable site as demonstrated by the Sustainability Appraisal

Policies that received the most comments were:

1 Green Belt (PG3) – 583 comments

2 Settlement Hierarchy (PG2) – 437 comments

3 Spatial Distribution of Development (PG6) – 203 comments

4 Safeguarded Land (PG4) – 159 comments

5 Overall Development Strategy (PG1) – 144 comments

The main issues that were raised during the consultation, in relation to the Policies, were:

- Over-supply of employment land
- A higher proportion of dwellings should go to Local Service Centres.
- Object to removal of sustainable villages from PG2
- Support the objective of sustainable, job-lead growth
- Support priority to Green Belt over housing and the focus on brownfield sites
- Proposals are divisive and reinforce the North-South divide in the Borough.
- An assessment of viability is required in view of the level of developer contributions sought.
- Congleton should be identified as a Principal Town rather than Key Service Centre
- Creation of green infrastructure amongst other measures to manage surface water and reduce run off helping to alleviate danger of flooding supported.
- Water is a precious resource and needs appropriate management e.g. reduce flood risk by the use of SuDS.
- Need to ensure there are suitable amenities/infrastructure available for the proposed level of development
- Support the identification of safeguarded land which is a well established planning tool in forward planning an area.
- No need or justification to safeguard Green Belt land for development beyond the plan period.
- Welcome the inclusion of the provision for habitats for great crested newts and other protected species
- It is essential to attract inward investment, provide more employment and retain young and qualified people
- Priority should be given to infill and regeneration of old housing stock.
- Grade 2a and 3 agricultural lands should be protected in the Core Strategy.
- With higher densities now being achieved on brownfield sites, the number of dwellings which that land can support has grown considerably.
- Most of the materials used to build houses are imported into the UK.
- The case for growth needs to be tempered by a proper regard to other considerations such as the need to protect the Countryside for its own sake, to preserve long standing Green Belt
- An ageing population can best be accommodated by ensuring that they can remain in employment as long as possible. The plan does not address this issue.
- The plan as it stands is for growth, not for sustainable development.
- The countryside of Cheshire East provides spaces of great tranquillity relative to the urban areas within and around the Borough. This tranquillity should be recognised as a specific asset and protected accordingly

- The visitor economy is crucial to Cheshire East's identity and brand and to creating the conditions for sustainable growth.
- Any plan will, inevitably, attract widespread criticism and objection. It is essential for the future continued prosperity of the region that a formal development plan is implemented without further delay.
- A considerable degree of experience in IT and copious amounts of time are required in order to be able to find the Local Plan and navigate around the web site to identify the various elements.
- The consultation has not been accessible to those residents unable to visit libraries or access materials online.
- The number of consultations and the volume of information have been too great.
- Support putting people at the heart of decision making.

In total, since work started on the new Local Plan in 2010, over 37,000 comments have been received.

Petitions Received

A number of petitions were received to the consultation; they are included in the figures set out above. The petitions received related to both the Pre-Submission Core Strategy and the Non Preferred Sites Document, the petitions are set out below

Pre-Submission Core Strategy

Site CS9 – Land East of Fence Avenue, Macclesfield – Petition with 828 signatures, objecting to the inclusion of this site in the Pre-Submission Core Strategy. The petition states –

'We, the undersigned, object to the proposed development of Green Belt land at Fence Avenue. This site plays a key role in the landscape setting of our historic town. The Council's own Stakeholder Panel in 2012 rejected this Green Belt change and it has been strongly opposed in earlier consultation exercises. Insufficient evidence has been presented to justify the exceptional circumstances to warrant Green Belt change at Fence Avenue.'

Site CS9 Land East of Fence Avenue – e-petition with 271 responses, objecting to the inclusion of this site in the Pre-Submission Core Strategy. The petition states –

'I object to the proposed development of Green Belt Land East of Fence Avenue, Macclesfield. This site plays a key role in the landscape setting of our historic town The Council's own Stakeholder Panel in 2012 rejected this Green Belt change and it has been strongly opposed in earlier consultation exercises. Insufficient evidence has been presented to justify the exceptional circumstances to warrant Green Belt Change at Fence Avenue.'

Pre-Submission Core Strategy and Site CS24 – Land adjacent to J17 of M6, South East of Congleton Road, Sandbach - Petition with 101 signatures, including comments and objections relating to the Pre-Submission Core Strategy and the inclusion of this site in the Pre-Submission Core Strategy.

'We, the under-signed submit the following comments/objections to be considered as part of the Public Consultation of the Local Plan Pre-Submission Core Strategy document. We are unable to participate via the on-line computer option.

CONTEXT /INTRODUCTION.

a) Reduce the proposed housing figures to that issued by the Office for National Statistics 20,000 not 27,000 proposed by Cheshire East

SPATIAL PORTRAIT.

a) Much more limited development, especially housing, around the historic towns with development targeted evenly around the two major towns.

CONNECTIVITY.

a) Transport improvement should be based on a fully integrated Rail/Bus/Road/Cycle network.

VISION.

a) The vision needs to ensure the protection of heritage assets, including SBI's and woodland areas, from engulfment in unsuitable development

GREEN BELT.

a) The total absence of any reference to the protection of Green Gaps, previously included in the Core Strategy, is deplored.

INFRASTRUCTURE.

a) Roads infrastructure is already totally inadequate, the few proposals made relate to mitigation measures for what exists today and NOT the future.

SANDBACH.

a) Sandbach will become an M6 commuting dormitory, insufficient thought given to impact on employment, education, health and leisure facilities.

The CUMULATIVE impact of already COMMITTED sites, including the recent appeal losses, is UNSUSTAINABLE.

b) J17 will take the CUMULATIVE burden of developments OUTSIDE Sandbach. E.g. Winterley, Haslington, Moston, etc

J17 is Unfit for Purpose, needing much more than the few mitigation improvements proposed.

SITE CS24 - Land adjacent to J17 of M6, South East of Congleton Road, Sandbach

a) This is an ideal site for employment and it was allocated for employment only in the Congleton Local Plan.

b) It was marked as employment only in the Sandbach Town Strategy and this was supported in the public consultation.

c) Housing was rejected on this site in the previous public consultation on the "Draft Development Strategy"

d) The wildlife corridor should be protected and enhanced. Houses should not be built immediately alongside it.

e) It is poorly located in terms of access to local services and facilities. There are no bus services on Old Mill Road.

Residents would need to cross Old Mill Road (a 60mph A road) to get to parks, playgrounds, town centre and schools.

f) By including this location, weight is knowingly being added to the current planning application, despite objections from the wider public.

g) The SHLAA contains more appropriate housing sites. This site should be promoted to attract valued and sustainable businesses.

h) Employment on this site has fewer problems than many of the other sites being promoted for employment. It simply needs the will to do it.

Pre-Submission Core Strategy, objection to site CS25 – Adlington Road, Wilmslow and Non-Preferred Sites document - support for the inclusion of sites NPS 56 – Land at Dean Row (Western parcel) and NPS 57 - Land at Dean Row (eastern parcel): E-petition from 'Friends of Dean Row' , with 273 names -

'We the undersigned petition the council to reject proposals to grant planning for any new houses in Dean Row, as proposed in Areas Ba, Bb, Bc, Ha, and Hb of the draft Wilmslow Vision document. The undersigned also call for all Green Belt in these areas to be retained, and for area Bc to be returned to Safeguarded status.

Friends of Dean Row is against the unnecessary and unsustainable developments proposed in the Dean Row area of Wilmslow, for the following reasons:

- Major questions regarding the sustainability for development on all sites
- Lack of infrastructure to support a new conurbation (schools, health, utilities, shops, etc)
- Relatively long distance to the town centre, making walking and cycling less viable compared to other potential development sites
- Lack of public transport connections
- Loss of Dean Row as a separate hamlet with its own character, which risks being subsumed into an urban sprawl
- The planned development of a further 1,000 houses on the old Woodford airfield less than 2 miles away would mean chronic over-development of the area
- Increased traffic congestion, with the likelihood of new traffic lights and/or roundabout on Adlington Road, Brown's Lane, Cross Lane, and/or Dean Row Road
- Visual impact on the surrounding area
- Destruction of areas of natural beauty and wildlife
- Loss of open spaces in the Wilmslow area, including the children's playground and playing fields off Brown's Lane
- Drainage and flood risk
- Over reliance on this area of Wilmslow for new housing: the area to the west of Dean Row has already been subjected to considerable development over the last 10 years'

Non-Preferred Sites Document

Site NPS53 - Land at junction of Town Lane and Smith Lane, Mobberley and site NPS54 – Ilfords, Mobberley – e-petition with 79 signatures, supporting the inclusion of the sites within this document. The e-petition has been logged as a resubmission of the e-petition which included 52 signatures which was received earlier in the year and was logged in relation to the 'Possible Additional Sites' consultation. The petition states -

'We the undersigned petition the council to reject the two large housing developments (Sites 'O' and 'P') that have been put forward for possible inclusion in the Cheshire East Local Plan. In particular we urge the council to reject any plans submitted in the future

to build 375 homes on the 39 acre Ilford Way site, currently being proposed by LPC Living.

Justification:

Our village school is already oversubscribed having absorbed the intake from Ashley Primary School and according to Cheshire East's own estimates this will become significantly worse by 2016 without any new housing. Our local amenities are already overstretched and will not be able to cope with the hundreds of new families these developments will bring to the area.

Both sites border onto Smith Lane, a road that narrows to a single track in places that is completely unsuitable for the amount of traffic these developments will create. The planned entrance to the Ilford Way site is on a dangerous bend.

The residents understand the need for new housing in the borough and Mobberley has expanded significantly in recent years. These proposed developments are simply too large for the local infrastructure and will permanently destroy the character and identity of the village.'

Site NPS53 - Land at junction of Town Lane and Smith Lane, Mobberley and site NPS54 – Ilfords, Mobberley - petition with 170 signatures, supporting the inclusion of the sites within this document. The petition states -

'We the undersigned petition Cheshire East Council to reject the two large housing developments (sites O and P) that have been put forward for possible inclusion in the Cheshire East Local Plan. In particular we urge the Council to reject any plans submitted in the future to build 375 homes on the 39 acre Ilford Way site, currently being proposed by LPC Living.'

Support for the inclusion of sites NPS 56 – Land at Dean Row (Western parcel) and NPS 57 - Land at Dean Row (eastern parcel): E-petition from 'Friends of Dean Row', with 273 names (see details above.)

Consultation Comments and Cheshire East Council's Responses

Cheshire East Council received comments forms, individual letters, standard letters, petitions and developer representations from stakeholders. In order to allow an analysis of the vast amount of comments received, Cheshire East Council adopted a method used by South Cambridge, during their plan preparations.

The Pre - Submission Core Strategy was divided up into approximately 170 individual consultation points. All issues raised through the consultation were recorded against all

applicable consultation points as an objection, support, a comment or a suggested change to an individual policy, site or development principle.

Every comment received was logged against one or more of the appropriate consultation points and all comments and issues raised have been made available on the Cheshire East Council Consultation Portal at <http://cheshireeast-consult.limehouse.co.uk/portal/planning/cs/cspre> along with the names of individuals or agents that submitted them for complete transparency.

A proforma was produced for each consultation point or subject heading. All objections, support, comments and suggested changes received for each point were quantified and summarised. In some cases, it was necessary to amalgamate very similar consultation points, such as a chapter heading and a policy, where the issues raised were one and the same (e.g. Sustainable Development and MP1). In these cases, the overall number of supporters, objectors and commentators and suggested changes were added together.

Whilst the issues raised were many and various, at this stage of the plan making process all comments had to be assessed against the objective of ultimately producing a 'sound' Local Plan Strategy at Inspection. To this end, it was necessary to ensure that all comments received and issues raised that related to the issue of soundness were addressed and responded to.

Each consultation point proforma was reviewed and the issues raised were looked at objectively by a panel of Planning Officers, to decide if specific wording changes or material changes to policy should be made.

A recommended Council response was added to each proforma, setting out the reasons for accepting or rejecting suggested changes. Issues relating to "soundness" of policy wording were given very careful consideration, to ensure that the Local Plan Strategy - Submission version has responded appropriately to the points made and will be considered sound.

Where legitimate "material considerations" were raised, "material changes" were recommended to be made to the policy wording, along with specific wording change requests in the related chapters. In some cases, it was felt that issues raised about a particular consultation point had been adequately covered elsewhere in the document and therefore a material change was not required under that consultation point.

All minor and major changes that are recommended to be taken forward in the Local Plan Strategy - Submission version are recorded at the end of each individual Consultation Proforma in a shaded 'Recommendation' box.

This process was also followed, in relation to the comments that were received on the 'Non Preferred Sites' document.

The following documents form appendices to the Committee Report that is being considered by Members, at Strategic Planning Board on 26 February 2014 and at Full Council on 28 February 2014:

1. The proformas for the Pre-Submission Core Strategy consultation points (as detailed above);
2. The recommended changes, from the proformas, are summarised in the document 'Pre-Submission Core Strategy – Summary of Proposed Changes';
3. The comments received on the Habitats Regulations Assessment and the Sustainability Appraisal, are summarized, along with the recommended response and changes, in separate documents.

Duty to Co-Operate

Consultation and discussion has taken place throughout the Local Plan consultation process with the relevant bodies, with regard to the Duty to Co-Operate requirement. Section 12 of the Committee Report that is being considered by Members, at Strategic Planning Board on 26 February 2014 and at Full Council on 28 February 2014, deals with Duty to Co-Operate matters.

A 'Statement of Compliance' will be prepared, as a document for the Publication stage and the subsequent Submission.

Future Stages

The next stage of the production of the Local Plan is the production and consultation on the Submission version of the Core Strategy (now called the 'Local Plan Strategy'). There will be a formal six week period when formal representations can be made on the Local Plan Strategy. Following this, the Local Plan Strategy will be submitted to the Secretary of State, for formal Examination. If the Inspector concludes that the Local Plan Strategy complies with the legal requirements and is considered to be sound, with or without modifications, the Council will then adopt the Local Plan Strategy.

Once the Local Plan Strategy is adopted by the Council, work will continue on the Local Plan Site Allocations and Development Policies Document, which is the next part of the Local Plan. This document will allocate remaining sites for future development and provide detailed policies to be used when considering planning applications for new development across the Borough.

A Local Plan Waste Development Plan Document will also be produced which will set out policies for dealing with waste and identify specific sites for waste management facilities’.

18/02/14

Report of Consultation – Local Plan Consultation – Pre-Submission Core Strategy Consultation

List of Appendices

- Appendix 1 – Letters to Natural England, English Heritage, Environment Agency and Natural Resources Wales, dated 5th November 2013.
- Appendix 2 – Letters sent to MPs dated 5th and 15th November 2013.
- Appendix 3a – Letters sent to Councillors; Members of the Cheshire East Local Plan Consultation Database without E-mail Address; Customer Service Centres; Cheshire East Council Libraries; Planning Helpdesk, and Town and Parish Councils,
- Appendix 3b – E-mails sent to Councillors, Town and Parish Councils, Members of the Cheshire East Council Local Plan Consultation Database with E-mails.
- Appendix 4 – Screen shots from Council Web Pages, twitter and Facebook.
- Appendix 5 – Lists of media coverage and press releases, relating to Cheshire East Council's Strategic Planning Board on 26 September 2013 and the Pre-Submission Core Strategy consultation.
- Appendix 6 – Information displayed on customer service screens in Cheshire East Council's Customer Service Centres.

Appendix 1



English Heritage
Canada House
Manchester
M1 5F3

Spatial Planning
Westfields, Middlewich Road
Sandbach, Cheshire
CW11 1HZ
Tel: 01270 685893

Email: localplan@cheshireeast.gov.uk

Date: 5th November 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Ms Hrycan,

**Cheshire East Council Local Plan: Pre-Submission Core Strategy Consultation:
5th November to 16th December 2013**

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A significant amount of detailed research and evidence has been gathered, to inform the Plan and is now available to view, along with all of the consultation documents on the Cheshire East web site www.cheshireeast.gov.uk/localplan

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Cheshire East Council is encouraging as many people as possible to submit their comments online, to save time and money. You have been supplied with a "Guide to Making Comments Online" leaflet which should assist in this process.

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HRA Summary
HRA full document
Sustainability Appraisal

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Yours faithfully

A solid black rectangular box used to redact the signature of the Head of Strategic & Economic Planning.

Head of Strategic & Economic Planning



Environment Agency
Richard Fairclough House
Warrington
WA4 1HT

Spatial Planning
Westfields, Middlewich Road
Sandbach, Cheshire
CW11 1HZ
Tel: 01270 685893

Email: localplan@cheshireeast.gov.uk

Date: 5th November 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Ms Smith,

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Yours faithfully

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Head of Strategic & Economic Planning



Natural England
Hornbeam House
Crewe
CW1 6GJ

Spatial Planning
Westfields, Middlewich Road
Sandbach, Cheshire
CW11 1HZ
Tel: 01270 685893

Email: localplan@cheshireeast.gov.uk

Date: 5th November 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mrs Belfield,

**Cheshire East Council Local Plan: Pre-Submission Core Strategy Consultation:
5th November to 16th December 2013**

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Yours faithfully

A black rectangular box redacting the signature of the Head of Strategic & Economic Planning.

Head of Strategic & Economic Planning



Natural Resources Wales
Tŷ Cambria
29 Newport Road
Cardiff
CF24 0TP

Spatial Planning
Westfields, Middlewich Road
Sandbach, Cheshire
CW11 1HZ
Tel: 01270 685893

Email: localplan@cheshireeast.gov.uk

Date: 5th November 2013

Please Contact: Spatial Planning Team 01270 685893

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Yours faithfully

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Head of Strategic & Economic Planning

Appendix 2



David Rutley MP,
Macclesfield Conservatives,
West Bank Road,
Macclesfield,
Cheshire,
SK10 3BT.

Spatial Planning
Westfields
Middlewich Road
SANDBACH
CW11 1HZ

01270 685893
localplan@cheshireeast.gov.uk

5 November 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mr Rutley,

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Yours faithfully

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Head of Strategic & Economic Planning



Edward Timpson MP
Constituency Office
30 Victoria Street
Crewe
CW1 2JE

Spatial Planning
Westfields
Middlewich Road
SANDBACH
CW11 1HZ

01270 685893
localplan@cheshireeast.gov.uk

5 November 2013

Please Contact: Spatial Planning Team 01270 685893

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Yours faithfully



Head of Strategic & Economic Planning



Fiona Bruce MP
House of Commons
London
SW1A 0AA

Spatial Planning
Westfields
Middlewich Road
SANDBACH
CW11 1HZ
01270 685893
localplan@cheshireeast.gov.uk

5 November 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mrs Bruce,

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Yours faithfully



Head of Strategic & Economic Planning



George Osborne MP
Tatton Conservative Office
Manchester Road
Knutsford
WA16 OLT

Spatial Planning
Westfields
Middlewich Road
SANDBACH
CW11 1HZ
01270 685893
localplan@cheshireeast.gov.uk

5 November 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mr Osborne,

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Yours faithfully

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Head of Strategic & Economic Planning



Stephen O'Brien MP
Constituency Office
4 Church Walk
Tarporey
CW6 OAJ

Spatial Planning
Westfields
Middlewich Road
SANDBACH
CW11 1HZ

01270 685893
localplan@cheshireeast.gov.uk

5 November 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mr O'Brien,

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Head of Strategic & Economic Planning



David Rutley MP,
Macclesfield Conservatives,
West Bank Road,
Macclesfield,
Cheshire,
SK10 3BT.

Spatial Planning
Westfields
Middlewich Road
SANDBACH
CW11 1HZ

01270 685893
localplan@cheshireeast.gov.uk

15 November 2013

Please Contact: Spatial Planning Team 01270 685893

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Copies of the consultation documents and the **Draft Infrastructure Delivery Plan** can be inspected, during the consultation period, on the Cheshire East website

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Further information on the consultation can be obtained from the Cheshire East website www.cheshireeast.gov.uk/localplan or by e-mail localplan@cheshireeast.gov.uk or telephone 01270 685893.

Yours faithfully



Head of Strategic & Economic Planning



Edward Timpson MP
Constituency Office
30 Victoria Street
Crewe
CW1 2JE

Spatial Planning
Westfields
Middlewich Road
SANDBACH
CW11 1HZ

01270 685893
localplan@cheshireeast.gov.uk

15 November 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mr Timpson,

Cheshire East Council Local Plan: Pre-Submission Core Strategy Consultation: 5th November to 16th December 2013

As you will be aware, Cheshire East Council has undertaken significant public consultation, since work began on the preparation of the Local Plan, in the Autumn of 2010. Following the full consideration of all the comments received from public consultations and the information contained within the comprehensive evidence base, that has been gathered to support the development of the Plan, the Council has produced the 'Pre-Submission Core Strategy' document. This document sets out where the future housing, employment and other development will take place and provides a clear indication of the vision that Cheshire East Council has for the Borough, in terms of how it will grow and develop, to the year 2030 and beyond.

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Yours faithfully



Head of Strategic & Economic Planning



Rt Hon George Osborne MP
Tatton Conservative Office
Manchester Road
Knutsford
WA16 OLT

Spatial Planning
Westfields
Middlewich Road
SANDBACH
CW11 1HZ
01270 685893
localplan@cheshireeast.gov.uk

15 November 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mr Osborne,

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Yours faithfully



Head of Strategic & Economic Planning



Fiona Bruce MP
House of Commons
London
SW1A 0AA

Spatial Planning
Westfields
Middlewich Road
SANDBACH
CW11 1HZ
01270 685893
localplan@cheshireeast.gov.uk

15 November 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mrs Bruce,

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Yours faithfully



Head of Strategic & Economic Planning



Rt Hon Stephen O'Brien MP
House of Commons
London
SW1A 0AA

Spatial Planning
Westfields
Middlewich Road
SANDBACH
CW11 1HZ
01270 685893
localplan@cheshireeast.gov.uk

15 November 2013

Please Contact: Spatial Planning Team 01270 685893

Dear Mr O'Brien,

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Yours faithfully



Head of Strategic & Economic Planning

Appendix 3



Cheshire East Councillors

Westfields
Middlewich Road
SANDBACH
Cheshire
CW11 1HZ

Tel: 01270 685893
E-mail: localplan@cheshireeast.gov.uk

Date: 15 November 2013

Please Contact: Spatial Planning Team

Dear Councillor,

**Cheshire East Council Local Plan: Pre-Submission Core Strategy Consultation:
5th November to 16th December 2013**

As you will be aware, Cheshire East Council has undertaken significant public consultation, since work began on the preparation of the Local Plan, in the Autumn of 2010. The full consideration of all the comments received from public consultations and the information contained within the comprehensive evidence base that has been gathered to support the development of the Plan has now resulted in the production of the 'Pre-Submission Core Strategy'. This document sets out where the future housing, employment and other developments will take place and gives a clear indication of the vision that Cheshire East Council has for the Borough, in terms of how it will grow and develop to the year 2030 and beyond.

The 'Pre-Submission Core Strategy' document is now undergoing a six week period of consultation, from 5th November to 16th December 2013.

The document is supported by a **draft Sustainability Appraisal; Habitats Regulations Assessment** and the '**Non-Preferred Sites**' (a background paper which sets out the other sites that have been considered for development, at previous stages in the process but have not been included in the Core Strategy.) These documents are also available for public consultation.

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All Town and Parish Councils in the Borough have also been sent copies of the above consultation documents.

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Thank you.

Yours faithfully



Head of Strategic and Economic Planning



Consultees on database without
e-mail address

Spatial Planning
Westfields, Middlewich Road
Sandbach, Cheshire
CW11 1HZ
Tel: 01270 685893

Email: localplan@cheshireeast.gov.uk

Date: 5th November 2013

Please Contact: Spatial Planning Team 01270 685893

Dear,

**Cheshire East Council Local Plan: Pre-Submission Core Strategy Consultation:
5th November to 16th December 2013**

You have received this letter, as you have responded to a previous Local Plan consultation or you have asked to be kept informed of future Local Plan consultations.

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If you would like to comment on any of the research and evidence documents that have been produced, please ensure that this is done by relating your comments to a specific Policy in the 'Pre-Submission Core Strategy' document.

Cheshire East Council is encouraging as many people as possible to submit their comments online, to save time and money. As you are registered on our database, you have already been assigned a username and password to enable you to comment online. If you have the ability to comment online, please contact us by phone or email and we will be able to provide your username and password, along with our "Guide to Making Comments Online" leaflet.

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Yours faithfully



Head of Strategic & Economic Planning



Customer Service Centres

Westfields
Middlewich Road
SANDBACH
Cheshire
CW11 1HZ

Tel: 01270 685893
E-mail: localplan@cheshireeast.gov.uk

Date: 4 November 2013 Please Contact: Spatial Planning Team

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5th November to 16th December 2013**

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Thank you.

Yours faithfully



Strategic Planning and Housing Manager



Cheshire East Libraries

Westfields
Middlewich Road
SANDBACH
Cheshire
CW11 1HZ

Tel: 01270 685893
E-mail: localplan@cheshireeast.gov.uk

Date: 4 November 2013 Please Contact: Spatial Planning Team

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Thank you.

Yours faithfully

 Housing Manager



Planning Help Desk,
Municipal Buildings,
Earle Street,
Crewe

Westfields
Middlewich Road
SANDBACH
Cheshire
CW11 1HZ

Tel: 01270 685893
E-mail: localplan@cheshireeast.gov.uk

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Thank you.

Yours faithfully



Strategic Planning and Housing Manager



All Town & Parish Councils

Westfields
Middlewich Road
SANDBACH
Cheshire
CW11 1HZ

Tel: 01270 685893
E-mail: localplan@cheshireeast.gov.uk

Date: 15 November 2013

Please Contact: Spatial Planning Team

Dear Clerk,

**Cheshire East Council Local Plan: Pre-Submission Core Strategy Consultation:
5th November to 16th December 2013**

As you will be aware, Cheshire East Council has undertaken significant public consultation, since work began on the preparation of the Local Plan, in the Autumn of 2010. The full consideration of all the comments received from public consultations and the information contained within the comprehensive evidence base that has been gathered to support the development of the Plan has now resulted in the production of the 'Pre-Submission Core Strategy'. This document sets out where the future housing, employment and other developments will take place and gives a clear indication of the vision that Cheshire East Council has for the Borough, in terms of how it will grow and develop to the year 2030 and beyond.

The 'Pre-Submission Core Strategy' document is now undergoing a six week period of consultation, from 5th November to 16th December 2013.

The document is supported by a **draft Sustainability Appraisal; Habitats Regulations Assessment** and the '**Non-Preferred Sites**' (a background paper which sets out the other sites that have been considered for development, at previous stages in the process but have not been included in the Core Strategy.) These documents are also available for public consultation.

Please find enclosed a copy of the 'Pre-Submission Core Strategy' and the 'Non-Preferred Sites' document; a comments form; a guide to making comments online, for your reference and a poster that we would be very grateful if you could display in a public place.

Copies of the consultation documents and the **Draft Infrastructure Delivery Plan** can be inspected, during the consultation period, on the Cheshire East website www.cheshireeast.gov.uk/localplan and in the Customer Service Points in Crewe and Macclesfield and the Council's headquarters at Westfields, Sandbach.

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Further information on the consultation can be obtained from the Cheshire East website www.cheshireeast.gov.uk/localplan or by e-mail localplan@cheshireeast.gov.uk or telephone 01270 685893.

Thank you.

Yours faithfully



Head of Strategic and Economic Planning



All Town & Parish Councils

Westfields
Middlewich Road
SANDBACH
Cheshire
CW11 1HZ

Tel: 01270 685893
E-mail: localplan@cheshireeast.gov.uk

Date: 15 November 2013

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Thank you.

Yours faithfully

A black rectangular box used to redact the signature of the Head of Strategic and Economic Planning.

Head of Strategic and Economic Planning

CLARKE, Allan

From: [REDACTED]
Sent: 04 November 2013 15:12
To: Cheshire East Members
Cc: LOCAL PLAN
Subject: Local Plan

Importance: High

SENT ON BEHALF OF CLLR DAVID BROWN

Dear Councillor

Cheshire East Council Local Plan: Pre-Submission Core Strategy Consultation: 5th November to 16th December 2013

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You will be provided with hard copies of the 'Pre-Submission Core Strategy' and 'Non-Preferred Sites' documents as soon as they have been received from the printers (this is currently anticipated to be next week.) I am sure that you will all understand that we have taken the decision to start the consultation as soon as possible, to ensure that we can make progress on the Local Plan.

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Regards

Councillor David Brown

CLARKE, Allan

From: LOCAL PLAN
Sent: 13 November 2013 15:37
To: Cheshire East Members
Cc: LOCAL PLAN
Subject: Cheshire East Council Local Plan: Pre-Submission Core Strategy Consultation: 5th November to 16th December 2013

Dear Councillor,

Further to the e-mail below that was sent to you, on behalf of Councillor Brown, on 4th November 2013, regarding the above, the printed copies of the Core Strategy are due to arrive, at Westfields, from the Printers on Friday afternoon, 15th November 2013.

You will all be provided with copies of the Pre-Submission Core Strategy and the 'Non Preferred Sites' consultation documents. **They will be made available for you to collect, as soon as possible after their receipt, from Westfields reception.**

If you would like your documents to be sent by courier for you to collect from Delamere House, Crewe; the Municipal Buildings, Crewe or Macclesfield Town Hall, then please respond to this e-mail accordingly, indicating your preferred location.

If you would like your documents to be posted to you, at a cost to the Council of £4.60, please also respond to this e-mail accordingly. Please note that the documents will not go through a standard letter box.

Many thanks.

Kind Regards,



Head of Strategic & Economic Planning

SENT ON BEHALF OF CLLR DAVID BROWN

Dear Councillor

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Regards

Councillor David Brown

Email to be sent on behalf of Councillor David Brown

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Regards,

Councillor David Brown

CLARKE, Allan

From: LOCAL PLAN
Sent: 04 November 2013 18:10
To: LOCAL PLAN
Subject: Cheshire East Local Plan - Pre Submission Core Strategy Consultation 5th Nov - 16th Dec 2013

Dear Sir or Madam,

Cheshire East Council Local Plan: Pre-Submission Core Strategy Consultation: 5th November to 16th December 2013

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If you would like to comment on any of the research and evidence documents that have been produced, please ensure that this is done by relating your comments to a specific Policy in the 'Pre-Submission Core Strategy' document.

Cheshire East Council is encouraging as many people as possible to submit their comments online, to save time, paper and money. As you are registered on our database, you have already been assigned a username and password to enable you to comment online. If you are unsure of your username and password please contact us by phone or email and we will provide these for you to save you registering again. We have also produced a "[Guide to Making Comments Online](#)" leaflet to assist in submitting your comments.

Please ensure that you submit your comments by Monday 16th December 2013.

Further information can be obtained from the Cheshire East website www.cheshireeast.gov.uk/localplan or by e-mail localplan@cheshireeast.gov.uk. Alternatively, you can telephone us on 01270 685893.

Kind Regards,

A black rectangular box used to redact the signature of the Head of Strategic & Economic Planning.

Head of Strategic & Economic Planning

CLARKE, Allan

From: LOCAL PLAN
Sent: 04 November 2013 15:34
Subject: Local Plan

Importance: High

**SENT ON BEHALF OF COUNCILLOR DAVID BROWN, DEPUTY LEADER AND STRATEGIC COMMUNITIES
PORTFOLIO HOLDER, CHESHIRE EAST COUNCIL**

Dear Clerk,

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Regards

Councillor David Brown

Deputy Leader and Strategic Communities Portfolio Holder
Cheshire East Council

Appendix 4

Cheshire East Council - Home Page - Microsoft Internet Explorer

http://www.cheshireeast.gov.uk/

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Cheshire East Council - Home Page

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Cheshire East Council

24 hour access to your Council

A to Z site index

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Council and Democracy

Education and Learning

Environment and Planning

Housing

Jobs and Careers

Leisure, Culture and Tourism

Social Care and Health

Transport and Travel

Waste and Recycling

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- Jobs at the Council
- Payments to the Council
- Bins and recycling
- Planning and planning applications
- Bus timetables
- School information
- Library books to renew or reserve
- Council Tax
- Benefits entitlements
- Business Rates (non-domestic rates)
- Roadworks and how to report highway faults
- Leisure centres and swimming pools
- Care for adults and children

More Online Services >>

In focus

Local Plan Consultation

National Adoption Week 4-10 Nov

Transfer to High School Event

HS2 Proposals in Cheshire East

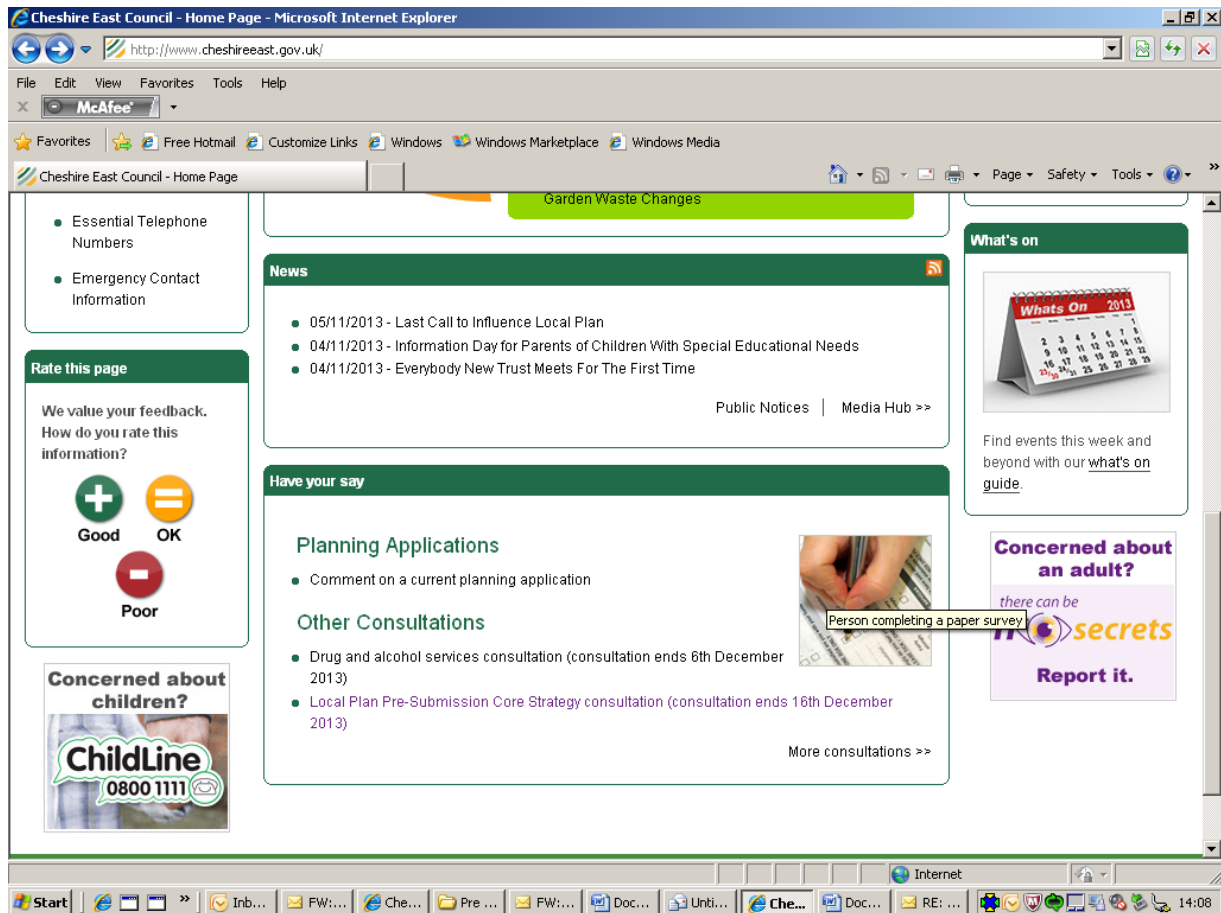
In your local area

Enter your postcode to search for local services

e.g. CW11 1HZ

Go

14:02



Cheshire East Local Plan - Microsoft Internet Explorer

http://www.cheshireeast.gov.uk/default.aspx?page=7955

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Cheshire East Local Plan

Page Safety Tools

Cheshire East Council

24 hour access to your Council

Home Page > Environment and Planning > Planning > Spatial Planning > Cheshire East Local Plan

Cheshire East Local Plan

The Local Plan is the Statutory Development Plan for Cheshire East and is the basis for determining planning applications. It sets the overall planning strategy, allocates sites for development and contains planning policies to ensure that new development contributes to the economic, environmental and social needs of the Borough.

The Council is currently preparing a new Local Plan for Cheshire East to guide development up to 2030. Prior to the adoption of documents in the new Local Plan, the **Saved Policies** from the Congleton Local Plan, Crewe and Nantwich Local Plan, Macclesfield Local Plan, Cheshire Waste Plan and Cheshire Minerals Plan will continue to be used.

Current Consultation - Pre-Submission Core Strategy

Cheshire East Council has produced its Local Plan 'Pre-Submission Core Strategy' and accompanying documents, for consultation between 5th November and 16th December 2013. It sets out the Council's case for sustainable economic growth and represents the strategy the Council wants to adopt to manage development in Cheshire East up to 2030.

You can view and submit your views on the Pre-Submission Core Strategy on the Council's [consultation portal](#) (from the 5th November 2013) as well as the Sustainability Appraisal; Habitats Regulations Assessment and the 'Non-Preferred Sites Document' (which sets out all the sites previously considered for inclusion in the Core Strategy, but are now not proposed for allocation in the Core Strategy).

New Local Plan for Cheshire East

The new Local Plan is currently in preparation. It will cover a range of matters including how much employment land is needed and

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Core Strategy Pre-Submission Document

Cheshire East Council has produced its Local Plan 'Pre-Submission Core Strategy' and accompanying documents, for out the Council's case for sustainable economic growth and represents the strategy the Council wants to adopt to manage Cheshire East up to 2030.

You can submit your views on the Pre-Submission Core Strategy from this consultation portal as well as the Sustainability Regulations Assessment and the 'Non-Preferred Sites Document' (which sets out all the sites previously considered for the Core Strategy, but are now not proposed for allocation in the Core Strategy).

You can read the entire Pre-Submission Core Strategy document online and submit comments wherever you see an 'Add Comment' button. You can also wish to download a PDF version of the document to read before submitting your comments you can download this document from the 'Documents' tab below (please be aware that this is a large file, approximately 35MB)

Making Your Comments

Cheshire East Council will need to demonstrate to an independent Planning Inspector that the Core Strategy meets the tests of soundness listed below:

1. **Positively prepared** - meeting objectively assessed development and infrastructure requirements;
2. **Justified** - being the most appropriate strategy, when considered against reasonable alternatives;
3. **Effective** - deliverable over the period up to 2030 and based on effective joint working on cross-boundary strategies;
4. **Consistent with national policy** - enabling the delivery of sustainable development in accordance with the policies in the National Planning Policy Framework.

A significant amount of detailed research and evidence has been gathered to inform the Core Strategy and is available in the consultation documents, you may find it useful to also look at the research and evidence; this will enable you to make comments on any of the research and evidence documents that have been produced, please make sure to refer to the relevant Policy in the 'Pre-Submission Core Strategy' document.

When making comments, please bear in mind the tests of soundness listed above. The comments form also asks you to confirm that you agree the Core Strategy to be changed (if at all).

Using the Consultation Portal

We are unable to accept anonymous comments so you will be required to log-in or register before you are able to make comments. If you have already used the Local Plan consultation documents (whether online or by paper), you will already have a user-name and password. If you do not have a user-name and password please contact us using the details below (under 'Event Information') and we will be able to provide these for you. **Inspection and will be displayed on this consultation portal. This will include your name and post town but the email address will be confidential.**

Once logged in, you can comment anywhere you see an 'Add Comment' button. For further assistance in using the consultation portal, please see the 'Comments Online' (PDF file). To get started, please click on the 'Read and Comment on document' button below. This will take you to the Pre-Submission Core Strategy document. If you wish to comment on any of the accompanying documents, please follow the links below:

1. **Non-preferred sites document.** This sets out all the sites previously included in Local Plan consultation documents but are now not proposed for allocation in the Core Strategy.
2. **Sustainability (Integrated) Appraisal.** Identifies how the Core Strategy will contribute towards meeting environmental objectives.
3. **Habitats Regulations Assessment.** Assesses the likely significant effects of implementing the Core Strategy on European protected sites.

Please submit your comments by Monday 16th December 2013.



Event Information

Supporting Documents

Access:	Login required
Status:	open (From 04/11/13 17:45 to 16/12/13 23:59)
Privacy:	If you take part: your name may be displayed, your answers may be displayed, your town/city may be displayed
Description:	Consultation on the Pre-Submission Core Strategy document
Organisation:	Cheshire East Council

Contact Name: Spatial Planning Team

Contact Email: localplan@cheshireeast.gov.uk

Contact Telephone: 01270 685893

Other Contact Information: Westfields Middlewich Road Sandbach Cheshire CW11 1HZ

Subject: Local development plans, Sustainable development, Planning (town and country), Local plan
Local development, Local plans (land use)

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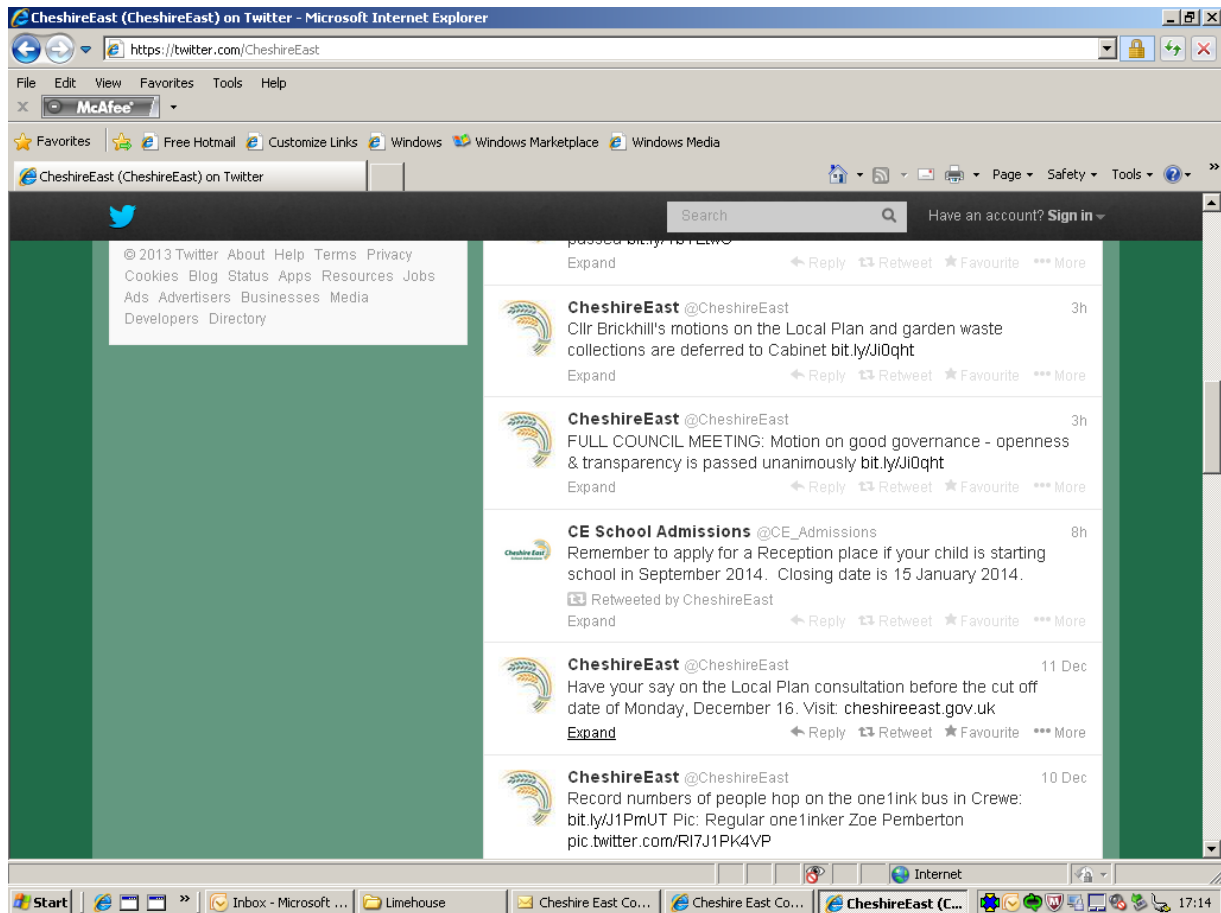
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Last Call to Influence Local Plan

November 5, 2013

Cheshire East Council launches an additional six week consultation on its Core Strategy this week, to allow more time for the public to have their say on the Local Plan before it is presented to the Planning Inspector.

The consultation will run for six weeks, from November 5, to December 16 2013 and was approved by Councillor David Brown at public meeting in Sandbach on Friday (November 1)

A significant amount of detailed research and evidence has been gathered to inform the 'Pre Submission Core Strategy' and this round of consultation seeks to address any concerns that the public may have as we approach the publication of the Local Plan next year.

Deputy Leader, Councillor David Brown, who oversees the Local Plan process said: "There was a tremendous response to our proposals at the Strategic Planning Board in September, with around 30 people and groups coming along to speak at the meeting.

"It's only right, given the strength of feeling, that we respect the effort people put in by now making extra time to reflect on them properly."

"So far, we have received 28,000 responses to our draft proposals. This is an unprecedented amount of interest in a council consultation process and I hope this additional period of consultation will allow everyone to feel they have had time and opportunity to have their say."

All documents can be viewed online at www.cheshireeast.gov.uk/localplan/environment_and_planning/planning/spatial_planning/cheshire_east_local_plan.aspx or at any Cheshire East library or customer service point.



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Cheshire East Local Plan

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Core Strategy DPD

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the economic, environmental and social needs of the Borough.

The Council is currently preparing a new Local Plan for Cheshire East to guide development up to 2030. Prior to the adoption of documents in the new Local Plan, the **Saved Policies** from the Congleton Local Plan, Crewe and Nantwich Local Plan, Macclesfield Local Plan, Cheshire Waste Plan and Cheshire Minerals Plan will continue to be used.

Current Consultation - Pre-Submission Core Strategy

The Core Strategy will be the first part of the new Local Plan to be in place and will set out the overall vision and strategy for planning in the Borough. It will also allocate strategic sites and locations for development.

Cheshire East Council has produced its 'Pre-Submission Core Strategy' and accompanying documents, for consultation between 5th November and 16th December 2013. It sets out the Council's case for sustainable economic growth and represents the strategy the Council wants to adopt to manage development in Cheshire East up to 2030. This will be the final consultation before we submit the Core Strategy to the Secretary of State for an independent examination in public.

You can view the documents and submit your comments on the Pre-Submission Core Strategy on the Council's [consultation portal](#) as well as accompanying documents: Sustainability Appraisal; Habitats Regulations Assessment and the 'Non-Preferred Sites Document' (which sets out all the sites previously considered for inclusion in the Core Strategy, but are now not proposed for allocation in the Core Strategy).

Please make sure that you submit your comments by **16th December 2013**. Further information on the Cheshire East Local Plan is available below.

New Local Plan for Cheshire East

The new Local Plan is currently in preparation. It will cover a range of matters including how much employment land is needed and

Consultation Portal

Click here to read and comment on the Pre-Submission Core Strategy



http://cheshireeast-consult.objective.co.uk/portal/planning/cs/cspre

http://www.cheshireeast.gov.uk/

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Cheshire East Local Plan

Cheshire East is facing many challenges over the next 20 years or so. These include climate change, moving to a low carbon and globalised economy and increased housing need. These challenges will need to be faced in a period of a slow growing national economy and much reduced levels of infrastructure investment by the Government.

The Local Plan will be a key part of the planning system in Cheshire East and will form the basis of planning decisions in the Borough until 2030. The 'Core Strategy' is the first, strategic part of the Local Plan and is currently in preparation.

A report titled 'Cheshire East Local Plan: Report of Consultation and Core Strategy Provisional Sites' will be considered by the Council's [Strategic Planning Board on 26th September 2013](#). Please note that this report is for information only and is not the draft Local Plan.

Consultations

Cheshire East Council has produced its Local Plan 'Pre-Submission Core Strategy' and accompanying documents, for consultation until 16th December 2013. It sets out the Council's case for sustainable economic growth and represents the strategy the Council wants to adopt to manage development in Cheshire East up to 2030. For further details click on the link below or for information on consultations carried out so far, please see the [Local Plan Consultations](#) page on the Cheshire East Website.

Register for Updates

If you have not yet commented or registered your details, please register online using the "Login / Register" button above to receive email updates on future consultation events. Alternatively, please email us at localplan@cheshireeast.gov.uk with your full name, email address and postal address.

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Appendix 5

Pre-Submission Core Strategy Consultation List of Media Coverage and Press Release

Alderley Edge.com – 05/11/13

Audlem Online – 10/10/13; 05/11/13; 09/11/13

Cheshire Borders Independent – November 2013

Congleton Chronicle – 26/09/13; 3/10/13; 10/10/13; 17/10/13; 7/11/13; 21/11/13; 12/12/13 (2 articles)

Crewe Chronicle – 6/11/13; 13/11/13; 27/11/13

Crewe Chronicle.Co.Uk – 2/10/13

Crewe & Nantwich Guardian.Co.Uk – 18/12/13

Knutsford Guardian.Co.Uk – 14/11/13; 27/11/13

Macclesfield Express.Co.Uk – 14/11/13

Mid Cheshire Hospitals NHS Foundation Trust Intranet – 06/11/13

Nantwich Town Council web page – 14/11/13

Partnerships Newsletter – November 2013

Poynton Post – November 2013

Schools Bulletin – (produced by Cheshire East Council and provided to all schools, as well as being on the Cheshire East Council web site) - 04/11/13; 09/12/13

Stoke Sentinel.Co.Uk – 19/11/13

Team Talk – (Cheshire East internal staff weekly newsletter) – 6/11/13; 11/12/13

The Saxon – December 2013

The Voice CVS Cheshire East newsletter – 5/12/13

Wilmslow.co.uk – 10/12/13; 13/12/13

Radio Coverage –

05/11/13 – news item re the Pre-Submission Core Strategy consultation on BBC Radio Stoke

Press Release -

05/11/13 – press release re the start of the consultation on the Pre-Submission Core Strategy.

Provisional Core Strategy Sites (Strategic Planning Board 26 September 2013)

List of media coverage and press releases

Alderley Edge.com – 18/09/13

BBC News Manchester – BBC.Co.Uk – 18/09/13; 26/09/13

The Business Desk.Com – 18/09/13

Congleton Chronicle – 19/09/13 (2 articles)

Crewe Chronicle – 18/09/13; 02/10/13

Crewe Chronicle.Co.Uk – 18/09/13; 02/10/13 (4 articles)

Crewe Guardian.Co.Uk – 19/09/13

Macclesfield Express.Co.Uk – 18/09/13; 26/09/13

Macclesfield Today – 26/09/13

Partnerships Newsletter – September 2013

Place North West – 24/09/13

Sandbach Chronicle - 18/09/13

Team Talk – (Cheshire East internal staff weekly newsletter) – 19/09/13

Wilmslow.co.uk – 18/09/13 (2 articles); 26/09/13; 01/10/13

Radio Coverage –

17/09/13 – news item re the provisional Core Strategy sites on BBC Radio Manchester re the provisional Core Strategy sites

17/09/13 – news item re the provisional Core Strategy sites on BBC Radio Stoke re the provisional Core Strategy sites

18/09/13 – Councillor Michael Jones – speaking on BBC Radio Stoke re the provisional Core Strategy sites

26/09/13 – Councillor Michael Jones – speaking on BBC Radio Manchester re the Local Plan

Press Release -

17/09/13 – Press release re the provisional Core Strategy sites

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Appendix 6



**Cheshire East Local Plan
Pre-Submission Core Strategy
Consultation**



Your last chance to influence the Core Strategy!



The Pre-Submission Core Strategy consultation for Cheshire East looks at how our towns and villages should grow and change over the next 20 years.



The consultation runs
5th November to 16th December 2013.



To find out more and give us your views visit:
www.cheshireeast.gov.uk/localplan



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Cheshire East Pre-Submission Core Strategy

Summary and Assessment of Issues Raised During Consultation

Consultation of the Local Plan Pre-Submission Core Strategy took place between 5th November and 16th December 2013. This represented further preparatory work under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

This document presents summaries of the relevant issues raised for each section of the Pre-Submission Core Strategy, gives a brief assessment of the relevant issues and details recommendations for proposed material changes to document.

In addition, the original consultation document and all consultation responses can be viewed online at the Council's Consultation Portal <http://cheshireeast-consult.limehouse.co.uk/portal/planning/cs/cspre>.

Please note that unless otherwise stated, references to chapters and paragraph numbers in this document refer to the chapters and paragraphs in the Local Plan Pre-Submission Core Strategy that was consulted on between 5th November and 16th December 2013. Changes to the document mean that these references may not now correspond to the references in the new document, the Local Plan Strategy – Submission Version.

Methodology adopted for assessing responses to the Pre-Submission Core Strategy

1.0 Analysis

- 1.1 In addition to questionnaires, the Council received individual letters, standard letters, petitions and developer representations from stakeholders. In order to allow an analysis of the vast amount of comments received, CEC adopted the following methodology to review the comments received.

2.0 Consultation Points (support, objections, comments and suggested changes)

- 2.1 The Pre - Submission Core Strategy (PSCS) was divided up into approximately 170 individual consultation points. All issues raised through the consultation were recorded against all applicable consultation points as an objection, support, a comment or a suggested change to an individual policy, site or development principle.

3.0 Logging comments

- 3.1 Every comment received was logged against one or more of the appropriate consultation points and all comments and issues raised have been made available on the Cheshire East Council Consultation Portal at <http://cheshireeast-consult.limehouse.co.uk/portal/planning/cs/cspre> web site along with the names of individuals or agents that submitted them for complete transparency.

4.0 Proformas

- 4.1 A proforma was produced for each consultation point/ or subject heading. All objections, support, comments and suggested changes received for each point were quantified (giving a total number of

times the point was made) and summarised. In some cases, it was necessary to amalgamate very similar consultation points such as a chapter heading and a policy where the issues raised were one and the same (e.g. Sustainable Development and MP1). In these cases, the overall number of supporters, objectors and commentators and suggested changes were added together.

5.0 Issues raised

- 5.1 Whilst the issues raised were many and various, at this stage of the plan making process all comments had to be assessed against the objective of ultimately producing a 'sound' Local Plan at Inspection. Cheshire East Council will need to demonstrate to an independent Planning Inspector that the Core Strategy meets the tests of 'soundness'; these are that the plan has been;-

Positively prepared – the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development;

Justified – the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;

Effective – the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and

Consistent with national policy – the plan should enable the delivery of sustainable development in accordance with the policies in the Framework

- 5.2 To this end, it was necessary to ensure that all comments received and issues raised that related to the issue of soundness were addressed and responded to.

6.0 Peer Review

- 6.1 Each consultation point proforma was reviewed and the issues raised were looked at objectively by a panel of Planning Officers to decide if specific wording changes or a material changes to policy should be made to the PSCS.

7.0 Recommendations

- 7.1 A Council response was added to each proforma setting out the reasons for accepting or rejecting suggested changes. Issues relating to "soundness" of policy wording were given very careful consideration to ensure that the next iteration of the Local Plan Strategy has responded appropriately to the points made and will be considered sound.
- 7.2 Where legitimate, "material considerations" were raised, "material changes" were made to the Local Plan Strategy policy wording, along with specific wording changes requests in the related chapters. In some cases, it was felt that issues raised about a particular consultation point had been adequately covered elsewhere in the document and therefore a material change was not required under that consultation point.
- 7.3 It should be noted that due to changes in the PSCS and the Local Plan Strategy, the numbering has been slightly altered; however the ordering of the document remains the same.

8.0 Recording the changes

- 8.1 All minor and major changes taken forward in the PSCS are recorded at the end of each individual Consultation Proforma in a shaded 'Recommendation' box.

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Consultation point	Foreword
Representations received	Total: 50 (Support: 3 / Object: 26 / Comment Only: 21)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support the non-inclusion of the Gorsty Hill Golf Course site in the Development Plan • Sandbach Town Council generally support the Pre Submission Core Strategy • Real concerns over the extent of speculative developments and support CEC in completing the Local Plan at the earliest opportunity • South Knutsford Residents Group supports CEC's Local Plan Core Strategy and is aligned with the North Knutsford and Nether Ward Community Groups. • There has been effective engagement with community groups and welcome the reduction in housing numbers from within the Green Belt and the use of Brownfield Sites • Still a number of Infrastructure issues which need to be dealt with before the final plan is produced <p>Objection</p> <ul style="list-style-type: none"> • Object to the difficult consultation procedure • Concern about the lack of public consultation • Reduce housing figures to 20,000 in line with ONS • Remove proposed allocations from the Green Belt • Proposal should have a Brownfield first approach • Plan has been produced for the benefit of the developers and not the local residence • The document is riddled with mistakes and inaccuracies and should be withdrawn • Object to the failure of CEC to take on board the objections from Wilmslow and the need to develop Brownfield sites first • The evidence base was created after the document was published and therefore does not inform the choices put forward • NW Transport Roundtable object to high growth strategy and the unsustainably large road building programme • NW Transport Roundtable object to the claim that 'a generation of jobs' have been focussed around the M6 corridor – as there is no evidence to support this statement • Aspirations should be to achieve a genuine level of sustainable development housing and employment growth which meets identified need and recognises economic and environmental constraints which take account the quality of life of those people who already live in the Borough as well as future generations • No exceptional circumstances have been shown which explain the need for development within the green belt • Infrastructure is at full capacity

- The strategy is not driven by a jobs led growth and will not retain the character of the region
- Object to the designation of the parcel of land BLG09 in the Green Belt assessment being 'contribution' and the possible future development of the site
- This plan should explain that this is the first opportunity for consultation on the Green Belt/Green Gap review
- Many people think that the comments they have made on previous documents have been carried over into this consultation process
- The Strategy has not been positively produced and is not 'pro-growth'
- Housing requirement should be a minimum of 1,800 dwellings per annum, with 2,050 dwellings per annum required to support 23,000 jobs forecasted
- Further release of the Green Belt is required to meet the actual housing need in the area
- Plan is unjustified as the plan suggested a new isolated village within the Green Belt when other acceptable sites are available on the edge of settlements

Comment Only

- Process the Plan as soon as possible
- Allow development where needed as soon as possible
- Ensure development is carried out as soon as possible
- Support should be given the CEC to ensure development is directed to the right places to ensure there is a 5 year housing supply and stop 'land grabbing' by developers
- The document is not sound and will not be effective and does not accord with the NPPF – document is too long and does not provide succinct robust guidance
- Difficult document to assimilate – with many contradictions between objectives and detailed strategies
- Little evidence throughout the document of the 'jobs led' approach - more focussed on housing
- General public are suffering from consultation overload, and the process of commenting on the document online is very complicated
- Amount of safeguarded land taken out of the Green Belt is excessive
- Discontent with the length of time it has taken to produce a plan
- Any reduction in level of response should not be considered as acquiescence this is due to the difficulty in commenting on the plan
- Make the plan easier to understand, 'less planner speak'
- Improvements to the road infrastructure needed
- Draft Infrastructure plan was not available to comment on
- Not enough time was given to produce a meaningful response to the consultation
- Level of housing proposed is not justified and open to challenge
- Only 20,000 new houses needed, and 9,000 have already been approved since 2010
-

List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Rebalancing of housing and employment numbers • A shorter more succinct and robust document • More local input required • Reduce level of safeguarded land, Brownfield first approach, and regeneration of town centres • Ensure that consultation responses from the public are listened to and actioned • The plan should be put to a referendum – like a neighbourhood plan • Remove new settlement from the plan – Handforth East and include the re-development of Alderley Park • Remove White Moss Quarry from the Plan • Previous comments and objections should be carried over onto this consultation process
Council assessment of relevant issues	<p>The Foreword is the Portfolio Holder's introduction to the consultation document and does not form a formal part of the Plan. The comments which have been allocated against this consultation point are not relevant to the Foreword itself, and have been considered against other relevant consultation points within the Plan.</p>
Recommendation	<p>The Portfolio Holder's foreword should be updated to reflect the next stage of production of the document.</p>

Consultation Point	Your Views and How to Comment
Representations received	Total: 84 (Support: 6 / Object: 23 / Comment Only 55)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support the local plan and core strategy. Support the status of Yeowood Farm Sandbach as a non preferred site for development as it is unnecessary, inappropriate and the residents are strongly opposed to it. • Any plan will, inevitably, attract widespread criticism and objection. It is essential for the future continued prosperity of the region that a formal development plan is implemented without further delay. • Support the contents but would encourage the use of brownfield sites and support eco-friendly houses; for example, solar panels, rain-water harvesting, heat pumps etc. <p>Objection</p> <ul style="list-style-type: none"> • The designation of green belt land should only be removed in special circumstances which have not been demonstrated. • A southwest ring road is referred to in relation to site CS10 in Macclesfield, but no proposal has been submitted for public consultation. The impact of a road between Congleton Road and the A537 has not been assessed in relation to traffic on the A537. • CEC is ignoring people of Macclesfield and the wider County's views as the last consultation was thoroughly objected to. • Comments submitted to this website have not been shown. The website does not seem fit for purpose. • A large amount of the information is very difficult to understand. There should be a separate summary of the plan accompanied by presentations in all towns of the impact of the plan on that town. • CEC has ignored the views of residents as expressed in the earlier consultation. • The documents are full of mistakes and inaccuracies. • Routes of response are even more limited and convoluted than previously. • The portal is very poor. Fear that CEC will assume a low response rate equates to support but it does not. • A considerable degree of experience in IT and copious amounts of time are required in order to be able to find the Local Plan and navigate around the web site to identify the various elements. Dissemination of information and opportunities to respond via other routes are very limited. This limits the percentage of the population who will know about it and be able to respond. • The whole consultation exercise over three years appears to have been a total waste of time. The system for comment/objections is far too complicated. Question cost to the tax payer. • The consultation has been made difficult for large proportions for public to take part in. Previous views have not been listened to. • The numbers for housing are over estimated.

- Brownfield sites should be used instead of greenbelt.
- The plan should not allocate land for use post 2030.
- Evidence has been gathered to justify the plan, rather than to objectively design the plan.
- The proposal for housing development bears no resemblance to that identified in the last consultation or the Sandbach Town strategy. This is not evidence of a genuine consultation residents views are being totally ignored.
- Bollington will not be assessed until March 2014 and the full implication of not commenting now on the SHLAA Green Belt Assessment and Open Space Documents will impact on our all ready overloaded infrastructure is not stated.
- The consultation has not been accessible to those residents unable to visit libraries or access materials online. The number of consultations and the volume of information have been too great. Fewer, more targeted consultations would have been more effective.

Comment Only

- Pre-Submission Core Strategy carries limited weight for development management purposes.
- When will this plan be in place? This has been on-going for three years and in that time planning applications have gone through the roof with very little likelihood of getting them refused due to the lack of the plan so in the meantime the countryside and village communities are being ruined by the lack of this plan.
- It is a very contradictory plan. Its stated aims in some areas are laudable but with little or no support strategies planned to achieve these outcomes and, in fact, the potential for the destruction of some communities.
- Recognise that the draft Local Plan is in response to local and national pressures and pleased that at last some proposals have been made that could have some impact on the local economy. Do not agree with some aspects of the plan that are not being in the interests of the Town of Crewe and its people.
- That the core strategy is being reviewed shows there are fundamental deficiencies due to CEC ignoring former planning guidance. So few people commented on the core strategy in 2010 (compared with 10% of Cheshire East population on the draft Local Plan). CEC went there own way planning-wise and the Local Plan is flawed .It is too late to re-write the Core Strategy but maybe it can be improved somewhat.
- There is too much information for the general public to digest. Never mind building loads of lovely shiny big new houses, find the jobs first to get people to want to work in the areas around Crewe, and then build. Also do not have these properties as private, but rent only. Who is actually going to buy these properties? Not local but commuters.
- The constraints of this electronic form make it too difficult to make meaningful comments e.g. inviting comments only allowing one entry per section and specifying an 'overall view' thus precluding a response to several different elements of the section.
- Local Government should interpret Central Government's parameters in the best interests of their electorates which have not happened here as quotas are accepted based on hypotheses.

	<ul style="list-style-type: none"> • It is difficult to make an effective assessment due to the reliance on internet access. • Tables should be in portrait not landscape format. • The core strategy must recognise the huge amount of sites throughout the county which could be redeveloped as apposed to developing on greenfield sites. • The pre-submission document consists of six main documents as well as a number of key supporting documents that need to be considered to ensure a comprehensive and full understanding of the context of the Borough. It is difficult to navigate through the electronic maze and this excludes a large proportion of the population. • General concerns about the consultation process, the exclusion of sites previously discussed and published and the advanced state of development at NPS 31 + 33. The consultation could be misleading and Cheshire East is currently providing our share of housing. • Sandbach an ancient town which could be destroyed for ever, resulting in urban sprawl and the danger of being flooded with applications which could be permitted.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Note that the Pre-Submission Core Strategy carries limited weight for development management purposes. Add 'Publication Stage' to diagram G.1. • Delete the designation of green belt land as safeguarded • Delete references to a road between Congleton road and A537 in Macclesfield. • Scrap this consultation, or at the very least, prioritise ALL brownfield sites before considering greenbelt. Use proper figures when estimating needs of the population. • Use local firms as Consultants • Consider all brown field sites. There is no such thing as protected to 2020 so that a committee can then say that the protection ceases in 2020. • Have a consultation that is assisted by a properly functioning website. Without this (bearing in mind that there has been no publicity about how to object to the local plan) this whole exercise must be declared null and void. • There should be a separate summary of the plan accompanied by presentations in all towns. • Proper consideration to be given to comments. • A restaging of the consultation is required in a more appropriate, inclusive and democratic fashion. • Removal of the North Cheshire Growth Village and Safeguarded Land from the Local Plan. • Reduce number of houses required to 20,000 in line with latest guidelines and reduced requirements. Remove large areas of greenbelt from plan that are not required. Use brownfield instead of greenbelt. Look at brownfield and villages and towns across all of Cheshire East rather than just selected towns. • Remove any land included to give options beyond 2030 and let future generations decide. Remove safeguarded land and leave as green belt. • The consultation should be re-run to be more inclusive and more time allowed for comments. • Less housing - improvements to all existing roads before even considering

	<p>building new ones which lead nowhere</p> <ul style="list-style-type: none"> • The core strategy should take real account of the results of the town strategies and the housing developments already approved in Towns such as Sandbach • Allow Bollington to have a local consultation with proper accesses to documents listed within Appendix D. • The SHLAA, Green Belt Assessment, and Open Spaces Documents mention specific sites and policies which will impact on our town. • Reduction in the quantity but increase in the quality of consultation exercises is required. There should be greater access to consultation documents for those residents unable to visit libraries or go online to access documents. • Re-balance new housing and job distribution plans in line with former guidance that placed Macclesfield on a par with Crewe for development and jobs. • The information should have been put as booklets in local places for people to have, not everyone can get on to the internet, or want to. Not everyone who is in an area mentioned will know what is happening • The CE submission document says it must meet the test of 'soundness' and be positively prepared. Unfortunately, it does not meet the need to be easily comprehensible to people in the area and is hard to navigate. Even knowledgeable and active groups are hard-tasked to respond, as the document requires so many sub-set elements. • Make on-line submission of responses easier in future consultation stages. • A more concise summary of key points for each topic and geographical area would help.
<p>Council assessment of relevant issues</p>	<p>The Statement of Community Involvement was adopted by the Council on 14/10/2010. The Core Strategy is being prepared in accordance with the statement. Over 8000 representations have been received so far, which is an indication of the effectiveness of the community involvement. A detailed report on this subject will be prepared as part of the submission documentation. Once the submission version is published, there will be a 6 week period to make representations for consideration by the independent planning inspector at the examination in public.</p> <p>The use of electronic documents and communications is now an accepted part of National and Local Government business and provides an accessible and cost effective tool in communication. Other forms of communication are accepted, however, and many representations have been received by post, and are given equal consideration.</p> <p>The representations received are available on the website. Appendix D is a list of reference documents with website details.</p> <p>The Core Strategy is being prepared under the terms of the National Planning Policy Framework and will be given significant weight once it has been adopted.</p> <p>The document has a logical flow and is arranged into sections with an index to make for easy access to relevant issues and proposals. A summary document would inevitably have to leave out matters which many would regard as important.</p>

	<p>Development within Macclesfield is explained in more detail in several sections including PG2, PG6 and the Core Strategy sites. As a Principal Town Macclesfield will be a sustainable location for new development subject to consideration of planning designations and policies.</p> <p>Many of the comments are the subject of more detailed consideration in other sections, as follows:</p> <ul style="list-style-type: none"> • Policies PG1, PG2 and PG6 are relevant to Housing targets. • Policy PG3 covers the green belt issue. • Policy PG4 covers safeguarded land. • The balance between brownfield and greenfield development is covered by policy SE2. Brownfield development is encouraged where appropriate. <p>The section provides a summary of the community involvement process as it was at the publication of the document. It will be updated to reflect the submission stage of the document.</p>
Recommendation	The section should be updated to reflect the next stage of production of the document.

Consultation Point	Chapter 1: Introduction
Representations received	Total: 58 (Support: 12 / Object 36 / Comment Only 10)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support the objective of sustainable, job-lead growth • Support a job lead strategy • Support priority to greenbelt over housing • Support focus on brownfield sites • Broadly support the aims and objectives set out in the Core Strategy • Welcome the underpinning policy principles of the Core Strategy, in particular to develop 'brownfield' sites, where possible to minimise the use of greenfield, Green Gap, open countryside or Green Belt sites • Support the town centre first approach, and emphasise this should be even more so for areas within the Prime Shopping Area <p>Objection</p> <ul style="list-style-type: none"> • Proposals are divisive and re-inforce North-South divide in the Borough. • Jobs and low cost housing are needed in Crewe as well as a complete regeneration of the town centre. Housing built on surrounding greenfield land will mostly be market value executive type. Where are the executive jobs? Manchester, Liverpool, Warrington, Chester? • Lack of determination to protect Green Belt • Lack of info re viability of building homes and business premises on brownfield sites • Concerns about the low level of occupancy of new houses, leading to inadequate infrastructure • Concerns about insufficient jobs for the estimated population figures • Objective will fail to be realised, under provision of housing and jobs within the Borough in the headline figures • The top-level thinking in the Core Strategy will undermine the protection of the environment into the future • 'New Settlements' proposal flies in the face of pretty much content of all of the document • Base the number of properties required on the type of house that is going to be realistically built and not on some wishful thinking. That way you will avoid destroying open space on the scale proposed in this plan • The plans for North Cheshire Growth Village, Handforth East, and Safeguarded Land break your own policy principles as described in 1.8 • The vision: 'Sustainable, Jobs-led Growth and Sustainable, Vibrant Communities' is too generic and could be for "Anytown" • The plan is aimed at meeting developers needs rather than real demand • The need not proven for so much road building • Housing and jobs targets lack realism • There are no proposals to develop brownfield land around Congleton, creation of a link road does not equate with a town centre first policy and building

housing (especially affordable) remote from the town centre on greenfield sites is not sustainable

- None sustainable transport - contradicts the objective of preventing urban sprawl
- CEC has not done a comprehensive review to identify browned sites
- Council has now added White Moss as a strategic location which is not the 'right location' for housing given its proximity to the M6, noise and particle pollution and its status as a greenfield site
- There has not been full collaboration with neighbouring LA's
- There is no justification for choosing a high growth strategy
- There is no mention of Motorway Service Areas, or their role in supporting the safety and welfare of road users, within the whole document
- Consider not fully delivering re duty to co-operate and full green belt assessment in relation to Stockport's boundary; green belt study not sufficiently robust

Comment Only

- The Poynton bypass linked to the Airport link road must be a commitment before 2030
- The Airport link A550 must be a prerequisite for any development in Wilmslow and Handforth
- Include ref to visitor economy (Value of the visitor economy is now worth £689m STEAM 2012)
- Living accommodation should be provided above shops and empty properties brought back into use before building new houses
- Support improved transport links
- Essential to protect Green Belt and agricultural land
- Need right houses in right locations
- Important for elderly people to remain independent
- Support the emphasis on town centre first development.... However, the proposals for Congleton (with its massive expansion - 30% more households - and great reliance on building on many hectares of greenfield to the north and west of the town beyond its current boundaries) demonstrably fail to adhere to these principles
- Target for 27,000 new homes is totally unrealistic and not supported by any historical evidence. If this target is unachievable, then the whole strategy becomes flawed
- The whole document confuses 'improvement' and 'economic growth'
- Document largely ignores the potential to retain and improve agricultural and rural resources. Instead, it seeks to build on productive agricultural land and reduce the Green Belt
- Delay in delivering the plan means that 'unplanned' developments are in process that ignore the objectives of the local plan. The housing targets for Crewe and Nantwich already very high are in danger of being overbalanced further as a result
- Consider increasing the plan period beyond 2030. This would ensure that the plan has at least a 15 year time horizon post adoption
- 1.10 Have CE co-operated with Staffordshire over Green Belt and boundary sites such as Radway Green?

<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • 1.14 Wasn't this review the purpose of the GB Study? • 1.12 To include completion of A550 and Poynton bypass • 1.3 Needs to add a link to visitors also value of visitor economy wrong • A less ambitious growth strategy for Congleton...more in proportion to the current size of the town and aligned with the percentage increase proposed for other centres • Propose fewer houses, scaled back to a more realistic and deliverable number; other developments and ambitions scaled back accordingly • Give much greater prominence to the role that agriculture and horticulture can play and associated research and rural enterprise so that its economic contribution to Cheshire East is recognised and enhanced • Confirmation that cooperation with neighbouring authorities has been conducted regarding green belt at Radway Green • Recognition that Crewe needs major investment; new housing should be predominantly affordable and built on brownfield sites. • Re-balance new housing across the borough; protect heritage towns (e.g. Sandbach and Nantwich); new homes (especially affordable) should be evenly distributed across the Borough, with Macclesfield seeing far more development than proposed • No development of Green Belt unless new roads are required to provide necessary infrastructure support to expanded communities and businesses • 1.8 This should state clearly that brownfield sites must be developed first, before any green field sites are built on • Re-examination of the supporting available data and address the issues affecting housing and jobs creation • Figure 1.1 should be modified to show the sections of the strategic highway network where strategic improvements are sought; it should be an accurate representation of what it claims to show; all improvements noted in 1.12 need to be illustrated • Intro text should recognise how development contributions would be sought in principle on an equitable and proportionate basis and reflecting the strategic priorities of the Council • Withdraw and revise in line with CEC, National and European policies and principles • Remove the North Cheshire Growth Village, Handforth East, and Safeguarded Land from the Local Plan • A more balanced and succinct vision for the Borough highlighting what is unique and where sustainable development can add to the future prosperity and well being of the population • Reduced housing numbers in plan to 20000 • Retain greenbelt rather than safeguard for use after 2030 • Abandon the idea of the south west link road • 1.13 This statement ought to be amended to read: "The focus remains on protecting open spaces within the Green Belt and elsewhere and our best agricultural land to ensure that growth is sustainable". Otherwise, the statement implies that previously developed sites within the Green Belt will be protected from development, whereas their development for new housing is essential if sufficient housing supply is to be maintained to 2030
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	<ul style="list-style-type: none"> • The loopholes and inconsistencies need to be addressed immediately • Sort the Plan out now - it has already proved to be so inconsistent that speculative building proposals can and have successfully challenged and overturned rulings not to build • Plan needs to be realistic • Control housing to match jobs • Curtail building on greenfield sites • Drop the Congleton Link Road • Define housing types by area • Improve consultation • A policy of alternative transport proposals - change of policy on so -called link roads • Do a full and comprehensive review of brown field sites • Removal of White Moss as a strategic location and the development of a coherent Infrastructure Plan that applies the stated principles and priorities consistently to the community of Alsager • Adopt a lower growth strategy • The Plan needs to be expanded to explicitly detail the historic environment and its heritage assets and the contribution they make to the Borough • Amend para 1.5 to an approach based upon not 'minimising the impact upon the natural environment' but upon securing social and (natural and built) environmental gains alongside a thriving economy • Plan should consider and make reference to Motorway Service Areas and their role in supporting the safety and welfare of road users • Full Green Belt review required to support GB release
Council assessment of relevant issues	<p>Some of the issues raised/listed above have been addressed within the Council's assessment of, and response to, comments related to site specific consultation points, for example issues such as housing figures, removing land from the Green Belt, brownfield sites, employment land, safeguarded land, duty to co-operate, new settlement at Handforth East, etc. Assessments have been undertaken re housing need, Green Belt land, brownfield sites, employment land, etc. in order to inform the proposals</p> <p>The growth targets proposed have been established from assessment work undertaken and are considered to be appropriate, including the proportion of growth aimed for in each area</p> <p>Paras 1.2 and 1.3 will be amended to reflect the importance of the historic heritage of the Borough and how that shapes the character and identity of the towns and villages (indeed all the communities) that make up the Borough. It is not the intention within the 'Introduction' to refer to the specific contribution made by each and every employment sector present within the Borough</p> <p>Further details of the historic environment are provided in chapter 3, paras 3.25-3.26; the most up-to-date figure re value of the visitor economy (para. 1.16) will be included in the Plan</p> <p>Modelling work has been carried out to assess the impact of the proposals in the</p>

	<p>Plan on the highways network and a combination of some alterations to the existing road network and new roads is proposed to ensure appropriate highways infrastructure is in place</p> <p>Figure 1.1 is considered to be an adequate representation of what it is supposed to depict; the level of information is considered to be appropriate for the scale of map. However, it may be appropriate to move the Key Diagram to the start of the document to give it more prominence. Information shown on Figure 1.1 is also shown on the key diagram so it could be deleted. Chapter 14, Policy CO 2, provides further details of the transport infrastructure.</p> <p>Principles outlined in para 1.8 are in line with guidance in the NPPF</p>
Recommendation	<ul style="list-style-type: none"> The wording of paragraphs 1.2 and 1.3 should be amended and an additional paragraph added, as follows: <p><i>1.2 We are proud of our industrial heritage: the Railway Industry in Crewe, the Silk Industry In Macclesfield and Congleton and the Salt Industry of Middlewich and Nantwich. Not only has that resulted in the distinctive physical and cultural landscapes that we see today, but it has also set the foundations for the strong entrepreneurial culture which continues to permeate through our area.</i></p> <p><i>1.3 In conjunction with our historic industrial centres, our vibrant and historic market towns located throughout the Borough, with their attractive and varied townscapes and concentrations of listed buildings, provide high quality living and working environments, and are a key part of the Borough's visitor economy. Many are also designated as conservation areas. Their rich historic environment provides the focus for vibrant and locally distinct communities, with a strong sense of place and self. They also provide a valuable link to our rural communities, who are equally vital to our wider economy and local identity. Their conservation and enhancement is extremely important, to ensure that communities remain genuinely sustainable, retain their individual character and maintain their important economic function.</i></p> <p><i>New paragraph - The richness and diversity of our built and cultural heritage, and highly attractive townscapes and landscapes provides Cheshire East with its own very unique character and identity.</i></p> <ul style="list-style-type: none"> Delete Figure 1.1 as it repeats information shown in the Key Diagram Amend the number of proposed strategic sites and strategic locations to reflect the final selection Amend the figure re number of consultation responses received (from 28,000 to 37,000) Re-order some of the content to make it more logical and easy to read.

Consultation Point	Chapter 2: The Context of the Core Strategy
Representations received	Total: 8 (Support: 1 / Object: 4 / Comment Only: 3)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> The purpose of the chapter is supported as creating a structure to manage development <p>Objection</p> <ul style="list-style-type: none"> The chapter is not well presented and should start with paragraph 2.6 The chapter should refer to Duty to Co-operate requirements The chapter should recognise that Cheshire East is a component of the national economy The chapter takes too 'urban' a stance and takes little account of agriculture and its importance to the Cheshire East economy The chapter should refer to emerging areas of economic activity based on meeting energy and climate change challenges and food security The statement about evidence and consultation is incorrect as the approach by Cheshire East to date has been to not take into consideration residents and communities' views and therefore fails soundness test. Figure 2.1 should more clearly depict that Greater Manchester reaches the northern boundaries of Cheshire East Context should refer to sustainable transport with train systems and cycle routes <p>Comment Only</p> <ul style="list-style-type: none"> The section should state that the Council can access central government funding through the Local Enterprise Partnership
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Chapter should acknowledge the role of the Local Economic Partnership in accessing central funding Chapter should refer to Duty to Co-operate Chapter should refer to the importance of agriculture Chapter should refer to emerging areas of economic activity based on meeting energy and climate change challenges and food security Figure 2.1 should more clearly depict that Greater Manchester reaches the northern boundaries of Cheshire East
Council assessment of relevant issues	Chapter 2 provides a brief introduction to the context of the Core Strategy (now referred to as Local Plan Strategy). It is followed by Chapter 3 (Spatial Portrait) which provides a snapshot regarding strategic issues in Cheshire East which covers matters relating to the economy and connectivity amongst others. The wording in Chapter 2 is considered appropriate in meeting its aims of introducing the reader to the Local Plan Strategy. The Council contends that it has undertaken extensive consultation, engagement and evidence gathering which has been used to develop the Local Plan. This is demonstrated in Appendix G of the Local Plan Strategy. It may be appropriate to re-order some of the content to improve the logical structure of the document and make it easier to read.

Recommendation	<ul style="list-style-type: none"> • Move section to Chapter 1 (Introduction) • Core Strategy is now called Local Plan Strategy – references should be updated throughout the document • Add additional sentence to paragraph 1.10 (now 1.33) 'The Local Enterprise Partnership can access funding from Central Government to deliver its objectives and overall vision'. • Add additional sentence to Paragraph 2.6 (now 1.48) relating to the rural economy 'The Borough also has an extensive rural area with a successful rural and agricultural based economy.' • Update Figure 2.1 (now figure 1.2) and the diagrammatic context of Cheshire East to reflect the proximity of Greater Manchester to the Borough • Restructure section and combined with the introduction to the document to aid its presentation
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Consultation Point	Chapter 3: Spatial Portrait
Representations received	Total: 118 (Support: 12 / Object: 50 / Comment Only: 56)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Pleased that points made by Manchester Airport have been recognised in this section • Chapter 3 provides a helpful/informative background to the Core Strategy. • Supports paragraph 3.10 which recognises that mineral extraction plays an important role in both the local and wider economy • Importance of Jodrell Bank acknowledged and supported. Important to refer to Jodrell Bank Policy in site descriptions • It is helpful to have the explanation of general relationships of the adjacent Potteries, Cheshire West & Shropshire. <p>Objection / Comment</p> <ul style="list-style-type: none"> • Travel to work data needs to be investigated to include commuting by rail and potential both for reducing road travel and areas of contact if services are improved. • English Heritage - The Plan would benefit from including an assessment of the contribution that they make to the Borough and this should include the character and identity of the market towns and villages, which throughout the Plan are highlighted as important but there is little to inform this. These comments could be addressed in the section on Principal Towns • English Heritage - There has been no proper accurate assessment of the significance of heritage assets in the area and the contribution they make to the Borough (NPPF, Paragraph 169). This section needs to expand on the portrait of the built heritage within the District to illustrate this. The Borough benefits from a majority of the market towns and villages having distinct identities (which the Plan constantly makes reference to) and character including a large number of the 72 conservation areas in the Borough. It is also important that where any heritage assets are mentioned in the Plan that they are clearly identified in the Spatial Portrait. The Plan needs to explicitly detail the historic environment and heritage assets and the contribution they make to the whole District. This should include the distinct character and identity of the towns and villages within the Borough. The Plan needs to make sure that reference to specific heritage assets that are mentioned elsewhere in the Plan are mentioned here. • When referring to Manchester Airport's contribution to the North West economy at paragraph 3.9, a more up to date estimate can be sourced from the York Aviation Study (2011) which states that in 2011, Manchester Airport generated an estimated £627 million of GVA for the North West region, supporting around 17,000 on site jobs and nearly 40,000 jobs in the wider region. Paragraph 3.9 also makes reference to 'Manchester International Airport' rather than 'Manchester Airport' as we are known. The word International should therefore be removed from this and any other reference to the Airport's title that is made within the document

- National Trust - The text on settlements at all levels is sparse in its recognition of the key contribution of heritage assets to their form, development and distinctiveness, and just as importantly to their role and attractiveness today as places to live, work, shop and visit.
- Section admits that Alsager has a shortage of job and a net outflow of people to work. The Pre-Submission Core Strategy does not address the sustainability of Alsager.
- Principal Towns / Key Service Centres section – useful to have number of retail units (and proportion vacant)
- Economy section should refer to agricultural enterprise and the important role of the rural economy and agriculture in Cheshire East
- English Heritage - Paragraph 3.3 - We welcome the recognition that heritage assets play an important role in the visitor economy.
- Paragraph 3.3 - the economy is not as vibrant as suggested, there is a net outflow of residents working outside the borough (fig 3.5), and a high percentage of the region's businesses says that we have a too-low representation of large businesses.
- Paragraph 3.3 - Phrase "economically active residents" - it is no longer accepted that older residents do not contribute to the economy.
- Paragraph 3.4 - The comments about the number of people employed in pharmaceuticals (at Astra Zeneca - in paragraph. 3.4) are misleading. Although there was a recent announcement of significant investment in its Macclesfield production site which will secure some existing jobs there, the company is continuing with its plans to move 2,900 research and development jobs to Cambridge.
- Paragraph 3.4 - Visitor economy should be added as a key sector
- Paragraph 3.4 -This section presents a dated view of the importance of Pharma R&D to the borough's economy using 2011 figures as its baseline. This was a declining sector over the 2008-2012 periods and the AZ announcement of the termination of R&D activity at Alderley Park over the first four years of this planning period further downgrades its significance to the local economy.
- Paragraph 3.4 – how is the plan going to address a new outflow or workers from Congleton
- Paragraph 3.7 - Is it correct that the mean income of Middlewich is high, meaning above the Cheshire East average? The colour coding on the map does not seem to support this statement.
Paragraph 3.7 – income levels mirror levels of local employment
- Paragraph 3.7 - income levels reveal a divided Borough both geographically and between towns and the country-side areas
- Paragraph 3.8 - the country's 4th best sports campus, fully equipped and maintained, is going to waste in Alsager. Once more, the south of the borough is being denuded of its jewels without any thought to replacement.
- Paragraph 3.9 - should more accurately reflect the true economic impacts of aviation?
- Paragraph 3.10 - note that the section on Mineral Workings does not mention the PEDL197 licence for gas exploration that covers a large area to the east of Macclesfield. Given the government's support for the development of non

	<p>conventional gas resources this should be addressed in the plans and the economic and environmental impact rigorously assessed.</p> <ul style="list-style-type: none"> • Paragraph 3.11 -There is no anaerobic digestion used (to my knowledge) in the borough. • Paragraph 3.12 - citations for the 'strong evidence' are required. • Paragraph 3.12 - support for improvements to shopping areas • Paragraph 3.12 recognises internet shopping but this is not being recognised in the policies contained within the Core Strategy • Paragraph 3.13 – should recognise value of Cheshire East countryside including Green Gap / Green Belt • Paragraph 3.13 should read - 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 £689 million • Paragraph 3.13 - recommend that his paragraph should also include reference to the extensive footpath and bridleway network and the quiet country lanes used for cycling which also attract many visitors to the Borough. • Paragraph 3.13 - The information relating to National Trust properties should be amended. It is correct that there are a number of National Trust properties in Cheshire East (14 entirely within Cheshire East and one partially). These do include Little Moreton Hall and Nether Alderley Mill but the text fails to acknowledge that three of the major attractions referred to (Tatton Park, Lyme Park and Quarry Bank Mill) are National Trust properties. • Paragraph 3.14 (figure 3.5) - there is little doubt that there are three functional housing market areas as referred to in the update of the SHMA. In order to achieve a correct distribution of new housing, and with it employment, and to support the facilities of existing towns the distribution of housing and other development should reflect the needs of each housing market area. • Figure 3.5 - should show a stronger travel to work flows to Manchester from Macclesfield • Paragraph 3.14 [& SHMA 2013] accepts Crewe & Nantwich are one functional housing market area. It is likely that desirable & easy sites in Nantwich meeting mostly footloose market 'demand' will be developed rapidly [despite proposed phasing] thus prejudicing implementation of less favoured sites around Crewe which meet actual 'needs' • Paragraph 3.15 migration for jobs - the dearth of young adults (under 40) in the population profile just reinforces the weakness in the jobs market within the borough. • Paragraph 3.15 - note that the population profile of Cheshire East shows lower than national average proportions in population groups under the age of 40. These groups include many who are key to the economic future of the borough. • Paragraph 3.15 - the dependence on 2011 Interim Household Projections is flawed as they have a horizon of only 10 years to 2021 whereas the Core Strategy looks to 2030. Those projections were not based on a full range of data and are based on a series of sources which lack some key inputs. • Paragraph 3.15 - figure 3.5 incorrectly implies that most Congleton employees commute to the SOT area and that most migration is from that
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direction

- Paragraph 3.15 - "Relative low proportion of working age" - again this is using outdated economics because it is based on an assumption that older people are not economically productive.
- Paragraph 3.16 - the census was in 2011 - but the statistics for this period are from July 2000 to June 2010. Therefore the statistics should be from July 2001 to July 2011.
- Paragraph 3.17 - quotes figures from the 2011 Interim Household projections. This evidence suggests a lower level of houses should be provided in Cheshire East
- Paragraph 3.17 - Households: The housing need increase of 10,400 over a decade is 6.5%.
- Paragraph 3.18-19 House prices: initial consultation document indicated that house prices are considerably lower in the south of the borough, again illustrating the neglect of employment in the area.
- Paragraph 3.18 and 3.19 - no recognition here that the situation for Cheshire East re incomes and affordable housing has remained unchanged over time because affordable housing has typically been provided by Stockport and Manchester. This is needed because there should be evidence of "crossing boundaries" in the analysis.
- Paragraph 3.19 - the fact that Cheshire East is the 6th least affordable district in the northwest reinforces the need for a greater proportion of affordable houses.
- Paragraph 3.19 - confirms that housing in Cheshire East is among the least affordable in the North West. There has to be a causal link between this and the relative lower numbers of younger age groups. Younger households cannot afford to live in the borough. This has significant implications for labour force mobility which, unless addressed, will impinge on the deliverability of the economic vision for the borough. On this basis the Local Plan is not consistent with national policy and fails the "justified" and "effective" and "positively prepared" tests of soundness.
- Paragraph 3.20-21 - reinforces the dearth of job opportunities in the south of the Borough.
- Paragraph 3.22 (Landscape Character) - should refer to small field patterns and hedgerows and natural ponds – key Cheshire East features.
- Paragraph 3.22 - undersells the quality, diversity and historical richness of the Cheshire landscape
- Paragraph 3.22 - "unimproved features including mosses, heaths, meres". Remove the word unimproved, it is not the appropriate word to describe natural features.
- Paragraph 3.22 - This description is cursory and should make reference to low woodland cover in the district.
- Paragraph 3.22 Landscape Character - This paragraph does not do justice to the diversity and quality of the landscape throughout the Borough. The landscape is not simply a reflection of its geology but is a product of its use and development over time. We also recommend that the Landscape Character assessment map for East Cheshire be included in the Pre Submission Core Strategy.

- Paragraph 3.23 and 3.24 Nature Conservation - The map illustrates a neglect of the landscape in the southern half of the borough, with grossly disproportionately fewer protected areas of all types in the south despite some outstanding countryside.
- Paragraph 3.23 (Nature conservation) - there should be a nature conservation strategy for the district. This section fails to include the landscape mapping of Cheshire which was carried out by the council in 2008. This section fails to include the green belt mapping of Cheshire East. This is a major omission. This section fails to include the agricultural mapping of Cheshire which was carried out by MAFF. This is a major omission.
- Fig 3.7 (Paragraph 3.23) - shows neglect of landscape in south of Borough with fewer protected areas
- Paragraph 3.24 - The boundaries of the Meres and Mosses Nature Improvement Area are not shown on figure 3.7
- Paragraph 3.25 to add cultural/heritage estates; strong rural communities
- Paragraphs 3.25-26 Historic Environment and Heritage: Core Strategy should make the most of the majority of these heritage sites,
- Paragraph 3.25 - No mapping and descriptions of the whole landscape, agriculture and green belt included when available.
- Paragraph 3.26 - Add a further map showing the distribution of heritage features as indicated above.
- Paragraph 3.27 - should build out description on Green Belt, should have a separate plan or cross reference to Green Belt section of the document
- Paragraph 3.27 - Green Belt - this section does not provide any diagrammatic representation of the location of green belt areas. It is however included in the Figure 3.9 Connectivity Map of Cheshire East. Suggest either a separate diagram or a cross reference in Paragraph 3.27 be made to a re-named diagram.
- Paragraph 3.28 - Carbon Dioxide Emissions. Air quality, though linked, should be treated as a separate issue and is affected by direct emissions (Ozone and Nitrous Oxide) and particulates.
- Paragraph 3.28 - should be significantly extended on Air Quality impacts in the Borough and should be illustrated with a map of the AQMAs.
- Paragraph 3.28 - consider emission impacts in the wider context of commuter travel and commercial vehicles as "industry" emissions continue to fall
- Paragraph 3.28 – it would be useful to show these figures broken down into Industrial, Domestic and Transport, as per the DECC report
- Paragraph 3.29 - mention the fact that there is no direct link between the major towns of Crewe and Macclesfield.
- Paragraph 3.29 - extensive road network but in need of major expenditure
- Paragraph 3.29-3.31 - Middlewich has a railway station but no station. Middlewich should be given a station
- Paragraph 3.29 - should include base plan for High Speed 2
- Paragraph 3.29 - transport improvement should be based on fully integrated transport system
- Paragraph 3.30 HS2 projected route should be indicated on figure 3.9
- Paragraph 3.31 should explain that Manchester Airport's runways are within Cheshire East

- Paragraphs 3.32 to 3.35 should refer clearly to the relationship between Crewe and Shavington and the strategic benefits that arise from allocation of strategic sites for development at Shavington as part of the spatial growth strategy for Crewe
- Paragraph 3.33 - Include number of retail units in description of Crewe.
- Paragraph 3.36 - It would be good to add in that Macclesfield is a potential tourism hub and visitor gateway. It has a high proportion of heritage buildings and protected land and is also developing a cultural & heritage strategy.
- Paragraph 3.36-39 - new local stations in north and south Macclesfield may help ease congestion, pollution and VOC emissions.
- Paragraph 3.36 - Include a recognition of its potential for tourism
- Paragraph 3.37 - AstraZeneca will withdraw from Alderley Park by the end of 2016, and most employees will be withdrawn earlier. This will result in a significant loss of employment in the area.
- Paragraph 3.38 - should refer to the granting of planning permission for Macclesfield Town Centre redevelopment
- Paragraph 3.38 – remove office reference
- Paragraph 3.39 – reference to poor Manchester Bus Service
- Paragraph 3.39 - add reference to HS2
- Paragraph 3.40 - Key Service Centres Section - The text on settlements at all levels is sparse in its recognition of the key contribution of heritage assets to their form, development and distinctiveness, and just as importantly to their role and attractiveness today as places to live, work, shop and visit.
- Paragraph 3.41 - Objections to Poynton and Knutsford being considered a KSC
- Paragraph 3.41 - Support for Alsager, Nantwich and Congleton being a KSC
- Paragraph 3.44 - draws attention to the fundamental issues facing Alsager as a Key Service Centre but the Core Strategy does not seek to address this in any way.
- Paragraph 3.46 - Congleton, reference must be made to the high levels of out commuting and also in-commuting from the more affordable areas of north Staffs.
- Paragraph 3.46 - The degree of self-containment for Congleton is low, i.e. there is already a high degree of commuting
- Paragraph 3.53 & 3.59 - Both Knutsford & Nantwich are tourism hubs and have a high proportion of heritage buildings and protected land
- Paragraph 3.53 - Some undertaking included to improve the current deficiencies and preserve Knutsford's rural setting should be included as a means of retaining its attraction to visitors as its main economic driver
- Paragraph 3.55 - The significant number of out-commuters from Knutsford re-enforces the premise that the town does not need an excessive number of new houses taking up valuable Green Belt.
- Paragraph 3.59 - Retailing in Nantwich centre is not described
- Paragraph 3.60 - This states that out-commuting is little more than inward.
- Paragraph 3.62 - Poynton is still a town
- Paragraph 3.62 - The construction of the Poynton by pass is essential if the proposed development of Woodford Aerodrome proceeds with Stockport Borough and /or any development near Handforth/Adlington Road in order to

	<p>ensure that Poynton itself and the surrounding country lanes are not subject to traffic jams.</p> <ul style="list-style-type: none"> • Paragraph 3.62 - false population figure for Poynton, which excludes the whole of Higher Poynton and the eastern part of the village. The description should include the fact that Poynton is surrounded by Green Belt and includes significant rural areas and woodland. • Paragraph 3.62 - profile could note that Fountain Place in the centre of Poynton is one of the busiest junctions (A523, A5149 and Park Lane) in Cheshire East. • Paragraph 3.64 - There are no buses and only limited train services on Sundays. Bus services to Manchester and Derby have been withdrawn in recent years. • Paragraph 3.71 Local Service Centre section - the text on settlements at all levels is sparse in its recognition of the key contribution of heritage assets to their form, development and distinctiveness, and just as importantly to their role and attractiveness today as places to live, work, shop and visit. • Paragraph 3.77 and 3.83 – both North Staffordshire Green Belt is referenced and so is the Greater Manchester Green Belt but neither are depicted here • Paragraph 3.82 - should be re-worded to make it clear that the road now being called the 'Poynton Relief Road' is in fact a combination of two previous schemes and is part of the SEMMMS network of roads • Paragraph 3.82 - remove unsubstantiated claim that the SEMMMS roads “are needed” and there is a claim, in the ‘Peak District, High Peak and Staffordshire Moorlands’ section (paragraph. 3.96) that the towns of Whaley Bridge and New Mills will “benefit” from the SEMMMS roads. There are no balancing statements here about the need for better public transport and modal shift. • Paragraph 3.82 - unsubstantiated claim in the ‘Greater Manchester’ section claiming compliance with Duty to Co-operate but it would appear that no neighbouring authorities are picking up any of Cheshire East’s housing allocation (a perfectly normal practice) and Stockport MBC have reservations about the proposal for a new settlement on their borders • Paragraph 3.82 and 3.84 - There is a need for protecting the land adjacent to Manchester Airport • Paragraph 3.92 - Add in the tourism brand of Cheshire's Peak District www.cheshirepeakdistrict.co.uk
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • See the above section
Council assessment of relevant issues	<p>The Spatial Portrait section is designed to provide a brief general introduction to Cheshire East and its surrounding area and includes key characteristics about the Borough. It is not policy, but seeks to ‘set the scene’ for the Plan. The following changes are considered to be appropriate.</p>
Recommendation	<ul style="list-style-type: none"> • Update Footnotes to reflect updated evidence sources • Paragraph 3.3 – update to economic output and employment figures • Paragraph 3.4 – update first line from “pharmaceutical” to read “chemicals &

pharmaceuticals". Penultimate sentence should read "There is a relative abundance of jobs (significant net inflows of commuters, in other words) in Crewe, Handforth and Knutsford, whereas Alsager, Congleton, Middlewich, Poynton and Sandbach face a relative shortage of jobs (a significant net commuting outflow). Macclesfield and Nantwich have more modest net outflows, whilst Wilmslow's inflows and outflows are broadly equal."

- Paragraph 3.6 – update to read "An estimated 173,500 people were working in Cheshire East in 2012, as either employees or working proprietors. Of those working as employees (167,000), 69% were full-time and 31% part-time. 13% of employees worked in the health and social work sector, with professional, scientific and technical activities (12%), manufacturing (11%) and retail (10%) also accounting for a large proportion of the employee total."
- Paragraph 3.9 – update to state "The closeness of Manchester Airport provides considerable economic benefits to the Borough by providing access to national and international markets as well as supporting a substantial number of jobs, both directly and indirectly. In 2011, the Airport was estimated to contribute £627 million of Gross Value Added for the North West Region, supporting over 17,000 onsite jobs and 40,000 in the wider sub-region"
- Amend references to Manchester International Airport to read Manchester Airport
- Paragraph 3.13 - update to read "with about 10,000 jobs..." and "...turnover of around £700 million"
- Paragraph 3.13 – additional text should be added as follows 'The extensive footpath, cycleway and bridleway network is a key attraction of the Borough'.
- Paragraph 3.13 – update text to read 'Major attractions include Tatton Park, Jodrell Bank, Lyme Park, Quarry Bank Mill, the canal network and the Peak District National Park. There are 14 National Trust properties in Cheshire East and one partially located in the Borough. Little Moreton Hall, Nether Alderley Mill, Tatton Park, Lyme Park and Quarry Bank Mill are all examples of National Trust Properties'
- Figure 3.5 – change Functional Diagram to have a greater emphasis of travel to work links between Macclesfield and Greater Manchester
- Paragraph 3.16 - update to read "Over the ten year period from July 2001 until June 2011, an estimated 157,000 people moved into Cheshire East and 141,800 people moved out of the Borough. These estimates include people immigrating and emigrating and those moving within the UK. The result is a net in-flow of 15,200 people (an average of around 1,500 each year). Net migration was higher in the early part of this ten year period: for example, the average net migration per year between July 2001 and June 2006 was around 1,900, compared to 1,200 between July 2006 and June 2011."
- Paragraph 3.24 – add reference to Meres and Mosses Nature Improvement Area.
- Paragraph 3.25 – add additional text 'The Borough's historic built environment is complex due, for the most part, to the size and diversity of the area. Constituent areas are heavily influenced by their geological, landscape and topographical character, which invariably has heavily influenced their purpose, character and identity'.

- Paragraph 3.31 – additional paragraph as follows: ‘Historic transport routes crisscross the Borough in the form of canals, railways and historic roadways, further enriching the built heritage of the Borough and influencing aspects of the townscape and development of towns and villages. A number of landmark structures are associated with the canals and railways, not least the viaducts across the Dane Valley to the east of Holmes Chapel and that at Bollington. Many canal structures are listed, including bridges, locks and mileposts. The Trent and Mersey and Macclesfield canals are both designated as extensive, linear conservation areas’
- Paragraph 3.35 – additional paragraph ‘Crewe evolved around the growth of the railways, with the opening of the station in 1837 and the first works in 1840. Soon the industry was employing thousands of people and new housing was built alongside the expanding railway works. Within the centre of the town, the Town and Indoor Market Halls, churches and chapels and later, the Queens Park and Lyceum Theatre were all developed as part of the emerging social infrastructure of the burgeoning town’
- Paragraph 3.37 – additional text ‘Situated on the River Bollin, the early mills were located alongside the river, utilising the damp conditions and the power of the river for mill machinery.
- Paragraph 3.38 – additional text ‘The centre of Macclesfield characterised in part by its cobbled and meandering streets and narrow lanes is essentially a medieval street pattern, partly overlaid by later phases of the town’s growth’
- Additional paragraph ‘There are a high number of listed buildings and structures concentrated in the centre of the town but also many that are quite widely distributed. Much of the town centre is designated as a conservation area and there are also several outlying conservation areas. A number of buildings are also locally listed. This illustrates the historic importance and significance of the town and reflects the strong identity, character and picturesque qualities of Macclesfield.
- Principal Town / Key Service Centre Section has been updated to reflect updated population information
- Paragraph 3.43 – additional text to read ‘Parts of the town are characterised by spacious tree lined streets with attractive Villas and designated as conservation areas’
- Paragraph 3.5 – amend to read ‘Within the town centre, there are over 200 retail units, making it an important shopping centre in the Borough. There is a linear high street aligned by historic buildings of various periods, but principally Georgian, many of which are Listed and within the Conservation Area. The town thrived due to its close relationship with nearby Tatton Park, one of the key heritage assets in Cheshire East and the ancestral home of the Egerton family. Knutsford contains many buildings of architectural and historic importance’.
- Paragraph 3.57 – additional text: ‘The canal is a Conservation Area, with a number of listed structures and the Mergatroyd Brine Works nearby, which is both listed and a Scheduled Monument’.
- Paragraph 3.60 –delete and replace with alternative wording as follows ‘The centre of Nantwich is in essence a planned Elizabethan town, largely rebuilt as a consequence of a fire in 1583; the re-build partly financed by Elizabeth I. This has resulted in a re-created original street pattern and a number of fine

	<p>timber framed buildings dating from the 16th century onwards. There are also a number of elegant Georgian and Victorian buildings. The centre of Nantwich contains a number of listed buildings and is designated as a conservation area. The town was also prominent in the Civil War, and besieged until the Parliamentary victory in January 1664. The battlefield is designated and lies to the north of the town'</p> <ul style="list-style-type: none"> • Paragraph 3.62 – amend to read 'Poynton's origins lie as a small mining village, however the decline of mining and its accessibility to Greater Manchester, led to significant growth during the 20th Century. Much of the mining infrastructure has therefore been lost as the town expanded, but remnants of the associated landscape still exist' • Add additional text: 'at its heart are the characterful cobbled market square and Anglo Saxon crosses, which are both listed and a Scheduled Monument, along with a number of other key listed buildings. The wider town centre is also designated as a Conservation Area, with a number of other prominent buildings. The town also has strong associations with Sir George Gilbert Scott'. • Paragraph 3.68 – add additional text 'Wilmslow has developed beyond its historic core and has substantial late Victorian and Edwardian suburbs'. • Paragraph 3.79 – update second sentence to read "Travel-to-work flows are particularly pronounced from the Cheshire East towns of Alsager, Congleton and Crewe, although with respect to the latter two towns there is an even greater reverse flow." • Paragraph 3.91 – update second sentence to read "However, the main flow involving Cheshire East is that of Warrington residents travelling to work in Knutsford". • Paragraph 3.92 – add to this paragraph 'The Peak District National Park is also a key tourism brand for Cheshire East'. • Paragraph 3.97 – delete: "has house prices lower than Congleton and Macclesfield so attracts home buyers from these towns, though a significant proportion of the local housing stock is of poor quality" • Due to its importance, the section on Duty to Co-operate should be moved to a separate chapter in the document.
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Consultation Point	Duty to Co-Operate (Now Chapter 2)
Representations received	Total: 52 (Support: 1 / Object: 46 / Comment Only: 5)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Warrington Borough Council – particularly support paragraph 1.10; authorities have worked closely together through various bodies; true and natural partners on many fronts; Cheshire East Local Plan aligns well with emerging Warrington plan. Cheshire West & Chester – will continue to work closely and effectively with Cheshire East Council on future development around Middlewich; welcomed the opportunity to see the outcomes of the Habitat Regulations Assessment documentation. Stoke on Trent City Council/Newcastle Borough Council – supports the deletions of development at junction 16 of M6 and Barthomley and the less development now proposed at Crewe; new Green Belt; delivery of Radway Green Extension supported provided it is phased in the last 5 years of the Plan. <p>Objection</p> <ul style="list-style-type: none"> Staffordshire County Council – Section 14 Connectivity and policies CO1, CO2, CO4 do not fully consider the cross boundary road and public transport implications related to development proposals at Alsager, Congleton and Crewe with North Staffordshire, further investigations are needed. Stoke on Trent City Council/Newcastle Borough Council – objects to the removal of Radway Green Extension from the Green Belt prior to 2025. <p>Comment Only</p> <ul style="list-style-type: none"> Staffordshire – reached an agreed position on school places. <ul style="list-style-type: none"> SE10 Minerals - concern that deferring amount of sand and gravel reserves needed to the Site Allocations Plan may not ensure a steady and adequate without placing reliance on sources outside the Plan area, more evidence is needed. SE11 Waste - policy is not strategic enough, is not consistent with paragraph 16 of PPS10 and it does not identify the issues as identified in the Waste Needs Assessment Report 2011 i.e. that more facilities are needed to achieve diversion of use of landfill and facilities outside the Plan area. Cheshire West and Chester – seek assurance that the further work to be done to update information on Gypsies and Travellers in Cheshire East will be carried out in collaboration with Cheshire West and Chester and other authorities as part of a joint evidence base. <ul style="list-style-type: none"> Draft waste policy (SE11): it is considered that it currently fails to take account of the strategic nature of waste and the movement of waste across administrative boundary. The deferring of waste policy to some future plan with no defined timetable for its production [it is not included in any Local Development Scheme] is unlikely to provide facilities in a timely manner.

- Minerals policy (SE10): the mineral Policy could be considered to be unsound as Mineral Safeguarding Areas should be defined in the Core Strategy and shown on the Policy Map, not left to the Site Allocations DPD. The practical danger here is the loss of mineral resources as a result of applications occurring prior to the establishment of MSAs in the Site Allocations DPD.
- Stoke on Trent City Council/Newcastle Borough Council – plan should not exceed 27,000 homes and 300 ha of employment land; broadly accept development at White Moss Quarry subject to indicative phasing in Plan, it would be premature to grant planning permission here now; take full account of all emerging housing commitments and windfall site opportunities when deciding how much housing land needs to be allocated; clarify the use of housing buffer figures.
 - Request continued joint work be extended to consider migration and travel to work patterns as well as overall linkages between the authorities.
- Transport for Greater Manchester – concern about the transport impact of developing Handforth East on A34 and A555 corridors; a transport study is needed.
- Natural England – Plan does not refer to all instances where protected species and priority habitats are present or mention proposed mitigating measures. Detailed Habitats Regulation Assessment comments.
- English Heritage - Plan does not make enough of the historic environment, heritage assets and contribution they make to the Borough through making a proper assessment of these. They welcome recognition of contribution heritage assets make to the visitor economy and inward investment. Plan should summarise the heritage assets that contribute to the character and identity of places. Elaborate on the vision reference to protecting and enhancing heritage assets.
 - Add reference to a benefit of economic growth being the improvement of built and natural environment and include such a reference in the strategic priorities. The design of new development should reflect local character and context.
 - Cultural facilities should include reference to heritage. Add reference to tourism opportunities of built and natural environment
 - Allocation of sites should consider impact of historic environment. Add encourage re-use of existing buildings. Be more place specific in relation to historic environment policy. New development should make a positive contribution to significance, local distinctiveness and identity not just character and setting. Do not use the term “heritage context” but “historic environment” and “heritage assets”
 - Add reference to safeguarding sites of important local materials. Series of detailed references to heritage assets etc of places and sites. General comments about the introduction of CIL and setting charge rates in respect of the historic environment.
- Environment Agency - View watercourses not as a constraint but in a more positive way with scope for enhancement. Take more positive account of nature conservation features. Refer to Water Framework Directive and River Basin Management Plan responsibilities on the Council and other public bodies.

	<ul style="list-style-type: none"> Local Nature Partnership - General support. Plan should refer to Nature Improvement Areas designation specifically. Should monitor the effectiveness of habitat offsetting. <u>Other respondents:</u> <ul style="list-style-type: none"> The process was started too late and the Council has not met the legal duty. Several matters have not been resolved/what has been agreed? It is not clear what changes have or will be made as a result of co-operation. Housing requirements – how will CE help with under-supply in neighbouring authorities/is CE offloading its housing on neighbours putting more pressure on them? SHMA ignores areas in same housing market area as North Cheshire (ie South Manchester). Dispute with Stockport adds to uncertainty of SEMMMS – this long standing proposal will go ahead through the authorities continuing to work together. Macclesfield proposals have been reduced in deference to Warrington. Macclesfield is treated as a dormitory town for south Manchester. Need to consider the impact on regeneration in Manchester. Handforth East proposal – Green Belt impact, questionable viability, will overheat local area, transport impact, cross boundary health issues not considered (has Stockport CCG been approached?), impact on local communities on both sides of boundary Comments regarding the overall impact of/on – Woodford; Airport City with employment land in Knutsford; Staffs/Stoke; Cheshire West – Lostock Gralam; Warrington
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Further investigation of the impact of proposals on cross-boundary road and transport links is required. Provide transportation reports for Handforth East allocation. Do not exclude Radway Green extension from Green belt. Make reference to Nature Improvement Areas.
Council assessment of relevant issues	<p><u>Transport:</u> The plan specifically refers to pursuing improved connections with Staffordshire. Contributions will be sought to key transport improvements as part of land allocation policies.</p> <p>The Council is committed to realising transport solutions in partnership with Stockport Council. Full consideration is being given to a range of transport solutions.</p> <p><u>Green belt boundaries:</u> It is not possible to alter Green Belt boundaries other than at Plan review stages. However 'white land' to the north of the Radway Green site could be proposed for inclusion in the Green Belt at the Site Allocations and Development Policies document stage.</p>

Gypsies and Travellers

It is stated in the justification to Policy SC7 that this further work has now been done in a collaborative way with neighbouring authorities.

Waste and Minerals:

Appropriate evidence is being drawn together to inform the Site Allocations Plan which will appropriately address this matter and the revised Local Development Scheme will clearly set out the minerals scope of this plan.

CEC acknowledge cross boundary waste movements and will clarify in new LDS the scope and timing of Waste Plan supported by an updated robust evidence base.

Appropriate evidence is being drawn together to inform the Site Allocations Plan which will appropriately address this matter and the revised Local Development Scheme will clearly set out the minerals scope of this plan.

Growth targets:

The plan does not propose any higher development requirement figures. The White Moss Quarry site has been reduced in size. The housing target is now stepped which should help avoid any diversion of development from the Potteries during the recovery from recession years of the Plan period. The use of windfall assumptions and buffer figures has been clarified, and on-going joint working will consider migration and travel to work patterns as Census data is released.

We recognise some cross boundary influence but our housing market areas are largely contained within the Borough.

We have assessed the proposals for Macclesfield in respect of its position in the settlement hierarchy and development opportunities at the town whilst taking account of the impact on the Green Belt.

All relevant impacts of the Handforth East site have been considered.

No concerns have been raised by neighbouring Greater Manchester authorities about the impact of the Strategy on regeneration in Manchester.

Historic Environment:

English Heritage state that there should be references to specific heritage assets and locations in the policy. References to the heritage assets of Cheshire East are contained in the supporting text to policy SE7, paragraphs 13.57-63, and are too many to list in a policy. Site specific references will be included in the site allocations and development policies document and in supplementary planning guidance. Heritage context is a clear phrase- it could be replaced with a much longer one, as it includes locations with important historic features which may be important for many reasons, not just historic reasons.

Changes are proposed to relevant sections of the Local Plan Strategy where required.

	<p><u>Nature Conservation and Rivers:</u></p> <p>The comments from the Environment Agency are accepted and changes will be made to appropriate policies where specific representations have been made.</p> <p><u>Cooperation and community involvement:</u></p> <p>The co-operation has become more focussed as the Plan's proposals have been developed.</p> <p>The Local Plan Strategy has been prepared and publicised in accordance with statutory requirements.</p> <p>We will set the community involvement out clearly in the finalised Duty to Co-operate Statement. We will explain in the introduction to the Plan what we are doing and why we asked neighbouring authorities to assist with housing provision – to ascertain whether we could avoid rolling back Green Belt boundaries</p> <p>Discussions with neighbouring authorities have considered possible impacts on relevant places.</p>
Recommendation	<p>Duty to Co-operate is an ongoing and continuous process. A number of issues noted above will be addressed through a number of supporting documents including the Committee Report. In addition, text should be added to the Local Plan Strategy to further address the comments noted above. The following material changes should be made to the document:</p> <ul style="list-style-type: none"> • CO1 – add additional point to policy justification - Improved cross boundary and public transport connections are sought with all surrounding Local Authority areas and will be progressed through ongoing Duty to Co-operate arrangements. • Text has been added to the Spatial Portrait section to reflect comments from English Heritage

Consultation point	Chapter 4: Vision and Vision Statement (Now Chapter 5)
Representations received	Totals: Chapter 4 Vision 42 (Support: 15 / Object: 18 / Comment Only: 9) Vision Statement 23 (Support: 5 / Object: 13 / Comment Only: 5)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Areas such as Sandbach are commuter towns and development will encourage unsustainable traffic movements, but create profitable housing developments. Plan led development will help to stop this. • Support the vision in general but the strategic priorities and subsequent policies do not follow, important that Key Service centres in the north of the Borough should meet their own and future housing needs to support the economy of the area. • 'new employment and housing development will have been developed to meet the needs in locations that reduce the need to travel' – support this statement as it is essential to develop houses where local employment will support such development. • Transition Wilmslow support paragraph 3 of the Vision Statement which expresses a clear spatial development strategy where new development will have been directed to the Principal Towns of Crewe and Macclesfield to support regeneration priorities and to the Key Service Centres of the Borough which provide a good range of services and facilities. • Propose the designation of Crewe as a 21st Century New Town. • Object to the new village at Handforth as it is not sustainable • Support approach to Green Infrastructure but wish to see delivery fully reflected in Infrastructure Delivery Plan • The Home Builders Federation generally supports the following sections of the vision, 'New employment and housing development will have been developed to meet local needs...' Plan paragraph 5.3 'The top priority for Cheshire East Council is to increase the Borough's economic prosperity in a way that is cohesive and sustainable. The Core Strategy is therefore vital in driving and supporting the development of jobs in the Borough and the infrastructure and housing that is needed to support that employment' • English Heritage welcome the recognition of the role the historic environment plays in attracting inward investment and the value of its market town and villages including heritage assets to those who live there. The Spatial Portrait should ensure that this has been properly identified and assessed. • The Law Trust is generally supportive of the vision, and support the identification of Macclesfield as a Principal Town. • Object to the Green Belt protection and consider the vision should be amended to clarify that the release of some Green Belt land is necessary. • Sandbach Town Council support the vision outlined of jobs led growth in particular; to ensure jobs-led growth with a range of jobs in the M6 corridor; to preserve the green gaps between towns and between communities within Sandbach; to preserve and enhance the wildlife corridor; and that all

developments should be sustainable;

- The RSPB supports the principles within the vision with respects to maximising and enhancing the natural features, that are most valued across the Borough; 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; and protection of the areas of landscape value and sites of nature conservation importance from development through environmental designations.
- Seddon Homes supports the Vision in so far as it relates to the need to deliver new employment and housing development in sustainable locations, with a focus on the Principal Towns and Key Service Centres (KSCs) where there is good access to a range of services and facilities and the opportunity for a high proportion of people to travel by public transport, cycle or on foot.
- Cheshire Wildlife Trust support the statement that growth should not be at the expense of the attractive environment but the health and diversity of the environment is equally as important as its 'attractiveness'.
- HIMOR (Land) Ltd support the vision, and particular support the vision of an economically prosperous area, the recognition of the need for housing development to meet local needs, and that new development will have principally been directed to the Principal Towns and Key Service Centres.
- Goodman's support the spatial vision, in general terms for Cheshire East in particular the reference to creating 'new employment and housing development will have been developed to meet local needs in locations that reduce the need to travel. The infrastructure to support this growth will have been delivered in partnership'
- Goodman's consider that previous versions of the Vision have made specific reference to 'sustainable urban extension' and how they are intergral to the growth of Crewe as a Principal Town and as such reference should be made within the Vision to their positive regenerative role in helping to fund and deliver key infrastructure.
- Barclays fully support the 'Vision for Cheshire East in 2030' as an economically prosperous area and would like to register our importance as a key employer contributing to the diverse employment base, skilled labour force and high employment levels necessary to realise the vision.

Objection

- 4.6 - Poynton is not a 'large town' (KSC) like Congleton and Wilmslow which has a population of over 20,000
- The vision does not include sufficient consideration of the need for new residential development in CEC – including directing residential development to LSC and Other Settlements/Rural Areas
- The NPPF at paragraph 157 shows Government is keen that Local Plans be drawn up over an appropriate time scale, preferably 15 years – therefore given the Core Strategy will not be adopted until 2015 consider the Core Strategy should include a longer plan period
- Construction of the Congleton Link Road is not sustainable, improved public transport is required

- Proposed developments will increase the carbon footprint of CEC
- Para 4.4 should commit to development on brownfield site first
- NW Transport Round Table – committing to development on large areas of greenfields sites and new road networks does not equate to the Authorities desire to reduce carbon emissions
- Support statement but elements which relate to retaining outstanding environment are not carried out within the rest of the Core Strategy
- Need more emphasis on importance of market towns
- Vision needs to include improvements to Town Centres (such as Crewe) with better links to the railway
- The vision needs to ensure the protection of heritage assets, including SBI's and woodland areas, from engulfment in unsustainable development
- The vision should be amended to clearly articulate the link between allocating sufficient new land to meet the need for housing and other development, and the knock-on effects on the success of the local economy and regeneration. This is of particular importance for Crewe, which faces different challenges to the rest of the Borough.
- National Trust state that the approach to grow at a sensible pace with as low as practical environmental impact is not consistent with the NPPF and the approach to sustainable development, i.e. 'to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system' (para 8)
- Bourne Leisure Limited asserts that a number of policies are unsound, with regards to the Vision – emphasis should be given in the vision to the vital role of tourism in shaping the Borough.
- The vision makes no reference to an aspiration for well-designed new development, this is a significant omission.
- Northern Property Investment Company Limited are in general support of the vision, however consider the role which Congleton has to play should be firmly within the vision.
- The importance of new housing should not be down played,
- The plan must include a target for reducing CO2 over the plan period within the Borough – e.g. more reliable bus service and cycle lanes
- There should be a brownfield first approach to development within the plan
- The pursuit of sustainability means not to compromise the world of our children for the growth of our own. The vision should focus on exploiting the use of brownfield and protecting the Green Belt.
- Agree with the statements which recognise that the Borough has outstanding environments and include attractive open countryside, vibrant market towns and villages and many heritage assets, however these must be acted upon
- CPRE Cheshire broadly support the vision and supporting text however suggest some amendments.
- Development should be aimed in sustainable locations and to brownfield sites before any Greenfield sites are considered
- Barratt Homes support the vision, however object to the inclusion in the vision of a new 'sustainable village' to the north of the Borough. The Handforth East site is not adequately justified
- The vision should focus on primarily on the Quality of Life neither is the need

	<p>to conserve land for food production, and should not focus economic prosperity,</p> <ul style="list-style-type: none"> • The vision should include the need to reduce the need of unsustainable travel across existing and proposed development • English Heritage agree with the intention of of the vision but suggests amendments to the wording which should be changed to reflect a more positive approach to development that recognises the importance of both designated and non-designated heritage assets and their significance <p>Comment Only</p> <ul style="list-style-type: none"> • Transport system needs to be fully integrated • New housing should be located based on need not developer interest • Need to ensure heritage assets are protected, including good agricultural land, SBI's and woodland • Include 'visitors' under 4.2 • Fast telecommunications are essential – including broadband • Houses should be energy efficient and that cost effective renewable energy should be provided without the need for subsidy • No reference to well designed new development • Need to improve economic prosperity within Sandbach with additional jobs, community facilities, improved education and new employment • Object to the removal and safeguarding of green belt sites. • Support the identified need for a 'stronger economy and sufficient housing of the right type to meet future needs' and that 'new development is necessary' to accommodate the growth required. The vision should also identify that some level of development is required within the Local Service Centres. • More information is required regarding the 'new sustainable village' is it North Cheshire Growth Village or Handforth East.
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • Transport improvements should include integrated Rail/Bus/Road/Cycle network. • Need to ensure protection of heritage assets is included in vision • Suggested amendment 4.2 add in '& visitors from outside the area' • Include a reference to well designed new development • Make the vision more firm • Suggested amendment '..have been directed to the Principal Towns of Crewe and Macclesfield to support regeneration priorities, and to the Key Services Centres and Local Services Centres of the Borough' • Extend the Plan period beyond 2030 to ensure at least 15 years post adoption. • Remove Congleton Link Road from the Plan • Prioritise development on Brownfield sites • Include LSC's as growth areas in line with the market • Re-draft para 4.6 to exclude Poynton and other towns with population of lower than 20,000 from development, • Include provisions for regeneration of town centres • The reference to Crewe in the Vision is amended to more clearly link the

	<p>provision of sufficient Greenfield land for new development with meeting housing needs, generating jobs and investment in the town and achieving regeneration,</p> <ul style="list-style-type: none"> • National Trust suggests amended text to read ‘...it means growing sensible pace, with an integrated approach to sustainable development such that social and environmental (built and natural) benefits are achieved, including reduced waste...’ • Bourne Leisure suggest that the Vision should be revised to say, ‘...based on its landscape and heritage assets and historic market towns, and <i>building on the existing and growing value of tourism and the visitor economy</i>, the importance of the area as a visitor and tourism designation will have increased’. • Add reference within the vision on 4.6 to ‘well-designed’ • The vision should be to deliver a ‘mix of high quality market and affordable housing which meets the Borough’s full objectively assessed needs’ • Remove reference to new ‘sustainable village’ as it won’t be as it will act as a commuter settlement. • It is considered that this part of the vision could be enhanced by reference to meeting <i>full</i> local needs. This would ensure that the vision is more closely aligned with the NPPF. • Suggested change from the Cheshire Wildlife Trust supports the statement however would like to see better promotion of health and diversity of the environment as equal to ‘attractiveness’ • Goodman consider that the Vision should include the following, ‘ In the main, new development will have been directed to the Principal towns of Crewe and Macclesfield to support regeneration priorities. In Crewe, this will mainly have been achieved through Sustainable urban extensions which have been developed by providing an integrated approach to the growth on the towns population to rebalance new homes in accessible locations which are in close proximity to existing and proposed employment sites and a range of housing choices in an attractive and sustainable environment. These urban extensions will help to enable the delivery of key transport infrastructure (including the Crewe Green Link Road) and the provision of social and community infrastructure, which will have been an integral part of the new housing development.’ • The vision should acknowledge that some element of development will be required within the Local Service Centres (whilst maintaining a focus on the Principal Towns and Key Service Centres). • More information is required regarding the ‘new sustainable village’ is it North Cheshire Growth Village or Handforth East. • Include a challenging but realistic target for the reduction of CO2 in the borough • Growth figures should be reduced to 20,000 in line with ONS figures. • Remove ‘a sustainable new village..in the north of the Borough’ • Rephrase commitment to steering the location of new development to brownfield and sustainable locations • Quality of life is not mentioned in the supporting text, neither is need to conserve land for food production
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	<ul style="list-style-type: none"> • Para 4.4 should commit to placing as much development as possible on brownfield land. Policy itself does not commit to not significantly diminishing productive countryside • Reducing the need to travel should be generic commitment not just apply to new development • Paragraph 7 of the vision should be amended to read: 'Our many areas of landscape value, sites of nature conservation importance, characteristic waterways and heritage assets will have been conserved and enhanced through positive development that recognises the importance of both designated and non-designated assets including greenbelt and safeguarding them for future generations'.
Council assessment of relevant issues	<p>The Vision section of the Local Plan is the Council's opportunity to explain the aims of the Council and how we can achieve this vision within the plan period. The Vision for Cheshire East 2030 sets out how the Council expects Cheshire East to look by 2030.</p> <p>Whilst some of the proposed changes noted above to the vision are accepted and agreed it is considered that the focus of some of the suggestions is too specific and it is considered that the vision, as written, is succinct and includes reference to the important aspects of an economically prosperous, healthy and sustainable Borough for the future.</p> <p>Each allocated strategic site and location, including the need for safeguarded land has been considered and assessed to be the most appropriate site for development in each area. This is fully justified for each specific site/location on their relevant consultation point/policy. The Local Plan Strategy has been designed to meet the need for Cheshire East up to 2030 and beyond, as required in the NPPF. This has included Strategic sites being allocated as 'safeguarded land' to ensure that greenbelt boundaries do not need re-assessing before the end of the plan period.</p>
Recommendation	Addition of 'well designed' inserted into paragraph 4.6 and within the vision statement. No other material alterations proposed.

Consultation Point	Chapter 5: The Case for Growth (Now Chapter 4)
Representations received	Total: 60 (Support: 12 / Object: 31 / Comment Only: 17)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • It is essential to attract inward investment, provide more employment and retain young and qualified people; agree it is necessary to increase the amount of disposable income. • It is agreed that Cheshire East is at the heart of the largest single economic area outside of the capital sitting in a strategic position between the conurbations of Manchester, the Potteries and Liverpool City Regions, North Staffordshire and North Wales. Its connectivity is second to none and will be improved further with HS2 and airport links. • Cheshire East needs to provide sufficient housing, commercial or employment opportunities and economic growth. There needs to be more sustainable growth and an adequate supply of a range of housing plays a fundamental role in building a successful economy. • Housing development also makes an important contribution to local economy in its own right. • Support the priority afforded to increasing prosperity through sustainable economic growth (paragraph 5.3); and the acknowledgement (in the box on page 27) of the benefits of achieving growth. • Support the acknowledgement of how well the Cheshire East economy is performing (paragraphs 5.6 – 5.8). • The Case for Growth as expressed in Section 5 is appropriate and welcomed. This sets out the priorities for the Council, and confirms the benefits of planning for growth. This is wholly consistent with NPPF and wider Government direction. • The Draft Core Strategy notes at paragraph 5.8 that if Cheshire East Council does not provide sufficient housing, commercial and employment opportunities supporting economic growth will be constrained. • Clear link between housing availability of the right type in the right location and economic growth; this suggests that if sufficient housing is not provided, economic growth will be constrained. • Agree with 5.16 - the attractive environment of the Borough is key to its economic success <p>Objection</p> <ul style="list-style-type: none"> • Limited support and recognition for the economic development and sustainability of the rural and agricultural back bone of the county • Priority should be given to infill and regeneration of old housing stock • No solid commitment to build the number of affordable homes needed. • The housing and population forecasts are unrealistic. An average figure of only 1.5 people for every new house built seems very low and does not reflect the type of properties developers are building and will build in the future • Gross Domestic Product does not measure the overall standard of living or well-being of a country

- 5.1 This quote, dating from March 2011, is now obsolete – the UK has one of the best economic performances in Western Europe. The quote also contains no policy options so is irrelevant to the Local Plan.
- 5.7/5.8 Where is your evidence that availability of housing is a key factor when a business decides to relocate? More important are infrastructure transport communications
- 5.9 This confirms that a motivation for allowing building is to increase the total income Cheshire East receives from the Council Tax.
- 5.10 This is based on a flawed survey with a very low (5 per cent) response rate and consultations with housing associations, builders and estate agents – all of which have a vested interest in house building.
- 5.11 If the proposed strategy of building houses brought prosperity, then Spain and the Republic of Ireland would be very wealthy countries.
- 5.11 Have we still not learnt that housing development does not produce sustainable growth?
- There is an assumption in par. 5.11 that more housing development “generates increased retail expenditure in the local economy” because this has historically been the case. However, the connection is no longer so direct and can no longer be assumed with the rise of Internet shopping and home deliveries. People now buy from the cheapest provider they can source on the Internet and this may not even be a UK business. Even food shopping may be picked up some distance away and/or be delivered directly by supermarket chains or by post from more distant suppliers.
- Most of the materials used to build houses are imported into the UK.
- 5.17 This is a total misrepresentation of past development policies. Cheshire East’s predecessor authorities allowed massive development between the 1950’s and 1980’s in Poynton, Macclesfield, Wilmslow and other towns in north Cheshire. The population of Poynton was tripled over this period.
- This section makes clear that the strategy is underpinned by “the conventional model of economic growth” (para 5.18). This is not the same as a model for sustainable development, which, as noted in para 5.19, is “the best preparation for a future whose defining characteristic is uncertainty.” The strategy’s unrelenting focus on growth and proposed targets for housing and employment land are certainly ambitious, but are not realistic, and do not reflect the views of the communities of Cheshire East. They therefore fail to meet the requirements of the NPPF and the basic tenets of sustainable development.
- Remove references to High Growth City which focuses on linking Crewe and Macclesfield.
- Remove all references to changing the status of sites currently designated Green Belt.
- The case for growth needs to be tempered by a proper regard to other considerations such as the need to protect the Countryside for its own sake, to preserve long standing Green Belt and the purposes of including land within it.
- The growth argument is not proven and is an aspiration, and does not provide an exceptional circumstance. I reject the idea that Macclesfield needs to maintain its role and status.
- Once again economic growth is confused with improved quality of life.

Moreover, growth based on house building is growth based on debt whether private for market housing or the public purse for affordable/subsidised housing

- The policy is based on a flawed economic model dependent on debt.
- An ageing population can best be accommodated by ensuring that they can remain in employment as long as possible. The plan does not address this issue.
- There are no less than three versions of a 'High Growth City' concept. The full case for such extravagant and extraordinary plans has not been made and neither has the business case for many of the roads. Nor have environmental impact assessments or wider economic impact assessments been carried out for these far reaching plans. Immediately beneath the case for growth, the supporting text appears to endorse the Strategic Economic Plan (SEP) produced by the Cheshire and Warrington Local Enterprise Partnership (LEP). But the way it paraphrases the LEP's aspirations does not concur with what is actually in the SEP and neither does it concur with the description of the 'High Growth City' that is explained in the 'Enterprise & Growth' section of the Pre-Submission Strategy. In paragraph 5.4 of the Pre Submission Strategy, under the 'Case for Growth' section, there is a description of a "High Growth City focusing on linking Crewe and Macclesfield by way of Congleton, creating a 'corridor of opportunity'". In the SEP itself, an illustration of the High Growth city shows it encompassing the wider areas of Crewe, Nantwich, Alsager, Congleton, Sandbach, Middlewich and Holmes Chapel in Cheshire East and extending across into Cheshire West & Chester (CW&C) to cover the wider areas around Northwich and Winsford. However, in the 'Enterprise & Growth' section of the Pre-Submission Strategy, the 'High Growth City' is focused on Crewe and the M6. Which is it? All that is apparent is that a key part of these expansionist aims appears to be the plans to build a series of new strategic roads through the Borough, many of which would connect up.
- This section fails to address sustainable development in the manner required by NPPF paragraph 8, by explicitly prioritising and focusing on growth at the expense of the other dimensions of sustainable development
- The plan as it stands is for growth, not for sustainable development.
- There is nothing wrong or reprehensible in Cheshire East aspiring for a sensible level of growth that takes into account the current economic circumstances and environmental capacity. However, nothing is said about environmental capacity
- The long term philosophy appears to be heading towards a new strategic road system that bisects the northern and middle parts of the Borough
- New roads are permitted development in Green Belt but in order to accommodate both them and development which in many cases would facilitate their funding, the Green Belt (and the Green Gap) would be rolled back in several places.
- The High Growth City proposals should be better publicised and explained, to enable consideration of implications for communities in and around that corridor, Greater Manchester, Merseyside and Staffordshire.
- Add statement saying that carbon reduction and sustainability policies should influence choice of housing sites and houses should be built where jobs are to discourage more driving.

	<ul style="list-style-type: none"> English Heritage - The bulleted list which gives the reasons for growth, should include reference to the improvement built and natural environment as one of the benefits of growth. An additional bullet point should be inserted to read: "To provide improvements to the built and natural environment". 5.16 / 5.19 - Amend the text to read "In accordance with the NPPF the approach to achieving sustainable development will seek to ensure that social and environmental (built and natural) benefits are achieved alongside economic growth." Amend text to read: "New development will be necessary, but we will ensure that it secures the protection and enhancement of environmental assets." Additional bullet point should be added: "To promote a thriving rural economy and tourism industry" Object to the absence of sustainability as an integrated, over arching principle from the local plan. This better reflects the definition of Sustainable Development by the Government & in your glossary quoting the simultaneous achievement of all 4 aims of 'A better Quality of Life' Strategy. I wish to see included something along the lines of Stockport Council's Core Strategy 2011 'Overarching Principles: Sustainable Development – Addressing [Inequality &] Climate Change' suitably adapted to CE. They address the need to ensure that planning policy contributes to a sustainable development approach in the Borough, particularly with regards to low carbon. The Plan should recognise and explicitly support the economic role, social role, and environmental role of the planning system. Whilst the need for community facilities is acknowledged at paragraph 5.15 it should be identified clearly in the Case for Growth. Footnote 27 Source: The Plan for Growth, Department for Business Innovation and Skills, March 2011" It is our understanding that new figures were produced in 2013 from the same national sources which show an appreciable decrease on those collected in 2011. <p>Comment Only</p> <ul style="list-style-type: none"> The visitor economy is crucial to Cheshire East's identity and brand and to creating the conditions for sustainable growth
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Introduce to this section a recognition of the importance of the rural and agricultural economy to Cheshire East Remove paragraph 5.1 Remove references to High Growth City English Heritage - The bulleted list which gives the reasons for growth should include reference to the improvement built and natural environment as one of the benefits of growth. An additional bullet point should be inserted to read: "To provide improvements to the built and natural environment". Additional bullet point should be added to case for growth bullet points: "To promote a thriving rural economy and tourism industry"
Council assessment of relevant issues	<p>This chapter sets out a case for growth and is considered to clearly articulate the Council's rationale for the need for economic growth and the delivery of sustainable development in Cheshire East.</p> <p>Paragraph 5.16 clearly sets out the importance of sustainable development and the chapter is considered to be in general conformity with the objectives of the</p>

	<p>National Planning Policy Framework in providing economic growth in a sustainable way. It sets out the Council's position and reason for sustainable economic growth and references in the chapter to High Growth City are considered representative of other information sources including the Strategic Economic Plans being prepared by the Local Enterprise Partnership.</p> <p>Population forecasts included in the chapter were included in the Strategic Housing Market Assessment Update (2013) as part of the Council's published evidence base. Gross Value Added and Gross Domestic Product are considered appropriate indicator of economic performance.</p>
Recommendation	<ul style="list-style-type: none"> • Add two additional bullet points have been added to the Case for Growth headline list: "To provide improvements to the built and natural environment" and "To promote a thriving rural economy and tourism industry" • Paragraph 5.3 – replace "economic prosperity" with "economic and social wellbeing". • Paragraph 5.5 – reword section to read "The Cheshire & Warrington sub-region's economic output (Gross Value Added or GVA) is around £21.9bn and the area employs an estimated 444,100 people (as of 2012). Cheshire East already makes an impressive contribution to the sub-regional and regional economies: its GVA is around £9.2bn (2012 estimate), which equates to 7.0% of the North West region's economic output. As of 2012, an estimated 173,500 people were working in Cheshire East, as either employees or working proprietors." • Paragraph 5.5 – update final sentence to read "The overall ambition of the Core Strategy is to further strengthen the Borough's economy." • Paragraph 5.10 – update second sentence to read "Despite the recent recession, our analysis shows that the need for housing over the next twenty years is likely to outstrip supply unless we increase the amount of housing" • Paragraph 5.11 – update second sentence to read "It creates employment and skills development opportunities" • Paragraph 5.19– update third sentence to read "New development will be necessary, but environmental assets will be protected wherever possible." The last sentence referring to urban extensions and new villages could be removed. • Minor changes for readability to what is now para 5.16 beginning The Council's objective...

Consultation Point	Chapter 6: Strategic Priorities
Representations received	Total: 37 (Support: 22 / Object: 6 / Comment Only: 9)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • The Strategic Priorities are appropriate and supported. • Support that the economic benefits and employment opportunities created by closeness to the Airport and the potential advantages that improved transport connections to the Airport can bring to the Borough have been recognised. • Agree with the need to increase the provision of public transport because of an ageing population and encourage the reduction in car use. • The foundations for the Borough to take advantage of the emergence from recession are already generally in place and should be built upon by stressing the attributes of the Borough to accept business growth given the difficulties that have slowed this down since 2008. • Welcome the references to well-designed places and to the importance of green infrastructure. • Support the delivery of sustainable communities by providing for objectively assessed housing needs and ensuring that a substantial majority of new housing is provided in sustainable locations. <p>Objection</p> <ul style="list-style-type: none"> • The approach towards the Green Belt has little regard to the extent of existing designated areas and the presumption in the NPPF that established Green Belt should be altered only in exceptional circumstances. • The Plan has not examined the consequences of channelling development first toward areas that do not presently have Green Belt Status or by channelling a greater proportion of development towards Macclesfield. • CEC has reduced support for public transport. • Do not build on greenfield sites until brownfield and urban regeneration can provide no further development potential. • Improve public transport links rather than building roads to avoid congestion. • Consider the Potteries. • The Strategic Priorities are not applied equally and consistently across the Strategy. • Not enough emphasis on improving cycle networks. • The Council has not objectively assessed housing need. • There should be further correlation between the objectives as set out with particular reference to spatial linkages in terms of reducing carbon footprint and the co location of jobs and homes. <p>Comment Only</p> <ul style="list-style-type: none"> • To keep it local, employment must be local, if there are no/very limited jobs the working population will move to where they can earn. • Gorstyhill accords with the Strategic Priorities. • No commitment to achieving the objectives on growth and transport.

	<ul style="list-style-type: none"> • Whilst new, housing led development will in itself create jobs, there is no evidence whatsoever that further jobs and employment opportunities will follow. • Cheshire East should capitalise on its unique position as a communications centre. • Visible infrastructure improvements must be in place before prospective employers can be expected to locate to East Cheshire.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • In 6.3 add visitor economy as a key industry for Cheshire East. (CEC Visitor Economy) • In 6.4 (3) add in culture. (CEC Visitor Economy). • A core strategy of bringing employment into the area at all levels needs to be identified. • Positive detailed objectives for cycle path building. • Proactive policy for preserving/developing derelict buildings owned by absentee property companies. • The Strategic Priorities need to be reconsidered by placing greater emphasis on the importance of retaining existing Green Belt and by focussing a greater amount of development at the Principal Towns. • Remove reference to improvements to public transport. • Focus on urban regeneration & building on brownfield sites before greenfield. • Prioritise public transport over road building • Cease focussing on just the Manchester conurbation. • Review the strategy so that the Principles and Priorities underpin the proposals. • Improvements to the historic, built and natural environment should be included in the Strategic Priorities 1 and 2. (English Heritage) • Improving cycling networks as a strategic priority.
Council assessment of relevant issues	Issues are considered against each individual Strategic Priority in the following tables and elsewhere in the document where appropriate.
Recommendation	Add a reference to protecting and enhancing environmental quality of the built and natural environment.

Consultation Point	Strategic Priority 1: Promoting economic prosperity by creating conditions for business growth
Representations received	Total: 33 (Support: 11 / Object: 12 / Comment Only: 10)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Regeneration of Crewe Town Centre is essential, both for business and residential opportunities but business and residential areas should be kept separate • Support need to provide viable and flexible supply of quality employment land and premises and consider that site CS24 as the only employment site in Sandbach should be for employment only • Provision of new housing, retirement living/assisted living, school places, medical facilities and employment including retail and hotel in and around the town, providing opportunities for new and younger families whose increased levels of expenditure can benefit local shops and services, would greatly assist in achieving the second point of SP1 • Support reference to sustainable tourism • Support aspiration to be an "engine for growth" and promote a dynamic, prosperous economy. • Support emphasis in high quality design • Support this objective which is aligned to the case for growth <p>Objection</p> <ul style="list-style-type: none"> • Cheshire East has a 30 year supply of employment land so no need to take areas of Green Belt to create more; should commit to providing the correct amount of employment land, because over-allocation can lead to blight and failure to use the limited land resource as efficiently and effectively as possible. • Should commit to enhance retail offer primarily through increases in quality, not quantity, to reflect shifts in retail trends • In bullet 5, the emphasis should be on sustainable connectivity / accessibility rather than simply on connectivity • Should include reference to strategic highway improvements to the A500 and A51 corridors – need a clear strategy for this • Strategy should recognise that as economic prosperity increases as a result of investment, the need for affordable housing can be reduced • Disagree with HS2 • Crewe and Macclesfield should be the priority locations for new employment land and premises with Key Service Centres and Local Service Centres being appropriate for smaller scale employment growth • Needs to be more focus on increasing employment than on increasing housing • Supporting infrastructure needs to be in place in order to attract inward investment and creating jobs. • Having a flexible supply of employment land treats land as though it is an

	<p>endless resource.</p> <ul style="list-style-type: none"> • Query as to whether CE is still in the Manchester City Region as bullet 5 implies that it's not. • The Draft Plan does not adequately reflect the Priority in particular relation to the housing requirement, and supply to meet that requirement, both of which are deemed to be substantially understated. <p>Comment Only</p> <ul style="list-style-type: none"> • Crewe Town Centre redevelopment scheme is desperately needed to ensure its continue viability; retail park draws trade away from town centre • it is necessary to improve the economy in the rural areas by supporting the development of rural enterprises, diversification of the rural economy, improve broadband connectivity and the continued importance of farming and agriculture • Conditions for business growth can only be created with the provision of sufficient new housing to meet the real needs of the locality of population growth and housing needs of prospective employees; the economic role of housing should be referenced • It is important that the objective to improve the economy in rural areas can be measured through the performance indicators • The provision of housing in and around Macclesfield town centre, providing opportunities for new and younger families whose increased levels of expenditure can benefit shops and services would greatly assist in the regeneration of the town • Concern that the plan does not adequately reflect the strategic economic and housing objectives
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • Refer to new housing as one of the vital ingredients that business needs if it is to attract the right personnel, or be attracted to set up business in the area in the first instance • Add a ninth point to the list "Providing a viable and flexible supply of quality housing sites to ensure that an adequate supply of new homes is delivered to meet demographic changes and to ensure that future employers have a skilled, local workforce who can support their growth. This will include ensuring that enough new homes are delivered in each of the Borough's settlements to economically support their centres and protect and enhance their vibrancy and vitality in the longer term" • Prioritise Crewe town centre regeneration • Add to point 7 at the end of the sentence "but with the golden rule of always ensuring that there is sufficient onsite parking in any type of development." • Add the point 1 at the end of the sentence "Employment opportunities should be directed towards to the Principal Towns, Key Service Centres and Local Service Centres as the most sustainable locations for growth within the Borough" • Remove reference to HS2 • Place point 2 before point 1 and include wording for integrated, mixed-use development first, keeping especially jobs and shops close to town centres and homes, and not creating 'business or retail parks' instead of places and streets.

	<ul style="list-style-type: none"> • Include reference to materials in point 8. • Add to bullet 1 'within close proximity of housing to enable people to live and work in close proximity' between 'strategic sites' and 'to attract'.
Council assessment of relevant issues	<p>The Strategic Priorities have been written to help frame the policies set out in the Local Plan Strategy document. As such, much of the detail referred to in the consultation responses is more appropriately directed to the policies that follow the strategic priorities.</p> <p>The need for new housing to facilitate economic growth is acknowledged and this is covered in Strategic Priority 2: Creating sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided. Point 1 of Strategic Priority 2 refers to "Providing for the objectively assessed housing needs for the Borough to support economic growth and to meet housing needs". It is not considered necessary to repeat this acknowledgement that housing is important to facilitate economic growth.</p>
Recommendation	No material change proposed.

Consultation Point	Strategic Priority 2: Creating sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided
Representations received	Total: 59 (Support: 24 / Object: 21 / Comment Only: 14)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support the aims of the Priority. • Support the requirement for a mix of house types and tenures to meet the Borough's objectively assessed needs. • Support the need to ensure that a substantial majority of new housing is provided in sustainable locations. • Support the plan's aspirations for sustainability. • Support the recognition of the link between planning and health. • Support giving priority to walking, cycling and public transport. • Yeowood Garden Village will help deliver this strategic priority. • Support the link between housing and achieving economic growth. • Key Service Centres should rightly be included as predetermined sustainable locations for the delivery of new housing. • Sustainable urban extensions should be supported in principle even where this would result in minor amendments to Green Belt boundaries. • Support the spatial dimension of the policy. • Support bullets 4 and 5. <p>Objection</p> <ul style="list-style-type: none"> • Fails to make any reference to new housing growth in the LSCs. • Gone against previous planning guidance by downgrading Macclesfield in terms of new housing. • To meet global housing number requirements, towns in the south and centre of the Borough have had their ration of housing increased by a disproportionate amount. • The government has predicted that numbers of cyclists will reduce in years to come and they will be reducing funding for cycle paths etc. • The focus on the Principal Towns and Key Service Centres misses the opportunity to enhance villages where additional investment, infrastructure and vibrant communities may develop with sustainable growth. • Recreational space is over capacity. • Sustainable housing will not be achieved in CS10 and CS32. • Priority is not given to walking, cycling and public transport in the plan. • Create cycling provision and safe roads throughout Cheshire East as a mode of transport linked to a fully developed public transport network. • Development should be focused on brownfield sites. • Town centre regeneration strategies should properly consider housing need.

- This Priority will not be delivered because the draft Local Plan does not provide for the objectively assessed housing needs of the Borough.
- The Draft Core Strategy does not make the most of all forms of sustainable settlements and locations as identified in other parts of the Draft Core Strategy and its evidence base.
- High quality green infrastructure cannot be created in a way that replaces mature countryside.
- Different housing needs to be quantified and developments allowed only to meet these.
- Plan town centre housing for the elderly to give access to facilities & community.
- Macclesfield town centre infrastructure does not support scale of housing plans - not 'sustainable'.
- The Plan refers to the importance of the unique identity and character of the market towns and villages. Therefore, it is important that new development reflects its context. (English Heritage).
- Housing needs should be met through the development of suitable locations at existing settlements.
- Poynton and Handforth have significant potential to accommodate a more significant scale of development.
- The requirements for new development should also ensure that local distinctive character is recognised, respected and reinforced (National Trust).
- Insufficient growth is being planned for in Knutsford and Wilmslow.
- The Priority does not commit to locating a given, significant percentage of housing on previously developed land.
- Query as to what is a substantial majority.
- Query as to what is regarded as sustainable.
- The Draft Plan does not adequately reflect the Priority in particular relation to the housing requirement, and supply to meet that requirement, both of which are deemed to be substantially understated.

Comment Only

- Cycling is only of marginal benefit in satisfying travel needs for work and domestic purposes.
- Great cycling provision is key.
- Providing the legal minimum of green space needed on developments does not give the high levels of benefits that open countryside gives in terms of health and wellbeing.
- Building on greenspace and vehicle emissions will increase levels of CO₂.
- Affordable housing should be in affordable locations and not in unaffordable and unsupported green space.
- Concern over whether developers will provide recreational and cultural facilities.
- Concern over the lack of facilities in Middlewich and that this will be emphasised by new development.
- The Priority does not mention rural housing.
- An appropriate level of housing development should also be brought forward in the Local Service Centres to meet local demand and increase affordability.
- The Priority is about sustainable communities but makes no reference to

	<p>community.</p> <ul style="list-style-type: none"> • Reference should be made to housing growth in LSCs as spatial distribution proposes delivery of at least 2,500 new dwellings in LSCs. • The diversity of need for housing to meet different elements of the local community, such as bungalows for elderly people, indicates that a blanket high-density approach will not always be appropriate. • There is an imbalance in the strategic priority which seeks to meet the majority of the needs of the Borough in the south and insufficiently in the north. • Recognised that slavish preservation of the green belt in all areas will inhibit the growth of regional centres and in particular threatens the growth of Macclesfield.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Clarify what is meant by infrastructure providers. • Commit to being proactive in providing quality of life infrastructure in all high density housing areas. • Clarify as to how rural housing fits into this Priority. • Acknowledge that an appropriate level of housing development should also be brought forward in the Local Service Centres. • Add “, community” after the cultural, in point 2. • Amend to make explicit reference to Local Service Centres under Part 1(i). • Include reference to the need for residential development to be built at an appropriate density, relating to its function. • State the number of affordable homes needed. • State the strategy for delivering affordable homes. • Include in the Priority opportunities for growth in villages where sustainability may be achieved by the right investment. • Add statement to say Green Belt will be last to be built on, with brownfield sites first. • Add a commitment to active effort to establish rich natural environments in new green infrastructure. • Add statement to say housing needs to be quantified and speculative developments that do not meet needs will not be allowed. • Add statement to say more housing for the elderly will be built in town centres. • Specific reference should be made to the provision of retirement and assisted living with housing in para 1. • Bullet 5 should be amended to read: “Ensuring that all new development is well designed, has regard to local character and context and is sustainable and energy efficient” (English Heritage). • Part (1) should make reference to meeting the “full” objectively assessed housing needs of the Borough during the plan period. • Paragraph 1 should be amended to “Providing at a minimum for the objectively assessed housing needs”. • Amend to read: “5. Ensuring that all new development is well designed, respects and reinforces local distinctiveness, is sustainable and energy efficient.” (National Trust). • Insert places of worship at paragraph 3 line 3 after transport. • Bullet 5 should be strengthened to give guidance on the levels of quality and energy efficiency we are aspiring to and the levels that are unacceptable. • Reference should be made to the quality of new housing, and the role this can

	<p>play in boosting the economy, meeting housing needs and achieving regeneration.</p> <ul style="list-style-type: none"> • Add to bullet 1i 'in close proximity to employment' after 'Centres'.
Council assessment of relevant issues	<p>The Strategic Priorities have been written to help frame the policies set out in the Local Plan Strategy document. Strategic Priority 2 reflects the Government's aim of achieving sustainable development through the planning process. Many of the queries raised are covered by the more detailed information and policies in later chapters of the Core Strategy especially chapter 8 "Planning for Growth" and Chapter 9 "Planning for Sustainable Development". Chapter 13 "Sustainable Environment" covers green infrastructure, heritage and the efficient use of land. Affordable housing is dealt with in Chapter 12 "Stronger Communities".</p>
Recommendation	Add the word "full" to objectively assessed housing needs

Consultation Point	Strategic Priority 3: Protecting and enhancing environmental quality
Representations received	Total: 33 (Support: 12 / Object: 10 / Comment Only: 11)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Agree that the distinctive characteristics of each town should be respected, maintained and advanced. • Support for the Priority's aspirations/intentions. • Support that the careful siting of new development is necessary to protect the identity and separateness of settlements. • We should be reducing the Borough's impact on climate change by having housing in walking distance of local facilities. • Yeowood Garden Village will help deliver this Strategic Priority. • Site CS 36: Upcast Lane, Wilmslow as Safeguarded Lane is fully in accordance with this Strategic Priority. • Support point 7. <p>Objection</p> <ul style="list-style-type: none"> • Do not see evidence of this priority being included in the plan. • Green Belt boundaries need to be maintained and not moved to support development. • No allowance made for biodiversity, landscape and agriculture. • No allowance to stop inappropriate upsizing of houses. • The allocation of large areas of open countryside to the north of Congleton for massive housing and employment development does not respect the character and distinctiveness of the parishes concerned or maintain their separate identities. • Strategy ignores national planning guidance on protecting Green Belt. • Given that an alteration to the Green Belt boundaries is both needed and proposed within the PSCS, there is no reason why this should not be reflected within SP3, whereby bullet 7 should be more positively phrased and amended. • Object to bullet 7 as it is not considered appropriate to establish boundaries based upon releasing Green Belt land that is not currently needed for development and where that land still fulfils a Green Belt function (National Trust). • Recognition needs to be made that, where there is a need for Green Belt release, only those areas that contribute least to the function of the Green Belt should be considered. • The importance of providing Safeguarded sites to ensure that development needs in the Borough can be met beyond this plan period without the need for a further review of the Green Belt, which is currently hinted at, should be more explicit. • Cannot see evidence of this policy in the proposals for sites CS24 and SL5 – neither of which are in easy walking distance of local facilities.

	<ul style="list-style-type: none"> • Bullet 3 vi. is far too broadly drafted. <p>Comment Only</p> <ul style="list-style-type: none"> • Query as to why the Priority is not common practice already. • Reducing the Green Belt should be a last resort. • Housing built on Green Belt should far excel typical sustainable standards- Code for Sustainable Homes level 6, BREEAM excellent, or carbon neutrality; affordable housing only needs Code level 3. • Planning permission should not be given to any more greenfield developments until those sites that currently have permission and are land banked are developed in line with the permission given. • Housing number allocations in service centres in the south of the Borough are excessive and will destroy the present unique character of the towns of Nantwich, Middlewich, Alsager and Sandbach. • The priorities are properly recognised and, whilst unpopular, a studied change to Green Belt boundaries to reflect development needs in sustainable locations must be a priority for the Core Strategy. • The SA indicates a negative impact on carbon emissions. • The allowing of development on Green Gap land is contrary to bullet 2. • Clone housing developments do not help preserve distinctive characteristics of each town. • Homes should be built near jobs. • Using Green Belt to separate towns and give easy access to countryside must remain a priority. • Need to prevent urban sprawl and build communities. • Population density is a growing problem and thus landfill sites will become scarce. • By locating additional housing in the Local Service Centres the objectives of strategic priority 3 would be directly met. • There needs to be a proper assessment and responsible response to genuinely meet the economic and housing needs of the Borough, which requires appropriate Green Belt release. • With the proposal to seriously alter Green Belt boundaries, point no. 7 might not be as sound as it initially appears
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • Development of Green Belt should have to achieve highest sustainability standards possible. • A core strategy that will not increase carbon dioxide emissions and impact negatively on the environment. • Define the term high quality green infrastructure. • Commit to active efforts to establish a rich natural environment. • Add a commitment to the principle of Green Belt in its role of separating towns and giving easy access to the countryside for those in towns. • Bullet 7 should be altered to read 'Maintaining Green Belt boundaries that are only altered in exceptional circumstances.' • Bullet 7 should be altered to read 'Reviewing Green Belt boundaries so that the development strategy and needs of the Borough can be met up to 2030 and beyond, including alterations to the Green Belt boundary where required.' • Bullet 7 should be altered to read 'Establishing Green Belt boundaries that take into account the need to promote sustainable patterns of development

	<p>within the plan period.</p> <ul style="list-style-type: none"> • Bullet 7 should be altered to read ‘Establishing clearly defined Green Belt boundaries that take into account the need for sustainable patterns of development and include ‘safeguarded land’ which can meet the longer-term development needs of the borough stretching well beyond the current plan period. All of this will be done in accordance with the requirements of National Policy.’ • Add additional sections on biodiversity, landscape and agriculture. • Brownfield development should be prioritised. • No safeguarding. • Add allowance for protecting inappropriate development in towns and villages. • A commitment to avoiding development on high quality/BMV agricultural land wherever possible, to reflect the NPPF. (CPRE Cheshire) • A commitment to respecting environmental capacity, both Borough-wide and with regard to specific localities. • Include ref to materials in SP 3 (1). • Bullet 3 vi. should read “avoiding developing land that is proven to be likely to materially suffer from the effects of climate change”. • Bullet 5 - Recognition must be given that alternative uses or redevelopment of non-designated heritage assets will be considered favourably and flexibly by the local planning authority where it would secure the occupation of important heritage assets or landmark buildings.
Council assessment of relevant issues	<p>The Strategic Priorities have been written to help frame the policies set out in the Local Plan Strategy document. Strategic Priority 3 reflects the Government’s aim to conserve and enhance the natural environment (Section 9 of the NPPF). Many of the queries raised are covered by the more detailed information and policies in later chapters of the Core Strategy especially chapter 13 “Sustainable Environment” and the green belt and safeguarded land and open countryside policies and sections in Chapter 8 “Planning for Growth”.</p>
Recommendation	<p>Change Point 7 - has been amended to include a reference to safeguarded land.</p>

Consultation point	Strategic Priority 4: Reducing the need to travel, managing car use and promoting more sustainable modes of transport and improving the road network.
Representations received	Total: 36 (Support: 18 / Object: 11 / Comment Only: 7)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Agree that new houses should be built close to or easily accessible to places of work. • Support sustainable modes of transport. • Support the intention to reduce the need to travel, to improve public transport, and to ensure Crewe station remains as a national rail hub, as part of development. • There is a need for new homes across the whole of Cheshire East and not just within the major towns. • Yeowood Garden Village will help to support the intention to reduce the need to travel and to improve public transport. • This approach is welcomed and is considered to appropriately reflect national guidance as set out in the NPPF (National Trust). • The priorities are welcomed. <p>Objection</p> <ul style="list-style-type: none"> • Public transport is rubbish, if everyone were to use it, the trains would be 10 miles long. • CEC engineer junctions to cause congestion so they have an excuse for a new link road in Macclesfield. • The Handforth East development does not comply with this principle. • To the north of Congleton is about the worst possible location for accessing Congleton railway station and bus transport is poorly utilised already, owing to it being ineffective. • Support the comments on sustainable modes of transport but see no development of rail and cycle and footpath networks to assist this. • CS10 and CS32 are located a significant distance from the railway station in Macclesfield. • The car is not a sustainable mode of transport. • Homes should be built, and planned for, where people want to live as opposed to where CEC might want to see sites allocated or developed. • Bullets 1 and 2 are not delivered in the plans in the Core Strategy. • The proposals for SL5 are at odds with the policy at SP4. • CS24 is alongside Old Mill Road A534, which is not a pleasant road to cycle on, yet there is not mention on cycling in the plans for site CS24. • CS10 and CS32, which are located a significant distance from the railway station in Macclesfield, go against the Priority. • Too much emphasis on road than rail.

	<p>Comment Only</p> <ul style="list-style-type: none"> • Every employment site (existing or new needs to be served by buses that get people to and from work on time. • Planning without sufficient onsite parking is a nightmare for residential developments not only onsite but for surrounding streets. • Thousands of jobs lost in Sandbach and still awaiting some to arrive, so mainly out-commuting. • Capricorn close to M6 thus ease of access to north and south. • Little that can be done to increase the capability of Middlewich Road or Crewe Road in Sandbach. • By locating additional housing in the local service centres the objectives of strategic priority 4 would be directly met. • To enable lower paid workers to live closer to places of work located in areas of high house prices, more affordable housing needs to be built. • If an extensive cycle network is developed, its effect will be marginal. • Cycling lanes are not going to solve the severe transport problems found in Crewe and Congleton. • Only additional roads infrastructure will enable any strategy for growth to succeed. • Cycle ways should always be separate from and as distant to highways as possible. • All strategic sites should show how they will be accessible to walking and cycling. • No evidence of this Priority being prioritised, for example no development of rail and cycle and footpath networks. • The imbalance in Spatial Distribution and emphasis on a new sustainable village in the north will not achieve this Priority. • Need to reflect this priority in the choice of sites to be allocated. • Points number 5 and 8 appear to repeat each other. • In a mature economy, there is no automatic connection between building transport infrastructure and economic benefit
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • Add to bullet 2 'However, it is important to recognise the importance of providing sufficient onsite parking in any housing development to avoid infringing pedestrian and road safety to avoid street clutter and pavement parking.' • Achieving a high quality public realm should be emphasised either within action 2 or by creating a separate action. (CEC Heritage and Design). • A development strategy that reduces car use not merely managing car use. • The strategic priority should confirm that where homes should be built should also reflect where people want to live as opposed to where CEC might want to see sites allocated and developed. • Requires stronger focus on improving sustainable transport and reducing the need to travel. (CPRE Cheshire) • Clarify that 'improving the road network' refers to making best use of existing infrastructure: maximising the functional performance of the existing highway network for all road users, improving road safety, reducing traffic growth and maintaining a high quality environment'. (CPRE Cheshire)

	<ul style="list-style-type: none"> • Recognise that the proposed road-building programme fundamentally conflicts with the aspirations set out here, and a re-focusing on the principles of sustainable development and sustainable transport in particular. (CPRE Cheshire) • Rail and public transport should be mentioned in the title. • Bullets 6 and 7 should include reference to local and new stations as well as Crewe, and to freight as well as passenger travel. • Bullet 5 and 8 appear to repeat each other – could improve with a comment to the effect that new transport infrastructure will only be provided where a case is made for it.
Council assessment of relevant issues	The Strategic Priorities have been written to help frame the policies set out in the Local Plan Strategy document. Strategic Priority 4 reflects the Government's aim to promote sustainable transport (Section 4 of the NPPF). Many of the queries raised are covered by the more detailed information and policies in later chapters of the Core Strategy especially Chapter 14 "Connectivity" (Policy CO1 covers sustainable travel and transport) and Chapter 9 "Sustainable Development".
Recommendation	No material change recommended.

Consultation Point	Chapter 7 and Policy MP1: Presumption in Favour of Sustainable Development
Representations received	Total: 64 (Support: 29 / Object: 24 / Comment Only: 11) Chapter 7: 16 (Support: 5 / Object: 8 / Comment Only: 3) MP1: 48 (Support: 24 / Object: 16 / Comment Only: 8)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Reflects NPPF policy as required; aligns with positive pro-growth emphasis of NPPF. Policy has adopted the 'model policy' published by the Planning Inspectorate intended for use by Local Planning Authorities. <p>Objection</p> <ul style="list-style-type: none"> Restatement of national policy without any local context means the policy is against NPPF guidance and localism; local interpretation of sustainable development should be based on the principles of Smart Growth Policy should state explicitly that proposals that conflict with sustainability principles or Local Plan policies will be refused. Policy should commit to give appropriate weight to Neighbourhood Plans and Supplementary Planning Documents. This policy is a 'free for all' for developers; policy is a developers' charter; policy for urban sprawl Sustainable development does not mean building on Green Belt; policy should prevent development on greenfield sites and refer to the NPPF's brownfield first policy The NPPF's definition of 'sustainable development' is not consistent with the Brundtland Commission's definition. Policy should be extended to specifically support short-term delivery of housing. Sustainability should be more about quality of life and less about economic growth Policy needs to introduce phrasing that commits to upholding the quality of life, operating within environmental limits, protecting important open spaces, landscapes, air quality and tranquillity. <p>Comment Only</p> <ul style="list-style-type: none"> Three elements of sustainable development are economic, social and environmental. For development to be considered sustainable, all three need to be met. This should be enforced. Need to be more specific about what "sustainable development" is. Criteria for sustainability should be listed and defined on a scale from 'strong contribution' to 'unacceptable impact' – need to be able to measure sustainability of proposals Agree with policy but the Plan proposes unsustainable development

<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • Correct grammar in MP1(1) to remove split infinity 'to jointly find' • Remove references to "the Council" since policies should be applicable to all decision making bodies, not just Cheshire East Council. • The second part of the first paragraph describes a process and therefore has no place within a policy statement. It should be removed from the policy and, if considered necessary, placed as supporting text. • Point 1 should be changed to work proactively with residents (as well as applicants) to ensure that localism prevails. • Point 3 should be removed and the onus shifted to Cheshire East Council to ensure that the Local Plan is always up-to-date and formulated by proper due process • Quote the four aims from "Better Quality of Life, a Strategy for Sustainable Development in the UK" to help define sustainability. • Include a clear statement of support for the Green Belt, and the objectives of section 79 of the NPPF • Add statement to say greenfield sites should not be released until in-town brownfield land used up in order to minimise car use and improve town centre environments and prosperity • Para 7.1: change to read "... in a way that can be <u>is</u> in accordance with..." • Para 7.1 omits the third, social, element of sustainability and the fact that all elements are to be achieved concurrently. • Para 7.2: Replace "Development means growth . . . So sustainable development is about positive growth - making economic, environmental and social progress for this and future generations'." with "Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system" • Expand paragraph 7.2 to also reflect the NPPF guidance in Paragraph 8 which states: "These roles should not be taken in isolation, because they are mutually dependent
<p>Council assessment of relevant issues</p>	<p>The National Planning Policy Framework is clear that a golden thread running through the planning system is a presumption in favour of sustainable development. Paragraph 15 of the Framework requires that <i>"Policies in Local Plans should follow the approach of the presumption in favour of sustainable development so that it is clear that development which is sustainable can be approved without delay. All plans should be based upon and reflect the presumption in favour of sustainable development, with clear policies that will guide how the presumption should be applied locally"</i>.</p> <p>The Planning Inspectorate has produced model wording for a policy which is considered an appropriate way to meet the Framework requirement in respect of the presumption in favour of sustainable development. This model wording is included largely unchanged as Policy MP1.</p> <p>Further detail on sustainable development, including definitions and local context is provided in Policy SD1 'Sustainable Development in Cheshire East' and Policy SD2 'Sustainable Development Principles'.</p>

	The Framework does set out that the three dimensions to sustainable development (economic, social and environmental) are mutually dependent and should be sought jointly and simultaneously through the planning system. It would therefore be appropriate to clarify this in the policy introduction.
Recommendation	Add clarification to the policy introduction that the three dimensions to sustainable development (economic, social and environmental) are mutually dependent and should be sought jointly and simultaneously through the planning system otherwise no material changes to the policy.

Consultation Point	Chapter 8 and Policy PG1: Planning For Growth
Representations received	Total: 191 (Support: 11 / Object: 152 / Comment Only: 28) Chapter 8: 47 (Support: 2 / Object: 35 / Comment Only: 10) PG1: 144 (Support: 9 / Object: 117 / Comment Only: 18)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Good policy contradicted by plans to put houses everywhere and jobs in only three locations • We support the policy in that it is justified, effective, consistent with national policy and positively prepared. The policy accords with the tests of soundness • do not want to see this figure change • Support for the Overall Development Strategy (Policy PG1), including the housing figure of 27,000 for the period 2010-30. However, the distribution of where this level of growth should take place should recognise the large scale growth of the Crewe area, and to a lesser extent in Alsager, Congleton, Nantwich & Sandbach. Constraint in northern towns should continue. • Support the aspiration to increase the supply of housing and employment land. The quantum of housing proposed is insufficient to meet the housing growth requirement and should be increased. The Plan does not meet the full objectively assessed need for affordable housing. There needs to be a sufficient number of dwellings to meet the economic objectives. <p>Objection</p> <ul style="list-style-type: none"> • In its approach to Gorsty Hill site CEC have failed to comply with the legal requirements of the 2004 Act. • The consultation process has been unlawful due to pre-determination (reference to Leader's letter) • Focus should be on providing better public transport links into KSCs and LSCs • More investigation needed to establish the baseline provision and capacity of services in KSCs and LSCs • A net annual deficit of 1401 affordable dwellings over 5 year period – should be stressed this is a measure of imbalance of affordable need relative to supply and not a target • Arguments put forward to justify large scale Greenfield development are weak and unconvincing • Exceptional circumstances for Green Belt development do not exist • There is every indication that Wilmslow will deliver 400 houses on brownfield sites • In its current form the Development Strategy will not meet the Councils Visions and Strategic Priorities • Housing numbers too low, need to be significantly increased by some 33 - 50%. • Housing provision, taking into account longer term trends, needs to be in the range 1800-2000 dwellings per year, to avoid a catalogue of problems relating to affordability, affordable housing provision and failure to meet the needs of new household formation.

- Revise total housing requirement to a minimum of 36,000 new homes, plus a need for 4,000 dwellings for homeless households = 40,000 dwellings.
- The government reduced overall requirements from 27000 to 20000, and the council has chosen to ignore these changes.
- Housing figures should be 20,000. Insufficient allocation of Brownfield sites. 50% of Macclesfield's green belt will be destroyed.
- Policy PG1 is not positively prepared, justified or consistent with NPPF and is therefore ineffective and unsound.
- Overall targets for house building and employment land are significantly too high; they are undeliverable and the plan is therefore unsound.
- Increased focus on sustainable housing growth based on established centres and communities, rather than over reliance on new settlements. The HBF is supportive of the fact that the housing requirement is not viewed as a minimum and contains the words 'at least'. The overall housing requirement is not considered sufficiently aspirational as it is unlikely to meet the economic growth envisaged for the area and is not considered to meet the objectively assessed needs of the area.
- The case has not been made for the volume of employment land sought, the number of houses proposed or the amount of road building being promulgated and the prevailing economic circumstances mean that going for a high growth strategy is not a sustainable or logical option.
- In order to be found sound, Policy PG1 should be modified to provide for a substantially higher housing requirement which is supported by the Council's own evidence base.
- The evidence base, including the work on projections, the SHMA and SHLAA indicate that the Council should be planning for a higher housing requirement figure.
- Proposed Policy Modification: Policy PG1: Overall Development Strategy Housing provision increased to 32,000 new dwellings over the plan period to meet identified objectively assessed need
- Policy PG1 should be amended so as to refer to "at least 41,000" new homes between 2010 and 2030.

Comment Only

- The consultation process has been unlawful due to pre-determination
- Visions and Strategic Priorities of the PSCS and NPS would support development at Gorsty Hill yet site is NPS
- Lack of justification for exclusion of Gorsty Hill
- The accommodation of necessary growth in south east of Crewe requires allocation of Gorsty Hill as a preferred location
- Priority must be to develop brownfield sites
- PSCS has not been positively prepared to accommodate necessary growth
- Overstatement to make Crewe 'sought after'.
- Vision for KSCs should recognise that there is also a need to attract major retailers
- Plans propose more employment growth than population growth
- To reduce out-commuting, employment needs to be generated in areas other than the three locations of Crewe, Middlewich and Wardle
- There is a potential need for an additional 9,000 dwellings. The delivery rates

	<p>are optimistic, with over reliance on strategic sites that are also expected to deliver significant infrastructure.</p> <ul style="list-style-type: none"> • Policy PG1 (formerly CS1) continues to apply a restrictive interpretation to the types of land use for which new allocations are identified in order to support the growth of the local economy. • To meet the Council's 15,000 new jobs aspiration, there will be a requirement for 1,750 additional dwellings per annum over the Plan period. • Question the evidence for growth - do we really need so many houses? Assume the new houses will not be organised through housing associations helping people in real need. Why emphasis in growth at expense of environment? • Reduce figure to 20,000 new homes. • 27000 new houses not enough. 192% increase in house prices in 16 years; sixth least affordable area in NW. Interim 2011 forecasts based on 10 year timespan - no evidence to show that trend will continue beyond 2021. Data for 2011 projections produced during recession and does not account for previous policy restraint - long term trend will increase. Private sector studies indicate need for 36000. • Reconsider employment land requirement to at least 324 hectares and increase housing number to approximate to around 2000 per year
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • The accommodation of necessary growth in south east of Crewe requires allocation of Gorsty Hill as a preferred location • 8.18 – not just with 'policy requirements' but with 'previously achieved levels of completion' • Vision for Macclesfield to read: 'By 2030 Macclesfield will be...' • Provide baseline assessment of provision and need in LSCs and KSCs • A net annual deficit of 1401 affordable dwellings over 5 year period – should be stressed this is a measure of imbalance of affordable need relative to supply and not a target • More consideration to be given to long-term skilled and semi-skilled job generation when business sites are allocated and opening up of more employment land in parts of the Borough where out-commuting is high • Change required to make it sound: Increase the housing requirement to a minimum of 1,800 dwellings per annum for each year of the Plan period, thus 36,000 new homes as a minimum. Make clear that it will be necessary to make up the shortfall against this level in the years to date. • In order to be found sound, Policy PG1 should be modified to provide for a substantially higher housing requirement which is supported by the Council's own evidence base. • In order to be found sound, Policy PG1 should be modified to provide for a substantially higher housing requirement which is supported by the Council's own evidence base. • It is critical that the Council demonstrate a deliverable 5 year supply of housing land in order for development to be delivered in accordance with Policy PG6. • In order to be found sound, Policy PG1 should be modified to provide for a substantially higher housing requirement which is supported by the Council's own evidence base.

	<ul style="list-style-type: none"> • There is a potential need for an additional 9,000 dwellings. The delivery rates are optimistic, with over reliance on strategic sites that are also expected to deliver significant infrastructure. • Policy PG1 (formerly CS1) continues to apply a restrictive interpretation to the types of land use for which new allocations are identified in order to support the growth of the local economy. • To meet the Council's 15,000 new jobs aspiration, there will be a requirement for 1,750 additional dwellings per annum over the Plan period. • Reduce figure to 20,000 new homes. • 27000 new houses not enough. 192% increase in house prices in 16 years; sixth least affordable area in NW. Interim 2011 forecasts based on 10 year timespan - no evidence to show that trend will continue beyond 2021. Data for 2011 projections produced during recession and does not account for previous policy restraint - long term trend will increase. Private sector studies indicate need for 36000. • Reconsider employment land requirement to at least 324 hectares and increase housing number to approximate to around 2000 per year • The population forecast for the Macclesfield area is too high and therefore fewer new dwellings are required. • Increase the housing requirement to a minimum of 1,800 dwellings per annum for each year of the Plan period, thus 36,000 new homes as a minimum. Make clear that it will be necessary to make up the shortfall against this level in the years to date. • To meet future demand for homes and labour in CE, the housing requirement should be a minimum of 1,800 dwellings per annum, or at least 36,000 new homes in total up to 2030 as per the conclusions of the Barton Willmore Cheshire and Warrington Sub - Regional Housing Study. Provision will also need to be made to address current need for 4,000 additional homes, and shortfall since 2003, bringing the total requirement to in excess of 40,000 new homes. • Review of location of growth in North of the Borough Review of housing need to include statement on policies to limit and bring vacant stock into use or allow many older people their wish to stay in their own home. • Policy PG1 should be raised in order to be consistent with the residential allocations in the draft plan. 1,600dpa should be provided as an absolute minimum but 1,800 dpa better reflects requirements and need. • Request to accommodate some of High Peak Borough's objectively assessed needs for housing.
Council assessment of relevant issues	<p>The level of growth and development proposed is based on objectively assessed needs and recognition of balancing such growth against Green Belt constraint.</p> <p>An update to the Strategic Housing Market Assessment was undertaken in 2013 which predicts the housing need in the Borough and a background paper, 'Population Projections and Forecasts 2013' outlines a range of growth options.</p> <p>PG1 has been positively prepared to reflect the evidence base and provide a level of growth appropriate to the delivery of the objectively assessed needs of the</p>

	<p>Borough.</p> <p>The Planning for Growth section establishes the approach to growth across the borough including the approach to key services centres and local service centres. This is clearly set out in Table 8.3 'Indicative Distribution of Development'.</p> <p>The approach to brownfield development has been established in policy SD1 and the level of available brownfield land is addressed in a separate background paper 'Assessment of Additional Brownfield Potential for Housing Development' November 2013'</p> <p>Given the Green Belt is drawn tightly around the towns to the north of the borough there is a need to release land from the Green Belt to accommodate sustainable growth in these settlements. The rationale for releasing such Green Belt land is established in the Planning for Growth Chapter and supported by needs identified in the Employment Land Review 2012, the Strategic Housing Market Assessment Update 2013 and the Green Belt Review 2013.</p> <p>The consultation process has followed the approach established in the Statement of Community involvement and regulations established in The Town and Country Planning (Local Planning) (England) Regulations 2012.</p> <p>Given the overlapping nature of Housing Market Areas and proposed improvements to connectivity in the north of the Borough, it may be appropriate to assist with meeting some of the housing need arising in High Peak Borough.</p>
Recommendation	<ul style="list-style-type: none"> • Amend Policy PG 1 to add clarity to the policy and specify the phased delivery of objectively assessed needs; justification amended for clarity. • Amend Policy PG1 to include provision of up to 500 homes during the Plan period to assist with meeting the housing needs of High Peak Borough.

Consultation Point	Settlement Hierarchy and Policy PG2
Representations received	Total: 437 (Support: 53 / Object: 332 / Comment Only: 52)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Welcome key objective to increase employment activity at Crewe • Support identification of Crewe and Macclesfield as sites where most growth will take place • The settlement hierarchy is appropriate and based on sound evidence. <p>Objection</p> <ul style="list-style-type: none"> • There is an oversupply of employment land and land for business in and around Macclesfield • Macclesfield has 31,000 dwellings an additional 3500 will disproportionately increase this figure by 10% • Do not build at Albert Road in Bollington • Role of Shavington is inconsistent – no explanation why sites here should be included as part of Crewe's growth. • Allocation of sites at Shavington does not reflect 'modest growth' • Revise downward the housing allocations for LSCs • Improved version would refer to 'strictly limited growth' • The proposed vision puts too much emphasis on growth • Object to proposed narrowing of business premise delivery to meet only local needs • Goostrey is not viable as a LSC and should be re designated. Goostrey should be added to Other Settlements and Rural areas category • The Green Belt around Bollington should not be developed • More housing and development can be allocated in LSCs to assist CEC to meet their housing needs. • The strategy is now more restrictive, suggesting a cap of 2,000 dwellings to be delivered across the 124 defined settlements, as only affordable housing would be permitted under the Authority's strategy. As such the plan is unsound as it does not seek to meet Acton's development requirements. • Poynton should not be designated as a Key Local Centre. • Object to removal of the Sustainable Villages settlement hierarchy in Policy PG2 without which the Local Plan is Unsound as it is not Positively Prepared, Justified or Effective. The Policy fails to acknowledge greater sustainability of some villages, the role they play as current or potential local service centres to their rural area and their ability to help meet the local and borough needs. • Object to Rode Heath not being identified as a service centre, and suggest that it is identified as a Local Service Centre. • Objects to the failure of the Council to provide a robust evidence base which justifies the designation of each settlement, context of its role and the amount of housing to be distributed to each of the settlements. • Handforth East should be included in hierarchy.

	<p>Comment Only</p> <ul style="list-style-type: none"> • The role of Crewe in the settlement hierarchy underlines the importance of growth in locations that can have a sustainable relationship with Crewe • Plan should make a full assessment of history, character and urban form of Macclesfield and Crewe to identify what is important and how it can be used to contribute towards a sustainable future • A viable and imaginative regeneration scheme is needed for Crewe town centre • 'modest growth' is too ambiguous – objectively assessed needs should be determined by local community and elected representatives • LSCs should be graded according to their genuine needs and ability to absorb new housing • Clarity is needed on what 'small scale alterations to the Green Belt' means • LSCs can potentially positively contribute to delivery of sustainable development across CEC. • Holmes Chapel and Alderley Edge should be re-classified as Key Service Centres as they have all the services, stations and other communications links required for such a classification. • Small scale developments should be defined, large scale developments on green field land can not be supported by the facilities in Bunbury. • Congleton is the largest KSC, to receive same level of housing growth and higher employment growth than Macclesfield, a Principal Town, and more than any other KSC. Make it a Principal Town. • Nantwich should avoid further development • There is no need to put Green Belt land under pressure from housing in Bollington.
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • Allocate Gorsty Hill site to support the role of Crewe • No safeguarded land for Macclesfield at CS32 • No removal of Green belt at CS10 • Increased development of Brownfield sites • Reduce level of building in Macclesfield • No explanation of why sites in Shavington contribute to Crewe's growth • Remove Congleton Link Road from the Plan • Recognition of Poynton as a KSC is welcomed and should be expanded to include the need for alterations to the GB in certain locations and be consistent with the vision for LSCs. • Add in 'visitor economy' to Crewe Vision • Expand Crewe vision to refer to how new development will enable needs of whole community • Add in Macclesfield's aim to be a key visitor destination • No safeguarded land for Macclesfield • Make Congleton a Principal Town. • Vision for Macclesfield should include reference to delivery of new market and affordable homes • Change vision for KSCs so as not to preclude other types of business, amend wording to state 'growth will be strictly limited', amend to read 'where smaller independent traders and tourism initiatives will continue to thrive, existing valued environmental assets are protected and enhanced and where all

	<p>development will contribute to creating a strong sense of place'</p> <ul style="list-style-type: none"> • Add improved 'community spirit' and 'enhancing local distinctiveness' • Vision should not limit business premise delivery to 'local' needs • Clarity is needed on what 'small scale alterations to the Green Belt' means • Vision for LSCs to be amended to remove reference to 'small scale' and replace with 'Alterations to the GB boundaries which accord with the guidance set out in the NPPF(2012) will be sought' • Goostrey should be reclassified • Policy should be amended to provide for development of a scale which is commensurate with the scale of the existing settlement and its capacity. • Vision for LSCs should include reference to the unique historic environment of these settlements • LSC vision to read' some sustainable growth in housing and employment will have taken place to meet the objectively assessed needs • Reconsider wording on reducing the need to travel in reference to Other Settlements Vision • The vision for rural areas and other settlements should be revised and be less restrictive – remove the 2000 cap. • Include Handforth East in settlement hierarchy. • Holmes Chapel and Alderley Edge as Key Service Centres. They have been correctly categorised as Local Service Centres in the Local Plan Strategy.
<p>Council assessment of relevant issues</p>	<p>The settlement hierarchy is a development of the spatial portrait strategic priorities. The principle is that the bulk of new development should take place in Principal Towns and Key Service centres, where access to services is generally easier.</p> <p>Sustainable Villages in the settlement hierarchy. This category is not used in the Local Plan Strategy as by implication some villages would be classified as unsustainable, which is not the case. The vision states that the objective for other settlements is to see some small scale residential and employment development, to help to retain and sustain local services and reduce the need to travel.</p> <p>Level of development in Macclesfield. An Economic Masterplan for the town was adopted in 2010, with the key elements of redevelopment of the town centre and delivery of the South Macclesfield development area. The Local Plan Strategy complements the Masterplan.</p> <p>Housing allocation in Shavington as part of Crewe's growth. The housing allocation reflects an outline planning permission for up to 360 dwellings on the Shavington triangle site (CS6) and a current application for up to 275 dwellings at East Shavington (CS7). Both sites have been selected as opportunities to provide high quality sustainable residential development with associated developments and are well located in relation to the South Cheshire Growth Village.</p> <p>The village of Shavington is included in the area of search for the Green Belt, and the designation as a Local Service Centre will encourage small scale development but will enable the Council to carefully scrutinise future developments in the context of local needs and priorities. The saved Green Gap</p>

	<p>policies will apply until the review of Green belt is complete.</p> <p>Visitor references to vision for Crewe and Macclesfield. These are referred to in policy EG4, which confirms that proposals for tourist development of an appropriate scale will be supported within Principal Towns and Key Service Centres.</p> <p>Status of Congleton. Congleton is a distinctive historic town and has a particular issue of traffic congestion. The level of development in the town will bring high quality employment-led growth to support the town centre, ensure balanced and sustainable communities and deliver the Congleton Link Road.</p> <p>Nantwich is dealt with under the section relating to sites CS21, 22 and 23. The vitality and growth of this town is key to the prosperity of the Borough as a whole.</p> <p>Safeguarded Land is covered by policy PG4.</p> <p>The vision for Key Service Centres should restrict development. Policy PG2 is worded in a positive way as required by the NPPF.</p> <p>Vision for Local Service Centres. Sustainable development is a requirement under policies SD1 and SD2. The historic environment is covered by policy SE7.</p> <p>References to green belt alterations- this is set out in policy PG3. This issue will be developed further in the Site Allocations and Development Policies document.</p> <p>Classification of Goostrey. Amendments are proposed to reflect the fact that development needs will largely be met in Holmes Chapel.</p> <p>Handforth East. The justification for policy PG2 explains that Handforth East will become a Local Service Centre once it is built.</p> <p>Target/cap of 2000 dwellings for other settlements and rural areas. This has been retained as a figure (not a target or limit) under policy PG6 and is considered to be achievable by 2030.</p>
Recommendation	<p>Insert into justification: 'in the case of Goostrey which adjoins Holmes Chapel, a larger LSC it is expected that development needs will largely be provided in Holmes Chapel'.</p> <p>No other material changes to Local Plan Strategy.</p>

Consultation Point	Green Belt and Safeguarded Land and Policy PG3: Green Belt
Representations received	Total: 677 (Support: 255 / Object: 382 / Comment Only: 40) Green Belt and Safeguarded Land: 94 (Support: 12 / Object: 75 / Comment Only: 7) PG3: 583 (Support: 243 / Object: 307 / Comment Only: 33)
Relevant issues	Support <ul style="list-style-type: none"> • Review of Green Belt boundaries is overdue as tight restrictions have contributed to Macclesfield not being able to grow relative to its size • Agree that the requirements to allocate sufficient land for development to meet identified needs constitutes exceptional circumstances to justify alteration of the Green Belt boundary; there is not a sufficient supply of housing sites outside of the Green Belt to meet housing needs • Current Green Belt boundaries should not be used as a reason to preclude the delivery of the required levels of housing growth over the plan period • Historic policies have led to the very tight drawing of Green Belt boundaries around settlement in the north of the Borough which have endured in some places since 1961 and others since 1984. Settlements have grown during that time to be largely built up to the Green Belt boundary. Passage of time and changing circumstances mean there has to be an appraisal and changes to Green Belt boundaries • The general approach and methodology applied within the Assessment appears sound. That is, the basis for evaluating the existing Green Belt areas, by reference to the established purposes, and those purposes that are screened out due to their equal application to all areas, is considered reasonable and appropriate. • If the employment and housing needs of the Borough are to be met, there must be releases of land from the green belt. It is wholly unrealistic that the green belt, first drawn up in the 1960s, should remain sacrosanct. • Mineral extraction is not an inappropriate form of development with Green Belt. • There is a real need for small scale alterations to the Green Belt in Local Service Centres such as Alderley Edge • Significant local support for the designation of the new area of Green Belt • The green gap policy needs strengthening to maintain gaps between Crewe and Haslington, Haslington and Winterley, Winterley and Wheelock, Crewe and Nantwich and allow settlements to retain their individual character and distinctiveness • The proposed new Green Belt will help both Stoke-on-Trent and Newcastle-under-Lyme continue their planned regeneration programmes. • New Green Belt in Wistaston is necessary to prevent urban sprawl and protect existing landscapes • Inclusion of land around Acton in the new Green Belt cannot be justified in terms of the NPPF criteria

- The proposed area of search for a new Green Belt should be adopted with a natural extension from Barthomley, continuing through Wychwood (Site NPS 5: Gorsty Hill Golf Course) on the Cheshire/Staffordshire border then continue through Weston, Hough, Shavington to Nantwich then up through Wistaston and Williston
- Increased development in Crewe will mean that people need adjacent areas to use for recreation conducive to health and well-being
- New Green Belt is needed to preserve the identities of individual villages and prevent them merging into one large urban sprawl

Objection

- Exceptional circumstances for altering the Green Belt have not been demonstrated; strategy has not properly considered the extent of brownfield sites that can be used; consider converting empty offices and spaces over shops to residential instead; fill the 4500 empty homes in the county before using Green Belt; what alternatives to the use of Green Belt have been considered and why have they been rejected? The brownfield first policy should be utilised before amending Green Belt. If the required amount of housing cannot be accommodated then development should move into Manchester / Stockport to the north where brownfield sites are available or elsewhere outside the Green Belt
- Both Stockport and Stoke Councils have indicated that they may be able to accommodate part of Cheshire East's housing requirement and no Green Belt land should be released until these options have been fully explored
- Wrong that the boundary of the Green belt to south of Manchester should be reviewed on a piecemeal basis by district. Should prepare a joint review of the Green Belt
- There is scope for Airport City to include an element of housing development that could relieve pressure on the northern settlements of Cheshire East.
- Core planning principles in NPPF have been ignored regarding protection of Green Belts; amending Green Belt is inconsistent with national policy
- Redevelopment of derelict land in Cheshire and in Greater Manchester may be discouraged by widespread building in the Green Belt
- In his statement on 1 July 2013 Local Government Minister Brandon Lewis issued a written statement to Parliament which said 'Having considered recent planning decisions made by councils and the Planning Inspectorate, it has become apparent that the green belt is not always being given the sufficient protection that was the explicit policy intent of ministers. The Secretary of State wishes to make clear that ...he considers the single issue of unmet demand....is unlikely to outweigh harm to the green belt and other harm to constitute the 'very special circumstances' justifying inappropriate development in the green belt'. The Pre Submission Core Strategy fails to define exceptional circumstances other than unmet demand.
- Development proposed will not meet identified needs therefore further Green Belt releases are required; level of release, particularly around Wilmslow will not meet growth aspirations and it is necessary to identify further amendments to the Green Belt.
- Scale of Green Belt release is too high. The Council's aspiration for extremely high growth is not shared by local communities

- Plan is not flexible enough to ensure it delivers the proposed housing requirement, particularly if sites do not deliver or come forward at the rates anticipated. To ensure a deliverable 5 year housing land supply further Green Belt releases should be identified within the more viable market locations. SHLAA identifies sufficient sites for up to 49,645 dwellings therefore there is scope to meet the full identified need.
- Concerns of residents have been ignored; no evidence that results of previous consultations have been considered
- New Green Belt boundary should use 'physical features that are readily recognisable and likely to be permanent' as required by Paragraph 85 of the Framework. This is not, apparently, the case in all instances.
- Commercial development on Green Belt is unnecessary as there are already significant vacant premises
- Should be planning to meet the objectively assessed needs within the Green Belt towns
- Supporting text should clarify that new Motorway Service Areas need to be located in the Green Belt
- The fundamental purpose of the North Cheshire Green Belt in this area is to prevent urban sprawl from Manchester into Cheshire yet sites are chosen right on the boundary merging the two.
- Choice of sites for removal from the Green Belt seems to conflict with the purpose of the Green Belt and the conclusions of the background evidence documents; no clear evidence trail linking the sites proposed for release from the Green Belt with the Green Belt Assessment
- Core Strategy should identify the general locations of Green Belt changes in towns like Poynton; not appropriate to leave until Site Allocations
- The Core Strategy should identify the principle of Green Belt release around Rode Heath and the Sandbach Road site would be suitable
- Sites identified for Green Belt release around Macclesfield are not the most appropriate in terms of their contribution to Green Belt and infrastructure constraints. There will be a deficit of 1600 dwellings against the requirement in Macclesfield and further Green Belt releases are required
- Any erosion of Green Belt in the north of the Borough puts at risk the separation between Cheshire and the Greater Manchester conurbation
- The Green Belt Assessment screens out the purposes (1) to preserve the setting and special character of historic towns and (2) to assist in urban regeneration by encouraging the recycling of derelict and other urban land. These points have greater relevance in Macclesfield than other areas of Cheshire East
- As there is a separate draft policy on safeguarded land it would be less confusing if the proposed safeguarded sites were removed from draft policy PG3 and dealt with only under PG4
- The Green Belt Assessment was published in September 2013, some time after the sites were initially selected. Therefore, choices on site allocations were made prior to the evidence being in place
- Unclear why some sites have been selected for release from Green Belt that make significant and major contributions to its purposes when other sites that do not score as highly are left in the Green Belt

- The Green Belt Assessment involved no discussion with local residents which goes against Green Belt legislation and its methodology is weak: no justification for criteria by which land is divided; hierarchy forces LPA to see parcels labelled at the lowest level of contribution as expendable; justifications for assessment categories are confused; no recognition of importance of separating smaller communities; no recognition of Green Belt land within urban areas being vital to providing open space for recreation and relief from urban sprawl; no recognition of role of Green Belt in alleviating concentrations of urban housing particularly in former industrial areas.
- The Green Belt Assessment should categorise strategic parcel BLG13 as making a major contribution to the purposes of the Green Belt because it has protected wildlife, trees and vegetation, is an informal recreation area and a nature conservation area. The open spaces report shows that Bollington has only half the open space it should have. Bollington can not take any more development.
- The Green Belt Assessment should categorise Fanny's Croft (Strategic Parcels ALS14 and ALS15) as making only a limited contribution to the Green Belt and should be removed from the Green Belt
- The Green Belt Assessment overstates the contribution of Strategic Parcel MAC35 to the purposes of Green Belt and it is a more suitable Parcel for release than others proposed
- Disagree with Green Belt Assessment of parcels KNF06 and KNF07. Assessment should be consistent with the Barton Willmore Green Belt Review commissioned in support of the North West Knutsford Site
- The Green Belt Assessment is flawed as it fails to plan for flexibility. Section 4.3.3 refers to the amount of development required in each settlement but simply because a certain amount of development is required in a settlement does not define whether the land meets Green Belt purposes and should not dictate the amount of land to be released. Object to the failure of the Council to identify Heathfield Farm (NPS56 and NPS57) as suitable for release from the Green Belt
- Land at Booths Park Knutsford should be identified as a strategic site for growth
- Land opposite the Belfry Hotel, Handforth should be listed as land to be removed from the Green Belt.
- Land between Chelford Road and Whirley Road, Macclesfield should be removed from the Green Belt (NPS38)
- Site at Lyme Green Settlement should be excluded from Green Belt boundary
- 87% of Sutton Parish residents are in favour of retaining the Green Belt between Sutton / Lyme Green and Macclesfield
- Green Belt Assessment makes no consideration of landscape value
- Green Belt Assessment takes no account of constraints due to flooding
- The Green Belt Assessment also contradicts itself in terms of selecting parcels of land which are suitable for residential development by stating that "the review does not make recommendations on specific areas to include or exclude from the Green Belt" [§1.3] yet the plan then identifies sites. Surely this is the main reason for undertaking a Green Belt assessment.
- The Green Belt Assessment overstates the contribution of strategic parcel

	<p>MOB01 and understates the contribution of strategic parcels MOB03 and MOB05.</p> <ul style="list-style-type: none"> • The Green Belt Assessment does not recognise the role that the removal of Strategic Parcels PYT06 and PYT07 from the Green Belt would have on meeting cross-boundary strategic priorities • Land at Dickens Lane Poynton and Land to the west of Poynton Coppice (NPS66) should be released from the Green Belt and allocated for housing in the Core Strategy • Land at Beechfield Farm, Moor Lane, Wilmslow should be excluded from the Green belt boundary • The existing Green Belt boundary in the south of the Borough should be rolled back to the A500 as part of the longer term growth strategy for Crewe. Land west of the M6 and north of the A500 serves a limited Green Belt purpose • The Green Belt boundary should be amended to accommodate development at the South Cheshire growth Village • The Green Belt Assessment lacks any sense of landscape setting and sketchy understanding of the interconnection on the ground between the Green Belt and the built environment • The Green Belt Assessment does not refer to the site at Junction 7, M56 at all. This matter needs to be addressed by the Council in advancing the Core Strategy and a full review should be carried out. This land should be removed from the Green Belt as the case for economic development represents exceptional circumstances • The Green Belt Assessment is inward-looking at Cheshire East in isolation rather than considering the wider North Cheshire Green Belt • All sites make a major contribution to the five purposes of Green belt – that is why they were enacted in the first place • SHLAA site 4036 (Bollington) and land opposite should be returned to the Green Belt because it is a floodplain, has limited access, significant traffic problems already, land is used for recreation, is crossed by public footpath and is a wildlife habitat; object to proposed development at Hall Hill fields • Green Belt boundary to the rear of land off Boundary Lane, Congleton is anomalous and should be altered • The wedge of open countryside between Lamberts Lane and Congleton urban fringe needs to be included in the Green Belt. • Exceptions to inappropriate development should be tightened up. Extensions to properties should not be limited to floor area, but on their impact on the Green Belt. Infilling should not be an exception, will result in closing gaps in villages and impact on the Green Belt. Affordable housing should not be an exception as it is used as a loop hole by land owners, housing associations and developers so they can build and sell their land for a higher figure • Macclesfield will lose 50% of its Green Belt • There is no need to build on any Green Belt around Wilmslow • No evidence that Greater Manchester authorities agree to changes being proposed to the Green Belt which Cheshire East has no mandate to change unilaterally • The Local Plan should not convey that villages such as Prestbury can cope with significant development pressures by releasing areas of Green Belt
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around their fringes

- Change the Greenbelt South of Congleton to better distribute the town's development and transfer it to the North of the town to prevent merging with Northern Parishes
- New Green Belts should only be established in exceptional circumstances. The proposal for a new Green Belt in this instance is not related to a larger scale development or major urban extension and exceptional circumstances do not exist
- NPPF requires Local Authorities to demonstrate why normal planning and development management policies would not be adequate. Saved policy NE4 identifies Green Gap between Crewe and Nantwich which has been effective for many years. Why is this no longer considered effective? The Strategic Open Gap Study identifies one appeal decision as evidence that the gap is vulnerable to development - the decision being related to under supply of housing land. A sound plan will meet the tests and ensure sufficient housing land is available in suitable locations and therefore avoiding the need for development on any important gap sites.
- Green gap policy should be retained
- Creation of new Green Belt to the south of Crewe looks like a compensation measure for the land removed from Green Belt elsewhere in the Borough
- CEC not demonstrated the major changes in circumstances required to justify designation as green belt. New Green Belt Study states that significant change is represented by designation of Crewe as a key driver for growth. However, acknowledges that substantial new development is planned in other areas on the periphery. Also states that the scale of growth for the plan period is not significantly different from the preceding one and that CE has identified enough land to meet a significant proportion of this development. Evidently there are no changes in circumstances which justify designation of additional green belt in this location.
- If boundary of new Green Belt is drawn too tightly around the south of Crewe, development would be funnelled to those settlements outside the outer edge of the Green Belt which could result in unsustainable commuting patterns. To avoid this, there should be some growth permitted in the more sustainable villages in the area of search; no consideration given to settlements currently 'washed over' by the proposed Green Belt area of search
- Council is proposing to promote Crewe as a significant location for development, not allocate enough land for that development and then constrain future development by designating a new Green Belt. Land east of Willaston between Wybunbury Road / Wistaston Road and Rope Lane should be removed from the Green Belt area of search
- The area between Shavington and Crewe does not serve a Green Belt function
- The possible Green Belt extension between Crewe and Haslington does not therefore serve any of the five purposes set out in paragraph 80 of the NPPF, and does not meet the criteria for creation of a new Green Belt around Crewe as set out in para 82.
- Search area doesn't define boundaries and as such it isn't possible at this stage to assess fully the implications for the policy. Without clear definition of

boundaries it is unclear how CEC has been able to fully assess policy or sustainability implications of proposed green belt, particularly on the "washed over" settlements. Council must consider and define the boundaries of proposed green belt before bringing forward such a proposal that will have significant long-term consequences

- The main justification for the creation of Green Belt is the Council's desire to prevent development to the south of Crewe which as they state in paragraph 5.1.7 of the New Green Belt and Strategic Open Gap Study "could become the focus for new development". Whilst there is a possibility that the area could become the focus for development this could be controlled by normal planning and development management policies as highlighted above and does not in our view equate to the necessity of Green Belt being created to address this possibility.
- The creation of new Green Belt in this location would actually have a detrimental impact on the delivery of sustainable development in the District, contrary to the NPPF, as new development would be prevented from taking place in close proximity to the most sustainable settlement in the District.
- The following have been referred to in the New Green Belt study but are not relevant considerations in the designation of a new Green Belt: The historic development of Crewe and Nantwich absorbing adjoining settlements; development pressures along principal traffic routes; public support for Green Belt; recognition that the green gap policy has been effective.
- Green Gap policy is not deficient but the Council has not proactively planned for development to meet needs, has operated an overall policy of restraint, doesn't have an up to date plan and doesn't have a five year housing land supply
- Paragraph 80 of the Framework advises that one of the purposes of the Green Belt is to prevent 'towns' merging into one another. Shavington, Haslington and Weston are villages, so it is inappropriate for a Green Belt designation to prevent Crewe growing towards these villages
- The new Green Belt is poor protection for the Haslington – Crewe Green Gap. The new Green Belt should not be subject to loss of areas to strategic sites. It should also be extended northwards towards Winterley, Wheelock, Sandbach and Ettiley Heath.
- Crewe has been a centre of growth for some time and the scale of growth envisaged in this plan period is not significantly different to that in previous plans
- Inappropriate to draw a Green Belt boundary so tightly to prevent natural growth of villages. The Plan also ignores the actions of the authority to approve and allocate land in the area in full knowledge it would erode the gap(s) sought to protect.
- No threats by Core Strategy which would endanger the existing gap between Crewe & Nantwich; strategic locations proposed will not result in any impact in this location.
- Object to the removal of proposal for Green belt to the west and north of Nantwich. Argument that Registered Battlefield status will protect the land is incorrect as Kingsley Fields is partially on the Registered Battlefield. Development recommended for approval has breached the former natural western edge of Nantwich (River Weaver) and has started the coalescence

process with Acton.

- Green Belt should surround Nantwich
- Weston is not closely related to the southern boundary of Crewe and should not be included in the new Green Belt
- New Green Belt Area of Search is too large and should exclude the existing quarry workings located on the eastern edge of Wybunbury
- Remove land at Sydney Road and Land South West of Crewe from the proposed new Green Belt Area of Search
- The Gorstyhill Site and nearby land should not be included within a new Green Belt.
- Mactaggart and Mickel landholding at Shavington benefits from planning permission subject to S106 Agreement and should be excluded from the new Green Belt
- Crewe Road, Shavington should nor be included in the new Green Belt as it is a sustainable location and would formulate a solid, permanent boundary
- Site NPS 9 should not be included in the proposed Green Belt Area of Search
- Illogical to combine Green Belt and Green Gap policies around Crewe that are aimed at achieving essentially the same objectives. The remaining 'gap' to the north west of Crewe around Aston Juxta Mondrum that is not currently proposed for Green Belt or Gap designation is highly rural and should be included in the designation for completeness.
- Petition (101) signatures objecting to the absence of any reference to the protection of Green Gaps, previously referred to in the strategy.
- No case has been made for the proposed change to the South Cheshire Green belt in the Radway Green Area; exceptional circumstances do not exist here; the development could be accommodated elsewhere outside of the Green Belt

Comment Only

- Boundaries of the new Green Belt (or replacement policy for Green Gap) must be defined in the Core Strategy otherwise ambiguity will remain and developers will erode the gaps
- The line of the A534 Haslington Bypass should define the limit to expansion in this area
- Any buildings on Green Belt should meet the highest sustainability standards possible
- Green corridors between settlements in the Crewe area should be designated as 'protected land' not 'green gaps' which can be built on
- New Green Belt should surround Crewe completely , in particular to help separate Crewe from Haslington and Barthomley; The extent of the Green Belt to the east of Crewe could be expanded to cover Haslington and Winterley to help reduce pressure on the open countryside between Crewe and Sandbach and Alsager
- Witters Field in Wistaston and surrounding area should be kept as Green Belt / Green Gap
- Small sites on the eastern edge of Nantwich which do not extend into the open gap should not be included in the new Green Belt as they do not compromise openness in this area
- The amount of Green Belt should be increased

- Agricultural land grade 3 or better should not be developed
- Erosion of the Green Belt around Mobberley would seriously damage the inherent character of the village
- The Green Belt Assessment categorises strategic parcel WLM15 as making a major contribution to the Green Belt therefore any development of this area would be wholly inappropriate
- The Green Belt Assessment makes a simplistic and inaccurate assessment of land off Wilmslow Road, Alderley Edge based on an arbitrary view that it maintains a gap between Wilmslow and Alderley Edge. It is well contained and openness is affected by proximity of main roads. No objective assessment of impact. The site should be identified for release from the Green Belt
- The Green Belt Assessment categorises strategic parcel BLG09 as making a minimum contribution to the Green Belt. It makes a major contribution to the Green Belt as it provides a barrier between a residential area and industrial area and is important agricultural land. It also separates Bollington from Kerridge. The Green Belt Assessment should not be used as part of the evidence for the Core Strategy
- The Green Belt Assessment subdivides Green Belt land into strategic parcels and arbitrarily gives them a rating of importance with no local consultation which has left four areas of Green Belt around Bollington stripped of their intended permanence and highlighted as potentially available to developers in the future.
- The Green Belt Assessment is only able to evaluate the contribution of each Strategic Parcel, disregarding that there may well be smaller areas within the defined parcels that could have a very different grading of contribution. The Assessment makes no attempt to consider such disaggregation, and as such is fundamentally flawed as a tool for making decisions on potential Green Belt releases / allocation of sites for development.
- The Green Belt Assessment considers that none of the settlements are classed as historic towns and dismisses this purpose of Green Belt as being irrelevant to the study yet later in the document Bollington is described as having 2a legacy of industrial land as it developed during the Industrial Revolution as a centre for textile manufacturing.
- The Green Belt Assessment has not first objectively assessed the need for any development on Green Belt land in Bollington. All land assessed in the Green Belt Assessment should be given the same rating
- The proposed division of existing Green Belt into three categories is not justified and there is no reference in the NPPF to this approach
- Land at Clay Lane, Handforth will no longer serve a Green Belt function once the airport relief road is in place, is suitable, available and achievable and the capacity of Handforth to accommodate development has been underestimated. This site should be released from the Green Belt and allocated for housing
- The Green Belt designation of land at Legh Road, Disley designation is an anomaly that does not serve any of the Green Belt strategic purposes.
- Provisions for infilling and limited affordable housing should be defined. Suggest infilling is the same as defined in Policy PG5, i.e. 'infilling a small gap

	<p>with one or two dwellings in an otherwise built up frontage whereas 'limited affordable housing' should be explicitly linked to Policy SC6 defining where and how this will be allowed, but limiting the size of developments to five dwellings to reflect the Green Belt designation</p> <ul style="list-style-type: none"> • Boundaries of new Green Belt should be defined as soon as possible • If the new green belt is implemented as suggested without any permanent protection for other towns then all that will happen is that Crewe will extend northwards (arguably into less sustainable locations than to the south of the town) and Sandbach and Middlewich will even more become dormitory towns and inevitably merge with each other and the northward sprawl from Crewe. There is a distinct danger that the mistakes that have led to the north of the borough being unreasonably constrained by green belt and housing having to be exported to other parts of the borough will be repeated • The New Green Belt area of search should include the areas of existing Green Gap land to the East of the Basford East Site Boundary to Main Road, identified as D1 in the Crewe Town Strategy, and the area to the East of Main Road in order to preserve the attractive setting to the Listed Dwellings at Stowford, the Listed Holly Hedge Farm on Main Road and the Entrance to Weston Village. • We suggest that the extended Green Belt should follow natural boundaries (not necessarily main roads), incorporating distinctive landscapes such as the Weaver Valley, and other designated areas such as the Meres and Mosses NIA.
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • Policy PG3 point 3(ii) – add tourism to the list of appropriate uses in the Green Belt • Policy PG3 point 6 – more Green Belt releases are required and this should not be restricted to smaller sites. Each site should be assessed on its own merits. Re-word policy "In addition to those sites identified for release in the Core Strategy, additional land within the Green Belt will be released for development and allocated in the Site Allocations and Development Policies Document." • Policy PG3 point 3(v) – need to clearly define 'limited infilling' to prevent abuse by developers • Policy PG3 point 2 – need to define what is inappropriate • Explain what the exceptional circumstances are to justify altering Green Belt boundaries • Object to the wording of paragraph 2 of Policy PG3 as this does not fully reflect national policy NPPF (paragraphs 87 and 88) which sets out the appropriate test for consideration of 'inappropriate development' within the Green Belt. This should be reflected in paragraph 2 of Policy PG3 • Part (6) of Policy PG3: 'In addition to those sites identified for release in the Core Strategy, additional land within the Green Belt will be released for development and allocated in the Site Allocations and Development Policies Document.' We object to the wording of Part (6) of Policy PG3 as drafted, as this does not provide sufficient flexibility to facilitate future Green Belt release in Cheshire East beyond those sites allocated in the Pre-Submission Core Strategy. Green Belt release will be needed around Mobberley, and Policy PG3 should facilitate this.

<p>Council assessment of relevant issues</p>	<p>Amending Green Belt boundaries is not necessarily inconsistent with the NPPF. Paragraph 83 indicates that they can be amended in exceptional circumstances, through the Local Plan process.</p> <p>As set out in the policy justification and the Green Belt Assessment, it is considered that the requirements to allocate sufficient land to go some way to meeting the identified development needs in the north of the Borough, combined with the adverse consequences for sustainable development of not doing so, constitutes the exceptional circumstances required to justify altering the existing detailed Green Belt boundary whilst maintaining the general overall extent of the Green Belt.</p> <p>Comment has been made on the statement made by the Parliamentary Under-Secretary of State for Communities and Local Government on 13th July 2013. The Secretary of State's clarification that <i>"the single issue of unmet demand, whether for Traveller sites or for conventional housing, is unlikely to outweigh harm to the green belt and other harm to constitute the very special circumstances justifying inappropriate development in the green belt"</i> relates to the consideration of planning applications in the Green Belt. The Local Plan remains the appropriate vehicle for amending Green Belt boundaries where it is necessary to do so.</p> <p>The Green Belt Assessment considers where the identified development needs could be accommodated. Using a sequential approach, the assessment considers the level of development that could be accommodated within the towns and villages inset into the Green Belt. It also looks at the implications for sustainable development of channelling development to locations beyond the Green Belt and the possibilities for accommodating development within the inner Green Belt boundary.</p> <p>As part of the Green Belt Assessment, a view has been taken on the likely capacity of each settlement inset into the Green Belt to accommodate development within the urban area, including the use of brownfield sites. It is important to note that not all brownfield sites are available or developable and whilst the Plan is supportive of the principle of brownfield sites redevelopment, there is no policy hook within the NPPF that would allow a Local Plan policy to require that all identified brownfield sites are developed before greenfield sites.</p> <p>The Assessment also shows that the Plan does propose to channel a significant proportion of development needs to locations beyond the Green Belt, with settlements beyond the outer Green Belt boundary taking a significantly higher proportion of development than those settlements inset within it. The Assessment concludes that there would be significant adverse implications for sustainable development of channelling a further proportion of the development needs to locations beyond the Green Belt.</p> <p>Finally, the Green Belt Assessment looks at meeting needs within the inner boundary of the Green Belt, in the southern part of the Greater Manchester conurbation. Manchester City Council, Stockport Metropolitan Borough Council and Trafford Metropolitan Borough Council all have relatively recently adopted</p>
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Core Strategies and each authority has confirmed that there is little scope to accommodate any of the need arising from Cheshire East within Greater Manchester.

The exceptional circumstances argument for the alteration to the detailed Green Belt boundary at Radway Green in the South Cheshire Green Belt is different. This is located right on the very outer edge of Green Belt and alteration of the detailed boundary will enable the expansion of a key employment area with a strategic location within the M6 growth corridor from Birmingham to Manchester, allowing it to act as a key linkage between these major hubs and the wider Cheshire economy. It provides the opportunity to retain existing jobs and promote economic growth and further diversification at the site. This is also supportive of the 'All Change for Crewe High Growth City' initiative for the delivery of economic growth along the M6 growth corridor'.

The overall approach to Green Belt release has been to meet as much of the identified development needs within the urban area in the locations that they arise. Following this, a proportion of the needs are proposed to be met in locations beyond the outer boundary of the Green Belt, thus minimising the impacts on the Green Belt as much as possible. Channelling further development to locations beyond the Green Belt boundary would result in unsustainable patterns of development. Ultimately, the proposals for the Green Belt represent a balance between preserving the openness of the Green Belt on one hand and allowing for sufficient levels of sustainable development to meet the identified development needs of the area on the other hand.

It is agreed that the Green Belt represents a strategic designation which crosses several local authority areas. However, the general extent of the Green Belt in Cheshire East is to be maintained and the changes proposed are considered to be detailed boundary alterations which, although important locally, do not affect the strategic overall extent of the Green Belt. The scale of the overall Green Belt is not fundamentally changing and the detailed boundary alterations proposed amount to less than 1% of the Green Belt in Cheshire East. It is therefore considered appropriate to carry out the review of the Green Belt within Cheshire East rather than expand the scope of the work to a wider study of the entire Green Belt in conjunction with other local planning authorities. It is also noted that Manchester City Council amended the detailed boundaries of its own Green Belt without a strategic study of the entire Green Belt. At no point during the Duty to Cooperate discussions have neighbouring planning authorities indicated a desire to carry out a joint strategic review of the Green Belt.

When selecting sites for release from the Green Belt, the results of the Green Belt Assessment have been considered in terms of the significance of the contribution of that area to the purposes of Green Belt. It has been noted that some of the sites proposed for release from the Green Belt have been assessed as making a more significant contribution to the purposes of Green Belt than some others that are not proposed for release. It is important to note that the Green Belt is an important issue in determining the sites selection, but it is not the determinate issue. The results of the Green Belt Assessment have been considered alongside

all other considerations.

The Green Belt Assessment has used a standard methodology to assess the strategic parcels of land against the purposes of Green Belt. It is solely an assessment against these defined purposes of Green Belt and it deliberately does not consider other planning matters (such as agricultural land quality, landscape designation etc) as these are not defined as a purpose of Green Belt and this would represent an unsound approach to carrying out a Green Belt Assessment. As stated, the Green Belt Assessment is only one element to be considered in making site selections alongside all other planning considerations.

The Green Belt Assessment does not consider 'sites' for release from the Green Belt. It assesses strategic parcels of land against the purposes of Green Belt. Therefore, sites included in the Plan may fall within a strategic parcel, or within more than one strategic parcel. The Green Belt Assessment is only one consideration and where, for example, a strategic parcel has a weak boundary to prevent further encroachment in the future, but a development site within the parcel could provide a new strong boundary, then this is considered on a site by site basis.

Finally, the Green Belt Assessment is part of the evidence base for developing Local Plan policy. It does not set policy itself. As a result, Green Belt policy treats all Green Belt equally and any development proposals would be judged against the Green Belt policy applicable at the time. The Green Belt Assessment's categorisation of parcels as making a contribution, significant contribution and major contribution is to assist decision-making on determining which sites to exclude from the Green Belt in the Local Plan. It does not downgrade the remaining areas of Green Belt which are still covered equally by the Green Belt policy.

The approach that the Council has taken is to bring forward the Local Plan in separate parts, with the strategic part being prioritised to reflect the urgency with which an up to date Local Plan is required. It is considered entirely reasonable to bring this part of the Plan forward in advance of the more detailed Site Allocations and Development Policies document. It will also be appropriate to consider whether there is a need for additional motorway service areas as part of the Site Allocations and Development Policies document.

For the proposals for a new Green Belt, it is the Council's belief that the only way to prevent Crewe from subsuming surrounding settlements and merging with Nantwich in the longer term is with the certainty and permanence of a new area of Green Belt to join with the existing South Cheshire Green Belt.

Both Crewe and Nantwich have grown significantly in recent decades and the Crewe and South Cheshire area is the Council's spatial focus for growth over the Plan period. Some revisions have been made to the spatial distribution of development proposed in the Submission Version of the Local Plan Strategy. Under this, the total dwelling stock in both the towns of Crewe and Nantwich will increase by 22.3% over the existing stock as of 2011 within a 20 year period. This

	<p>is necessary to deliver the overall vision and strategic objectives outlined in the Plan but this high level of growth comes with a responsibility to prevent future unrestricted sprawl and prevent settlements from merging</p> <p>The full impact of the High Speed 2 rail project on the Borough is unclear although it is likely that it will prove decisive in supporting the case for significant growth and development in south Cheshire. It will be important to ensure that future growth comes forward in a sustainable manner. The precise boundaries of the new Green Belt will be defined in the Site Allocations and Development Policies document. When drawing up these precise boundaries, the Council will fully consider the need to allow for sustainable development in the future. It is not intended that the new Green Belt completely encircles Crewe, and there will also be areas of safeguarded land identified between the urban area and the inner boundary of the new Green Belt to allow for further sustainable growth, if required in the future.</p> <p>The existing Green Gap policy has been fairly successful in maintaining gaps between settlements but its effectiveness has been questioned in recent years; for example at Rope Lane in Shavington an appeal was allowed on the housing land supply argument. The Council is supportive of planned growth and development and has worked to identify a five year supply of land for housing. However, housing land supply will always be subject to minor variations year by year and given the emphasis on growth in South Cheshire, the erosion of gaps in recent years and the number of settlements in close proximity it is considered vital to have a strategic policy in place to preserve the openness of the area over the longer term. A local policy that can be over-ridden by material considerations according to temporary circumstances is no longer appropriate to maintain these gaps in the long term and the permanence of a new Green Belt is required.</p> <p>The Sustainability Appraisal considers the entire area of search for the new Green Belt. The process of refining the boundary in the Site Allocations and Development Policies document will also be subject to Sustainability Appraisal.</p> <p>The Green Belt is a strategic policy with very clear purposes and the evidence gathered in relation to the designation of a new area of Green Belt does not support the inclusion of the land to the west of Nantwich.</p>
Recommendation	<ul style="list-style-type: none"> • Add 'Existing Council Depot at Lyme Green' to the list of sites to be removed from the Green Belt (previously included under Site CS11) • Add 'Existing Car Showrooms, Manchester Road, Knutsford' to the list of sites to be removed from the Green Belt to provide a good defensible boundary • Clarify (in point 6 of policy) that additional "non-strategic" sites will be identified in the Site Allocations and Development Policies document (rather than "smaller" sites) • Revise map showing sites to be removed from the Green Belt to reflect amended boundaries for some of the sites (reasoning set out by site in the appropriate sections) • Revise map showing area of search for new Green Belt to clarify that areas around Willaston close to the urban edge are included (to correct a minor drafting error in the previous map)

Consultation Point	Policy PG4: Safeguarded Land
Representations received	Total: 159 (Support: 8 / Object: 141 / Comment Only: 10)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • The approach to safeguarded land is in accordance with the NPPF • The inclusion of safeguarded land is essential to a sound plan • More safeguarded sites are required to the north of the borough to allow for these settlements to grow sufficiently post 2030 and prevent their required housing being exported to less sustainable towns. • The NPPF is clear that safeguarded land is required <p>Objection</p> <ul style="list-style-type: none"> • The requirement to identify "areas of safeguarded land" which are between the urban area and the new Green Belt boundary" does not mean convert existing green belt land to be "safeguarded" where urban development is already adjacent to green belt land. • There is no justification for safeguarding land for development after 2030, thereby removing future consultation processes • Safeguarding ;and for development after 2030 is beyond the remit of the plan • The following exchange took place in Parliament on 24th October 2013: David Rutley MP: Notwithstanding the point that the Minister is making, can he confirm that the planning horizon currently is to 2030 and any talk of moving to 2050 is for the birds, to use a technical term? Would he also use his good offices, given that there is good will—particularly in Cheshire East—to conclude local plans, to bring the requisite expertise to enable us to get over this hurdle as quickly as possible? Nick Boles (Planning Minister): I am very grateful to my hon. Friend for reminding me of two very important specific questions, to which it is a great pleasure—and a rare one—to be able to give an answer that I hope is satisfactory. The answer to the first question is that there is nothing in the Localism Act 2011, in the NPPF or in any aspect of Government planning policy that requires someone to plan beyond 15 years. So, anybody who is suggesting that there is any requirement to safeguard land or wrap it up in wrapping paper and ribbons for the future development between 2030 and 2050 is getting it wrong. There is no reason for it and my hon. Friend can knock that suggestion straight back to wherever it came from. Regarding help for authorities, I will make an offer to everyone here in Westminster Hall who has an authority that is having difficulty resolving the final objections to a plan that is still in draft form. It is that I am very happy to ask officials in my Department and—perhaps even more usefully—the recently retired chief inspector and another recently retired very senior inspector to meet those authorities to help them, in a sense, to understand what are the practical things they have to do to get the plan to a point where it can pass examination. I fully understand that there is a frustration, namely that people cannot negotiate with an inspector, because an inspector is basically like a judge; it would be like someone negotiating with a judge in court as to whether

they will be found guilty or not. The inspectors cannot negotiate, but that is why we have created a resource within the Department that is able to provide that practical support, and I am very happy to offer it to Cheshire East and to other boroughs where it would be necessary.

- NPPF para 85 requires identification of safeguarded land “where necessary”. There is no explanation of why it is necessary to safeguard land
- The failure to identify the 5-10 hectares of Safeguarded Land required for Poynton makes proper consultation impossible; the identification of any areas safeguarded for development should be included within the Core Strategy and fully identified on Figure 8.3 not left until a later stage
- Exceptional circumstances to justify alteration to the Green Belt boundaries have not been demonstrated
- Term ‘safeguarded’ is misleading. It should be called land earmarked for future development
- Safeguarded land allows land banking and disregards future free market policies
- The quantum of safeguarded land identified is excessive
- The approach to quantifying the amount anticipated to be Safeguarded is not a proper assessment of future need and simply seeks to roll forward the planned quantum of development for each settlement for a further 20 year period (2030-50). This is questionable because the housing requirement for this plan is underestimated. Secondly, designation of Safeguarded Land should also have reference (in quantum as well as locational terms) to the need to ensure long term defensible boundaries, and give consideration to whether the Green Belt releases for development suggest the need for a boundary beyond the land identified.
- The policy fails to identify enough safeguarded land. There is a shortfall of approximately 31 hectares – even if the Council's approach in assuming the current rates of development will continue beyond 2030 is correct.
- Council has misinterpreted NPPF Para 85. It may be appropriate for new Green Belts but does not apply to existing well established Green Belts
- The distribution of Safeguarded Land is unfair – more than 50% is in Macclesfield.
- Once safeguarded land has been designated in the Local Plan it should be able to be reviewed at any time and not necessarily require waiting for a review of the Local Plan. As the land is out of Green Belt it does not require a Green Belt review and must be brought forward if it is required to achieve the Council's strategic housing requirement. This will add flexibility for the Council giving it, for example, the opportunity to bring forward safeguarded land where the Council needs to make up a 5 year land supply without having to review the whole of the Local Plan.
- No adequate justification to remove land from the Green Belt where it continues to serve a Green Belt purpose and is not required for new development
- Policy PG4 seeks to quantify future development needs beyond the plan period for other towns where Green Belt is already present, directly informing the identification of Safeguarded Land, and it is entirely flawed not to do the same with regard to Crewe if the intention to proposed new Green Belt

	<p>persists.</p> <ul style="list-style-type: none"> Productive and valuable agricultural land should not be sacrificed unless all alternatives have been fully and properly investigated. The loss of land will be permanent. <p>Comment Only</p> <ul style="list-style-type: none"> If there is a probability of safeguarded land being needed for future development in Poynton, it should be proposed through the Core Strategy and not await a Site Allocations document Sites that may be needed to be brought forward in the event of a shortfall in land supply should be prioritised Part 4 of policy refers to release of safeguarded sites following a review of the Local Plan but no detail provided as to the measures that might trigger such a review. Policy needs to reference such triggers which could include could include: the non-delivery of allocated sites within the Borough within the anticipated site-specific timescales; the absence of a deliverable five year housing land supply; and persistent underdelivery of housing in the Borough against the annual housing requirement. The inclusion of such 'triggers' will provide greater certainty over the release of safeguarded land, and also provide the Core Strategy with greater flexibility to respond to changing needs and circumstances. It is not clear whether the safeguarded sites are proposed for development during the plan period or after it Green Belt review work undertaken to date is incomplete and it is premature to identify safeguarded land In the event of the new Green Belt becoming policy, land between the urban edge and new Green Belt should be identified under PG4 as safeguarded land except areas of land that are suitably contained by existing developments or other features which should be allocated for development in this plan
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Covered in the sections above
Council assessment of relevant issues	<p>Safeguarded land is not allocated for development. It can only be allocated for development through a future review of the Local Plan if necessary and appropriate.</p> <p>The National Planning Policy Framework requires that, when amending Green Belt boundaries, Local Planning Authorities should: <i>'where necessary, identify in their plan areas of safeguarded land between the urban area and the Green Belt, in order to meet longer-term development needs stretching well beyond the plan period'</i>. They should also <i>'make clear that the safeguarded land is not allocated for development at the present time. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review which proposes the development'</i> as well as <i>'satisfy themselves that Green Belt boundaries will not need to be altered at the end of the development plan period'</i>.</p> <p>It is the requirement to make sure that Green Belt boundaries will not need to be altered at the end of the development plan period that makes the identification of</p>

Safeguarded Land necessary in Cheshire East. The Green Belt boundary is currently tightly drawn around the towns in the north of the Borough leaving little room for future development outside of the Green Belt. The sites to be allocated for development are intended to be completed during the Plan period to 2030. This means that at this time, there are no identified significant sites outside of the Green Belt that could accommodate future development beyond the plan period. Therefore, without the identification of safeguarded land, the Council cannot be satisfied that Green Belt boundaries will not need to be altered at the end of development plan period.

The Council is aware of the statement made by the Planning Minister in Parliament on 24th October. However, the Plan must be in general conformity with the NPPF in order to be found sound. The NPPF is clear that Safeguarded Land is required in Cheshire East for the reasons set out above. Subsequent advice received from the former Chief Planning Inspector confirms that the Council's approach to safeguarded land is not incorrect. A letter from the Planning Minister to David Rutley MP dated 6th Jan 2014 confirms that the determination of whether safeguarded land is necessary in particular circumstances is a judgement to be made by the local authority, appropriately scrutinised by a planning inspector.

Although there is a clear requirement to include safeguarded land, there is a lack of guidance on the quantum required. This means that the amount to be safeguarded is a judgement for the Council so long as it is satisfied that Green Belt boundaries will not need to be altered at the end of the development plan period. On this basis, and considering the NPPF requirement to make the most efficient use of land, it is considered that there will be a package of options to accommodate future development available to the Council at the end of the Plan period, of which Safeguarded Land is just one option. These options could include measures such as:

- Recycling of land within the urban areas, including the re-use of under-used employment areas, which will become redundant over the lifetime of the Plan;
- Additional town centre and higher-density development;
- Channelling development to areas within the inner boundary of the Green Belt (i.e. Greater Manchester and the Potteries conurbations);
- Channelling development to areas beyond the outer boundary of the Green Belt;

Therefore, whilst there is a need to safeguard some land, there is no need to safeguard enough land to meet another full Plan period (15-20 years) after 2030 and the quantum of safeguarded land could be reduced from the amount identified in the Pre-Submission Core Strategy document.

The issue of whether there are exceptional circumstances that justify the alteration of Green Belt boundaries is covered under Policy PG3.

Chapter 16 (Monitoring and Implementation) sets out how the plan will be monitored and what triggers and steps should be taken if targets are not met.

As set out in Policy PG3, the detailed boundaries of the new Green Belt will be

	<p>determined in the Site Allocations and Development Policies document. At this time, safeguarded land between the urban area and the inner boundary of the new Green Belt will be identified.</p> <p>The term 'Safeguarded Land' is consistent with the terminology used in the NPPF and therefore more appropriate than 'Land Earmarked for Future Development' or any other term. Policy PG4 is clear that the definition of Safeguarded Land is <i>"land between the existing urban area and the inner boundary of the Green Belt that may be required to meet longer-term development needs stretching well beyond the period of the Local Plan"</i>.</p>
Recommendation	<ul style="list-style-type: none"> • PG4, 5 (ii) Reduce amount at South West Macclesfield from 135 ha to 45.5 ha • PG4, 5(iii) Reduce amount at North West Knutsford from 41ha to 25.1 ha • PG4, 5 (iv) Reduce amount at North Cheshire Growth Village from 26 ha to 19.8 ha • PG4, 5 (v) Reduce amount at Prestbury Road from 26 ha to 14.5 ha • PG4, 5 (vi) Reduce amount at Upcast Lane, Wilmslow from 14 ha to 7.4 ha • Revise policy point 6 to refer to additional 'non strategic' sites rather than additional smaller sites (for consistency with Policy PG3 where a similar revision is recommended) • Revise the policy justification to refer to the reduced quantity of safeguarded land required.

Consultation Point	Policy PG5: Open Countryside
Representations received	Total: 50 (Support: 18 / Object: 24 / Comment Only: 8) Open Countryside: 6 (Support: 2 / Object: 2 / Comment Only: 2) PG5: 44 (Support: 16 / Object: 22 / Comment Only: 6)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Important to retain gaps between settlements and maintain the definition and separation of existing communities • It should clearly define what 'sustainable development' actually is, as this could still allow developers to build in our open countryside unchecked. • It is essential that urban sprawl is resisted and that towns and adjacent villages maintain their unique identities • Policy PG 5 should continue to apply to the whole of the parishes North of Congleton • It is essential to protect settlement boundaries in order to protect the integrity of settlements, open countryside, green gaps and green spaces. • It gives local embodiment to the NPPF requirements to recognise the intrinsic character and beauty of the countryside and to prefer land for development that is of lesser environmental value. <p>Objection</p> <ul style="list-style-type: none"> • Protection of the countryside should be balanced with the need to deliver development around the most sustainable settlements. This is relevant to the Local Service Centres with a limited supply of brownfield land & surrounded by open countryside e.g. Audlem. The Council should review the settlement boundaries of each of the proposed Principal Towns, Key Service Centres & Local Service Centres • Policy lacks reference to the future development of existing buildings. The conversion of unused, traditional, agricultural buildings to residential use would comply with the NPPF (paragraph 55) and should be supported in this Policy. • Over restrictive with regard to the numerical limits for Infill development. The quantity of dwellings to which Infill can be considered should be increased significantly to allow opportunities for growth to be met in rural areas. Limiting Infill development to a maximum of two dwellings is inconsistent with Policy SE2 which seeks to make efficient use of land. An Infill opportunity should be based upon the physical form of the village townscape and the local landscape character and not restricted by an arbitrary dwelling limit. • Chapter 3 of NPPF encourages a positive approach to sustainable new development in rural areas both through conversions and well designed new buildings. It also seeks to promote development of local services and community facilities. This type of rural development will obviously occur on open countryside sites as it will not always be possible to accommodate sustainable rural development within existing settlement boundaries. • Re infilling - these small areas of open space provide accessible green nature / recreational space for all to use • The definition of open countryside should include all land that is currently

	<p>within the Green Belt.</p> <ul style="list-style-type: none"> • Strategic Locations should not be included in the open countryside until a detailed boundary for allocation is determined at a later date. Policy PG5 should note that the Council will be sympathetic to development proposals relating to Strategic Locations where there is a shortfall in available housing land to meet local needs. • Need a defined strategic green gap to the north of Moss Lane and east of the A34 to help protect and preserve the identity of Eaton village from urban sprawl • It is not necessary to delay the definition of settlement boundaries to the Allocations DPD stage as the evidence base has been largely prepared and these areas can be identified now • At present this precludes development other than that 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”. • Para. 28 of the NPPF indicates that local plans should ‘support the sustainable growth and expansion of all types of business and enterprise in rural areas, both through the conversion of existing buildings and well designed new buildings’. • Clarification that the existing settlement boundaries are out of date and they should not be considered up to date until they have been reviewed to meet the full and objectively based housing requirement in an adopted Core Strategy • Point 4 is imprecise, inflexible & unnecessary. The meaning of ‘gaps’ is not defined or explained, nor is ‘inappropriate’ development. Point 4 is introducing Green Belt language in to an open countryside policy and as a consequence is setting a much more stringent limitation on development than is appropriate. • The open countryside policy should advise that whilst there is a general presumption against residential development in the open countryside this matter will be reviewed on a site by site basis if it becomes apparent that an updated objectively assessed housing requirement indicates that not all residential development can be accommodated in the defined settlement boundaries. <p>Comment Only</p> <ul style="list-style-type: none"> • Support protection of the countryside but other policies in the plan contradict this aim • Policy is contradicted by development proposals at White Moss Quarry and around Sandbach • The gap between Congleton and Astbury is very narrow and this policy must be strictly applied to maintain that gap • The biodiversity value of the countryside – recognised by audit should be protected and enhanced. The ‘intrinsic’ character and beauty of the countryside is vague – it should be defined and become part of the key evidence. • There should be no need to change the settlement boundary of Goostrey
<p>List of policy changes submitted during consultation</p>	<ul style="list-style-type: none"> • Policy PG5 point 4: it is also important to provide connections between undeveloped areas for species movement • Points (2) and (3) should be amended, so as to support development where it:

to be considered	<p>constitutes appropriate rural diversification; is necessary to meet the identified tourism needs of the area (through the improvement of existing tourism facilities and accommodation, or the provision of new); and will support local employment and economic growth.</p> <ul style="list-style-type: none"> • Policy PG5 should also reference "suitable rural tourism and outdoor leisure and recreation" and "rural diversification" under point 2.
Council assessment of relevant issues	<p>Detailed settlement boundaries will be defined in the Site Allocations and Development Policies document. In the meantime, the spatial extent of the Open Countryside is as defined in the saved policies of the existing Borough of Crewe and Nantwich Replacement Local Plan, Congleton Borough Local Plan First Review and the Macclesfield Borough Local Plan, other than where specific changes (i.e. strategic sites) are identified in the Local Plan Strategy.</p> <p>Strategic Locations do not have set boundaries, as these will be defined in the Site Allocations and Development policies document. Therefore, Strategic Locations that lie outside current settlement boundaries must continue to be within the Open Countryside until their boundaries are determined. However, it is not the intention of policy to delay applications that conform with the principles of policies in the Strategy document. Therefore, the intention to define these boundaries will be a material consideration in the determination of such applications and it will be appropriate to clarify this in the policy justification.</p> <p>The Open Countryside policy should not preclude the appropriate re-use of existing rural buildings. The policy should be amended to allow for appropriate re-use of existing buildings.</p> <p>The numerical guide for the acceptable extent of infill development is included to clarify that this exception really does only apply to very small gaps. If the gap is large enough to accommodate more than two dwellings, then it unlikely to be considered a small gap under the provisions of this policy.</p> <p>The Open Countryside does include land in the Green Belt, outside of settlement boundaries.</p> <p>Strategic Open Gap policy – protection and not Green belt</p> <p>The monitoring and implementations section of the Plan sets out how the Plan will be monitored and the actions to be taken should targets not be met, e.g. housing requirement not met.</p> <p>Maintaining the gaps between settlements is considered important in maintaining the local distinctiveness and openness. Point four of the policy clarifies the importance of these gaps. It is considered entirely appropriate for policy to seek to maintain the definition and separation of existing communities and the individual characters of settlements.</p> <p>The Local Plan Strategy proposes no change to the settlement boundary of Goostrey.</p>

	<p>Policy EG4 is supportive of Tourism but not all built Tourism facilities would be appropriate in the Open Countryside. The Open Countryside policy does include a provision for development for '<i>other uses appropriate to a rural area</i>' which would allow for appropriate tourism facilities.</p>
Recommendation	<ul style="list-style-type: none"> • Remove definition of spatial extent of open countryside from policy point 1 and use this definition to replace definition in penultimate paragraph of justification • Add "plus public infrastructure" to point 2 of policy • Remove reference to 'outside the Green Belt' in first para of justification. • Insert para to clarify the approach to applications on Strategic Sites • Amend policy to expand the exceptions allowed under point 3 to allow for the re-use of rural buildings: "3. Exceptions 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 the dwelling is exceptional in design and sustainable development terms; for the re-use of existing rural buildings where the building is permanent, substantial and would not require extensive alteration, rebuilding or extension; for the replacement of an existing dwelling by a new dwelling not materially larger than the dwelling it replaces; for extensions to existing dwellings where the extension is not disproportionate to the original dwelling; for development that is essential for the expansion or redevelopment of an existing business • Additional of a new paragraph to the policy justification "The National Planning Policy Framework recognises that there will be cases where exceptions can be made to countryside policies, including: ' the exceptional quality or innovative design of the dwelling'. Criteria for meeting this test are set out in the National Planning Policy Framework." • Addition of clarification to the policy justification to highlight the value of the Cheshire countryside and the importance of its preservation. • Addition of clarification to the policy justification that the intention to define boundaries for the Strategic Locations and exclude them from the Open Countryside during the Site Allocations and Development Policies document will be a material consideration in the determination of any applications in these locations prior to the boundaries being confirmed.

Consultation Point	Spatial Distribution and Policy PG6: Spatial Distribution of Development
Representations received	Total: 218 (Support: 8 / Object: 183 / Comment Only: 27) Spatial Distribution: 15 (Support: 0 / Object: 11 / Comment Only: 4) PG6: 203 (Support: 8 / Object: 172 / Comment Only: 23)
Relevant issues	Support <ul style="list-style-type: none"> • Support aspirations for growth and wish to see balanced growth across the borough • Support the need to increase level of growth from 2000 to 2500 in SCs • Support increase in number of homes for LSCs to accommodate throughout the plan period as it reinforces the important role that Bunbury and other LSCs play in rural areas; new development will help support/enhance this. Objection <ul style="list-style-type: none"> • Object to Crewe as hub of developments • Housing and population forecasts are unrealistic • Increasing Congleton's housing stock by 17% over 17 years is unrealistic • Handforth East is not required to meet the needs of Handforth • No strategic decision as to what percentage of a settlements growth should come from larger strategic cites – concern over this arbitrary approach • Crewe's housing figures have increased with the inclusion of SCGV as part of the Crewe figures – this was not previously the case • The Development Strategy identified 1100 units in Alsager with 224 to be allocated later via DPD. No need to allocate White Moss quarry which now increases the target for Aslager to 1700 • Object to the allocation of only 400 homes at Wilmslow – this figure should be substantially higher dues the town's size and role • The overall housing requirement has been understated and once corrected to a higher level will need to be distributed accordingly to the settlement hierarchy. • No evidence is presented to justify the position that release of a large amount of green belt will minimise impact ton the greenbelt overall • Proposed housing requirement does not match the growth in employment development and there is a clear imbalance • Congestion s a concern along the A34 corridor- impact of new sites will be harmful • Proposed growth at Crewe is too high • 3500 is a low estimate for Macclesfield and should be increased .to 4500. • Level of housing is too great in Macclesfield. • There is an oversupply of employment land in and around Macclesfield. • Distribution of development is flawed with Macclesfield underprovided for and Crewe over provided for • Handforth East will create localised problems without meeting other needs • Address distribution of development to reflect local needs and consider viability

- PG6 has not been justified and does not provide sufficient growth to meet the objectively assessed needs over the plan period
- The role and contribution of sites identified in the SHLAA to form sustainable urban extensions to KSCs has not been adequately considered as part of the spatial distribution of development
- Reduce allocation to Knutsford to 600 dwellings. . Minimising GB impact not achieved by concentrating development as proposed
- Object to removal of sustainable villages from PG2
- Allocating 70% of development to south of the borough will overload infrastructure – should be distributed more equitably
- To ensure housing needs can be met and that there is flexibility in the supply of housing in Crewe, the requirement should be increased and identified as a minimum target
- Spatial distribution is flawed and evidence to justify it is lacking
- 11 ha of employment land and 650 homes for Knutsford is a significant under provision. The Council is demonstrably not planning to meet its objectively assessed needs.
- Policy fails the tests of soundness – it is not justified, effective (does not meet objectively assessed needs), and is not consistent with national policy.
- Congleton should be identified as a Principal Town rather than KSC – Congleton can accommodate a higher level of growth than identified.
- Object to the distribution of development due to inclusion of new settlement, where there is a range of sustainable settlements which can deliver new homes and jobs.
- Level of growth for Handforth is appropriate (2000) however the allocation of a new Growth Village is neither appropriate nor sound
- Housing figures are too low
- Object to only 200 houses allocated in Poynton.
- Part 5 of Policy PG 6 contradicts the purpose of PG 5, by permitting large scale development in the open countryside.
- Shavington should not be viewed as solely a Local Service Centre as it supports its neighbouring settlement. Links with Crewe should be strengthened in Local Plan
- Level of development in Local Service Centres should be increased to 5000.
- The dwelling provision figure for Sandbach should be increased to at least 2,500 dwellings in order to help meet the objectively assessed need.
- Haslington should come under the Crewe housing requirement. Alsager housing requirement should be reduced.
- Congleton, Middlewich and Sandbach housing requirements should be increased.
- North Cheshire Growth Village should be deleted from policy.
- Local Service Centres housing requirement should be increased.
- Increases in the housing requirement should be proportionate to the settlement.
- Object to the proposed provision of 3,500 homes at Macclesfield in Policy PG 6, which is not sufficient to reflect its role as a Principal Town (Policy PG 2) and its propensity for sustainable growth. 3,500 homes is only just over half the level of housing proposed for Crewe and is no higher than the level

proposed for Congleton.

- The housing requirement for LSCs should be disaggregated and the requirement for Bollington should be for a minimum of 385 dwellings. More sites will need to be identified during site allocations.
- The Council should be prioritising housing sites within or on the edge of settlements, and not entirely new settlements as is proposed
- **Comment Only**
- The figures in PG6 area explained as a guide which represent neither a ceiling nor a target – yet they are used to establish the quantum of development. Therefore figures are being applied without proper explanation or justification.
- 1500 dwellings for Nantwich should be an absolute maximum for Nantwich up to 2030.
- More employment land and fewer houses at Congleton.
- The role of Crewe in the settlement hierarchy underlines the importance of growth which can have a sustainable relationship with Crewe.
- Some clarity is needed on how 2500 houses will be distributed across LSCs
- Housing allocation in Congleton should be increased to support the level of employment land allocations.
- If housing requirements were to be disaggregated for LSCs there would be a need to release Green Belt land around Disley.
- Proportion of homes proposed for delivery in rural areas and other settlements is supported and should be increased.
- For transparency all steps and figures that lead to indicative levels of housing should be drawn into one document.
- State in the policy that housing figures are a guide only and subject to completion of town strategies.
- Reduce housing requirement at Nantwich and meet the requirement through windfall and brownfield
- Alsager is unsustainable as it has little employment and roads operate at over-capacity.
- Bunbury cannot be expected to accommodate the same level of new development as the larger LSCs as it is not sustainable.
- To ensure that Congleton benefits from the additional employment land created the housing allocation should also be increased to support the additional jobs created in the town.
- The proposed housing distribution for Wilmslow is unsound. The proposed housing requirement does not match the growth in employment development and there is a clear imbalance, which could have a profound impact on sustainability and affordability. Further Green Belt releases around Wilmslow are necessary to meet these deficiencies in the Plan.
- A grading system for the LSCs is needed, to take account of size, local need, current facilities, transport links and local employment prospects.
- Peak time congestion is a concern in South of Greater Manchester, especially A34 corridor. There is significant growth in Handforth, Wilmslow, and the Growth Village will generate extra trips, potentially reducing quality of life, impacting businesses etc. Need evidence that impacts in Cheshire East and GM are acceptable, including mitigation i.e. joint Transport Study to determine capacity for growth and mitigation for A34 and A555.

<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • Provide clarity of the purpose of the figures and how they are to be applied • An explanation for change from 2000 to 2500 in LSCs is needed • Distribute growth equally throughout the Borough • Lower the figure for new housing around Crewe • Policies should ensure developers build the level of affordable housing required • Remove Handforth East from the plan • Release GB land around Disley to accommodate growth of 225 net additional dwellings • Remove the quantum of development to the North of Congleton and remove the link road from the plan • Demonstrate evidence and justifiable reasons as the basis of decision for determining growth • Reduce the level of development proposed for Nantwich • Provide clarity on the purpose of the figures and how they are to be applied • Check the tables for Congleton and update completions (corrections to table A.2) • Increase allocations to reflect a notable increase in the overall housing requirements • Increase allocations to Wilmslow to reflect its size and role • A grading system is need to ensure that small villages are not overwhelmed by inappropriate development • Development potential of Shavington should be increased • Increase Macclesfield housing figure to 4500 • Address distribution of development to reflect local needs and consider viability • Figure of 1600 for Middlewich is a subjective, not objective, assessment and the justification is unclear. If 1600 is based on highways constraints then Middlewich Eastern Bypass will open a new higher quantum of development. • Part 5 of PG6 to be amended: 'the Local Service Centres are expected to accommodate in the order of 5ha of employment land and 2500 new homes. Sites will be identified within the Site Allocations and Development Plan Document' • Council needs to reassess the capacity of Other Settlements and Rural Areas and in turn increase the housing requirement for Local Service Centres as these settlements are able to accommodate sustainable growth. • The policy should include explanatory wording in order that the spatial distribution reflects detailed sensitivities of any one settlement • Policy should clearly assess sustainability of smaller communities • Increase the housing allocations to LSCs to 5000 • The role and contribution of sites identified in the SHLAA to form sustainable urban extensions to KSCs has not been adequately considered as part of the spatial distribution of development • Object to removal of Sustainable Villages from the Settlement hierarchy – will make plan unsound when considered against previous Development Strategy • CS should make clear that figures quoted for housing and employment are a maximum that cannot be exceeded in the plan period PG1, PG3 and PG6 should be amended to reduce overall requirements for Prestbury – evidence
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	<p>to suggest that such villages can accommodate growth is not demonstrated</p> <ul style="list-style-type: none"> • Conclusions of viability study bring deliverability of the plan into question. To compensate for any under delivery, the Council should consider further allocations in the higher value areas of the Borough • The role of LSCs is underplayed. Dwellings allocated to KSCs should be reduced by 2500 and increase LSCs to 5000 • Policy PG6 should specify a minimum of 7000 dwellings for Crewe over the plan period • Increase total homes required at Alsager to 2000 • Increase Knutsford's housing requirement to 1,500. • Amendments to the Development Allocations to read: 'Knutsford at least 16 ha of employment land and 2100 new homes' • Council to identify what housing requirement is appropriate for each settlement via an objectively assessment of housing needs • Include land at Cholmondeley Road in Wrenbury as a site • Justification needed to demonstrate Crewe capable of delivering expected development by 2030 • State in the policy that housing figures are a guide only and subject to completion of town strategies • LSC sites should be allocated now rather than through separate DPD • Increase allocations to reflect a notable increase in overall housing requirement, particularly at Poynton • The Local Plan Strategy should allocate housing in LSCs, rather than leaving these allocations to be dealt with at a later stage as part of the Site Allocations and Development Policies Document process. • Better balance of development across the county. Better distribution of green belt losses. • Congleton should be identified as a Principal Town rather than a KSC. The reference to a New Settlement should be removed as Congleton can accommodate a higher level of growth than envisaged in the PSCS.
<p>Council assessment of relevant issues</p>	<p>Following consideration of comments received and planning issues raised, changes are proposed to the growth figures and text as set out below.</p> <p>Comments relating to the settlement hierarchy have been detailed in that section (policy PG2) including specific responses for Crewe, Macclesfield, Congleton and Shavington.</p> <p>The comments on individual sites relate to the Local Plan Strategy sites (CS) and Strategic Locations (SL), or to Non Preferred Sites (NPS). They are dealt with in more detail in the response to those consultation points.</p> <p>The Local Plan Strategy takes account of the varied roles and character of different areas, based on the principles of the National Planning Policy Framework.</p> <p>The proposed North Cheshire Growth Village at Handforth East is responded to under policy CS30. This is viewed as a more sustainable option than extending existing settlements.</p>

	<p>Non-inclusion of detailed allocations. The document sets out the Council's core ambition and the overall approach to accommodating growth, and identifies strategic sites and locations for development. It also sets out the policy principles to be used in the next stage of the plan making process. It is good planning practice to establish that this approach is sound, by consultation and examination of the Local Plan Strategy, before embarking on more detailed assessment through the Site Allocations and Development Policies and Waste Development Plan Policies documents.</p> <p>Paragraph 8.65 states that the figures in policy PG6 and table 8.4 are intended as a guide and are neither a ceiling nor a target.</p>
Recommendation	<p>Alteration of figures in Policy PG6 to reflect changes to distribution of development. Alsager reduced from 1700 to 1600 homes; Handforth changed from 200 to 150 homes; Sandbach increased from 1600 to 2200</p> <p>Insertion of site numbers table prior to policy.</p> <p>Wholesale change to justification text.</p>

Consultation Point	Key Diagram
Representations received	Total: 9 (Support: 2 / Object: 6 / Comment Only: 1)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • None received <p>Objection</p> <ul style="list-style-type: none"> • Should include areas proposed as Strategic Open Gap and Green Belt • Identified sites should be cross referenced to relevant section of PSCS • Size of text used for Principal Towns, KSCS and LSCS should vary according to status in settlement hierarchy • LSCS not clearly distinguishable • Sites at Gaw End Lane to be represented by a single blue dot denoting an enlarged 'Core Strategy Site' <p>Comment Only</p> <ul style="list-style-type: none"> • New road and rail to be identified
List of policy changes submitted during consultation to be considered	None
Council assessment of relevant issues	<p>The Key Diagram shows the approximate location of all the spatially specific policies and site proposals in the Plan.</p> <p>New road schemes are identified separately in the relevant town and site maps at other points in the document</p> <p>Development in Local Service Centres will be addressed via the production of a Site Allocations and Detailed Policies document later in the Local Plan process.</p> <p>To retain clarity on the map, a cross-referencing function is considered best left to the contents page which allows readers to locate sites and policies throughout the document.</p> <p>Although the map is diagrammatic, it is agreed that the southern boundary of Greater Manchester could shown as being further south to better reflect the reality. All other changes are reflective of the specific site policies and diagrams covered elsewhere in the Local Plan Strategy.</p>
Recommendation	<p>The southern boundary of Greater Manchester should be shown more accurately as being further south. All other changes are reflective of the specific site policies and diagrams covered elsewhere in the Local Plan Strategy.</p> <p>Given the importance of the Key Diagram, it should be moved to the start of the document.</p>

Consultation Point	Chapter 9 and Policy SD1: Planning for Sustainable Development
Representations received	Total: 54 (Support: 18 / Object: 22 / Comment Only: 14) Chapter 9: 9 (Support: 2 / Object: 2 / Comment Only: 5) SD1: 45 (Support: 16 / Object: 20 / Comment Only: 9)
Relevant issues	Support <ul style="list-style-type: none"> • Sustainability can mean different things to different people we argue that it is about combining the aims of environmental responsibility and social integration with commercial viability. This is the underlying philosophy behind Yeowood Garden Village • SD1 and SD2, which seek to achieve the delivery of sustainable development are supported, however, it is considered that both policies can be refined further delivery of 'high quality new homes' and 'the delivery of new homes which meet the full objectively assessed needs of the Borough' should be added to policy SD1 and more flexibility should be built into the language of Policy SD2 • I am strongly supportive of CEC's policy for development of brownfield sites ahead of other types of land • These are the actions needed to achieve sustainable development in Cheshire East and should build on the facilities of established settlements • The Trust welcome and support Policy SD1 Sustainable Development in Cheshire East and the explicit recognition of the need to provide appropriate infrastructure including community facilities; provide access to facilities, reflecting the communities needs and to prioritise the most accessible and sustainable locations and accords with national guidance • Our client supports paragraphs 3 and 15 within this policy. There is a real need for small scale development which can contribute to the creation of sustainable communities in areas such as Alderley Edge, particularly previously developed sites such as our client's which the SHLAA has identified as being "developable" for housing • The policy is appropriate and welcomed, in particular the first three points are considered to be essential • We welcome the inclusion of this policy and bullet 14 which requires development to protect and enhance the historic environment. • The development company strongly supports part 2 of this policy which seeks to prioritise investment and growth within the Principle Towns and Key Service Centres • The policy is appropriate and welcomed, in particular the first three points are considered to be essential. • The consultee, on behalf of the Ned Yates Garden Centre, supports the growth proposals in the Draft Core Strategy and the guidance contained within the NPPF relating to the presumption in favour of sustainable development and the reuse of brownfield land. They support Policy SD1, point 15, to make the best use of brownfield land for new development

- The RSPB supports the application of the concept of sustainable development to Cheshire East, acknowledging the requirement for developing both economically and physically, but in a way that can be in accordance with a whole range of environmental concerns

Objection

- There is no over-arching commitment to a brownfield first policy
- Policy SD1 is not consistent with Policy PG2 (Settlement Hierarchy)
- Policy SD1 is not consistent with National Policy because it omits any reference to Green Belt which is an important consideration in delivering a sustainable pattern of development
- I see no evidence of any attempt to undertake the following policy points
 - development not sustainable without jobs or far from railway station;
 - proposing to increase housing more than employment;
 - no plans for new stations in Middlewich, W & N Crewe, no plans for inter-town bus services and site developments far from town centres & stations;
 - insufficient plans to upgrade roads;
 - you grant applications against wishes of communities;
 - won't reduce emissions
- Sustainability is an excellent principle. Cheshire East should apply it to its own actions and not promote the White Moss as a Strategic Site
- A huge opportunity was missed at Wardle where a new town/close to employment and a new station would all have been possible
- While accepting that Policy SD1 addresses relevant sustainable development considerations for assessing development proposals, the supporting text should explain that the Local Planning Authority's strategic priorities will inform decisions on planning applications in terms of the form and content of planning obligations.
- The Handforth East proposal fails to meet many of these considerations-in particular such high growth should be in larger centres e.g. Macclesfield, it is not accessible as in point 6, and being on the far edge of the area is not accessible or sustainable
- This policy is not delivered through the choice of sites CS10 and CS32. The choice to develop these sites contradicts this policy. It has been ignored, on basis of get out clause of 'whenever possible'
- Concerned at the lack of clear policy requiring development to take place in sustainable communities - development should not be forced onto small communities that are not currently sustainable and do not want to attain that status
- CPRE broadly support, but needs significant strengthening on sustainable modes of transport, reducing carbon emissions, and re-using brownfield land
- No reference at present to the delivery of "high-quality new homes," and "the delivery of new homes which meet the full objectively assessed needs of the Borough.
- Object to part (15) which expects development to protect the best and most versatile agricultural land. Policy SD1 fails to meet the following tests of soundness as it does not accord with the NPPF in terms of providing development in the most sustainable locations.

	<ul style="list-style-type: none"> Policy is inflexible, repetitious of national policy & makes no reference to viability & could have a detrimental impact upon the viability of schemes which will then affect delivery & put the plan at risk. Viability should be taken into account in the policy to ensure that developments do not become undeliverable. Policy is unsound. New wording is suggested in point 4 <p>Comment Only</p> <ul style="list-style-type: none"> Page 79 - item 9.5 & 9.6 - Table of Distances - This 'guidance' cannot be implemented on rural exceptions sites due to the nature of them being 'rural' and unclear how this fits with growth aspirations of 1,700 homes in Alsager as an example? The Gorsthill Site should be recognised in the Core Strategy as the preferred location for sustainable development of a growth village south east of Crewe New road building will increase carbon emissions and Table 9.1 needs changes to align with its claimed source 9.2 This 'definition of sustainable development' is part of the Ministerial Foreword in the NPPF not the main document. It is meaningless. The correct definition is: 'There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles: Add in about heritage & culture We agree that investment and growth should be prioritised in the principal towns and key service centres and that appropriate infrastructure is provided to meet the needs of the local communities and that development is accessible by public transport What objective controls are there to ensure that the plans for local peoples needs are kept at the forefront rather than that of the developer; provision of green space, local transport, local shops, community centre etc. Need an SPD to set out clearly what is expected from developers of a sustainable development, both on and off site (off site sustainable links to employment services etc.)
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> 9.2 Change the definition of sustainable development, to the full definition used in paragraph 7 of the NPPF. Core Strategy needs to provide equal weight to the role played by environmental factors compared to economic and social ones. The council's development strategy needs to be totally reconsidered without it being based on this vacuous phrase. Remove the get out clause 'whenever possible'. Evidence in plan suggest this policy is only to be paid lip service The declarations about sustainable development are not borne out by the sheer scale of development that the Pre-Submission Core Strategy seeks to achieve. The wide-reaching aspirations for significant amounts of road building, house building and employment land should be reduced and there should be a commitment to build on brownfield first Remove CS10 and CS32 from the plan. Apply SD1 policy in all cases, rather

than when fits with councils plan.

- SD1 and SD2, which seek to achieve the delivery of sustainable development are supported, however, it is considered that both policies can be refined further delivery of 'high quality new homes' and 'the delivery of new homes which meet the full objectively assessed needs of the Borough' should be added to policy SD1 and more flexibility should be built into the language of Policy SD2
- Consideration of how the table of distances will work for rural communities
- i. The reference to key service centres should be omitted from (2) within Policy SD1
- ii. The need to ensure the integrity of Green Belt and the purposes of including land within it should be added as a consideration in Policy SD1
- The Gorstyhill Site should be recognised in the Core Strategy as the preferred location for sustainable development of a growth village south east of Crewe
- Remove the Congleton Link Road from the plan and align them contents of Table 9.1 with its source in all respects which meet the full objectively assessed needs of the Borough' should be added to policy SD1 and more flexibility should be built into the language of Policy SD2
- Add in 'contribute to the economic sustainability of heritage & cultural assets and landscapes
- Need an SPD to avoid developer misinterpretation and set out clearly what is expected from a sustainable development, both on and off site (off site sustainable links to employment services etc.)
- There remains a lack of reference to the sustainability of rural areas e.g. retention of shops and other services however, there is reference to supporting the vibrancy of village centres CCA would like to see more emphasis on rural sustainability for a Unitary Authority that has a third of its population living in rural areas
- Remove the White Moss from the document and re-set Alsager's housing allocation back to the agreed 1,000. Enforce the restoration agreement and keep the recreational buildings and fields on the MMU.
- Reconsider the potential for a new town at Wardle and get a better control of the shed building there before it's too late
- Additional supporting text is required to explain that in some cases planning obligations will be sought to deliver the Council's strategic priorities recognising the need to conform with CIL Regulation 122.
- Remove the Handforth East proposal
- Policy should clearly assess sustainability of smaller communities, development should not be forced onto small communities that are not currently sustainable and do not want to attain that status.
- CPRE broadly support, but needs significant strengthening on sustainable modes of transport, reducing carbon emissions, and re-using brownfield land
- Re-write provision 11 of the policy to include the need to tackle behavioural change & make it easier to travel less & to use public transport more. Add a provision that commits to reducing greenhouse gas and other harmful emissions by whatever means possible
- KCHG welcomes that "Development should wherever possible ... Contribute to protecting and enhancing the natural, built and historic environment;"

	<p>However, KCHG recommends the Policy includes the addition of “,cultural” after “built”, before “and historic</p> <ul style="list-style-type: none"> • Add reference to the delivery of 'high quality new homes' and 'the delivery of new homes which meet the full objectively assessed needs of the Borough' This is a key component of sustainable development as expressed in the NPPF. • Part (15) of Policy SD 1 should recognise that in some cases a balance will need to be struck between retaining the best and most versatile agricultural land and ensuring that the most sustainable sites are brought forward for development • To avoid selectivity & be consistent with changes I have suggested for para 7.1, it should also refer to the UK definition of sustainable development as set out in 'A Better Quality of Life - Strategy for Sustainable Development for the United Kingdom' 1999 & not leave it merely in the glossary • SD1 point 4 add the words“ where viable”,
Council assessment of relevant issues	<p>The Local Plan Strategy takes account of the definition of sustainable development as advocated in the National Planning Policy Framework and the overall policy is considered consistent with the objectives set out in the National Planning Policy Framework.</p> <p>The policy is considered to appropriately address issues including the efficient use of land to protect best and versatile agricultural land and make use of previously developed land where possible.</p> <p>The policy is considered viable as evidenced in the Draft Core Strategy and CIL Viability Assessment study (2013).</p> <p>The comments on individual sites relate to the Local Plan Strategy sites (CS) and Strategic Locations (SL), or to Non Preferred Sites (NPS). They are dealt with in more detail in the response to those consultation points.</p>
Recommendation	<ul style="list-style-type: none"> • Para 9.1 Now includes the five guiding principles of sustainable development as set out in the NPPF • SD1 (14) now includes the word cultural • Para 9.2 now includes the NPPF actual definition of Sustainable Development rather than the previous Ministerial Foreword reference. It also acknowledges the three roles of Sustainable Development in achieving a balance of economic, social and environmental factors. • The rest of the issues raised are largely covered through the specific policies elsewhere in the Core Strategy

Consultation Point	Policy SD2: Sustainable Development
Representations received	Total: 67 (Support: 6 / Object: 49 / Comment Only: 12)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Yeowood Garden Village meet all of these principles and that addressing the impacts of climate change in terms of both mitigation and adaptation is crucial. It actively addresses the issue of carbon emissions and impact on the wider environment through mitigation and adaption measures to combat this • I support Policy SD 2 but development must be preceded by the infrastructure needed to support it in all cases. • We welcome the content of this policy. • The landowners are supportive of policy SD2. The use of Table 9.1 in the assessment of planning applications would also prove to be useful. • The Trust is pleased to support the general and detailed approach to sustainable development as set out in this Policy. The specific references to landscape character and heritage assets (and their settings) are especially apt in the context of Cheshire East's environmental assets. <p>Objection</p> <ul style="list-style-type: none"> • Policy SD2 fails to meet the following tests of soundness because: 1 It is not justified: The Table 9.1 Access to services and amenities is not robustly justified nor is there a defined approach to measuring the distance • viability of development is a key consideration and therefore that it will not be feasible for infrastructure to be provided in advance of development in all cases and that suitable trigger points will be agreed for contributions and completion of works • The criteria and distances are a recipe for creating ghettos. Yet more areas with run down convenience stores, deserted pubs and antisocial behaviour. Whilst it is laudable to want people to stay within their locality to shop the reality is that internet and out of town shopping districts will remain the norm in the long term. • Development in Cheshire East faces viability challenges and will continue to during the plan-period. A balance will need to be struck between seeking, for example public open space, public realm, or other services, and ensuring the deliverability of development. • Concerns over the prescriptive nature of the accessibility criteria within the policy and lack of evidence to suggest whether this is realistic or achievable. • Object to the proposal of Policy SD 2, which requires a contribution towards identified infrastructure/ service facilities. The Council also need to consider how this policy will operate if and when a Community Infrastructure Levy (CIL) is introduced in the future. • With the relevance of design quality, Design Guides, Codes and Briefs should be required for more than as stated, encouraging the preparation and adoption by communities of Design Guides.

	<p>The priority for retail development to be located in town centres should be strengthened in the CS Policy</p> <ul style="list-style-type: none"> • Growth and sustainability is a myth. We cannot go on as we are firefighting an ever increasing population and assuming all resource and pollution problems will be solved. • 79 under services and amenities- suggest 500m - as that is what helps develop and sustain communities. • The aspiration to promote sustainable development and the general terms of Policy SD2 is supported. However, in our opinion Table 9.1 should be revised to allow for a flexible approach to assessing the distances to services and amenities to be adopted thereby avoiding a rigid application of the policy to all development scenarios • Core Strategy to provide equal weight to the role played by environmental factors compared to economic and social ones. SD2 remove 'where possible' as it does not appear in paragraph 7 of the NPPF. CWT recommends CEC is positive over its policies and removes 'get out clauses' • Clarify how SD2 will be practically implemented • Development should not be forced on small communities that are not currently sustainable and do not want to attain that status. The list of sustainability criteria should become an absolute requirement for all items, however the requirement for a Post Office should be removed as they are already consigned to history for most communities. • In terms of meeting the current needs for Wilmslow all housing and commercial developments should be restricted to what is possible on brown sites, mixed sites offering brown curtilage, recycled sites, sites with a history of being brown and windfall. The availability of brown sites is the limiting factor. • This Policy imposes a number of requirements which development proposals must adhere to, and to which we object. the Policy as drafted does not contain sufficient flexibility, particularly as some of the assessment criteria are subjective and thus will require a degree of professional judgement. Our Client therefore considers that "where possible" should be included in the first sentence • We object to the checklist approach to assessing sustainable development as set out in policy SD2. This approach does not accord with paragraph 7 of the NPPF, which states that there are three dimensions to sustainable development. Does not accord with NPPF para 55; this approach will not deliver the min 2000 dwellings in other settlement and rural areas required under policy PG6 • Object - policy is unsound, inflexible and repetitious of national policy & makes no reference to viability & could have a detrimental impact upon the viability of schemes which will then affect delivery and put the plan at risk. Viability should be applicable in relation to matters such as contributions to infrastructure, services, facilities & other detailed requirements. New wording is suggested.
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<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • A recognition within the policy that 100% grant funded schemes receive government funding and as a result contributions to all of the requirements will jeopardise the viability of a project <ul style="list-style-type: none"> • needed to set out more precisely what constitutes sustainable development • Replace the word "expect" by the word "require" in the policy • CPRE strongly supports the existing content of this policy. However, it should also include a requirement for all development to minimise and wherever possible reduce levels of air, light and noise pollution, and to protect tranquil areas and dark skies.. • Development is “expected” to comply with a number of listed conditions about the sustainability of the development. Replace with the word “required”. To conform with NPPF. • Under point 2. add 'Provide and support existing or new community hubs such as community/village hall communities to support existing and/or new communities'. Criteria: Why not include community/village hall facilities in this list on page 79 under services and amenities- suggest 500m - as that is what helps develop and sustain communities. • Whilst the policy confirms that the distances are recommended distances, the policy should go further and refer to the table as illustrative or indicative and state that the distances are provided as a guide, benchmark or minimum thresholds. The table should quote a range of distances to allow flexibility in the application of the policy and to cover those instances where site specific characteristics or geographical elements might make a development sustainable where a strict adherence to the distances quoted in the policy otherwise wouldn't • Core Strategy to provide equal weight to the role played by environmental factors compared to economic and social ones. SD2 remove 'where possible' as it does not appear in paragraph 7 of the NPPF. CWT recommends CEC is positive over its policies and removes 'get out clauses' • Clarify how SD2 will be practically implemented • The supporting text to Policy SD2 should refer to the agreement of appropriate trigger points through planning obligations and conditions in respect of securing necessary and desirable infrastructure, recognising the need for deliverable and viable developments. • This Policy imposes a number of requirements which development proposals must adhere to, and to which we object. The Policy as drafted does not contain sufficient flexibility, particularly as some of the assessment criteria are subjective and thus will require a degree of professional judgement. Our Client therefore considers that “where possible” should be included in the first sentence • Criteria and distances need adjusting to take into account that 69% of household have 2 or more cars. Convenience stores will not alter this fact. • Development should not be forced on small communities that are not currently sustainable and do not want to attain that status. The list of sustainability criteria should become an absolute requirement for all items,
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	<p>however the requirement for a Post Office should be removed as they are already consigned to history for most communities.</p> <ul style="list-style-type: none"> • Policy SD2 should make explicit reference to the balance that will need to be struck between seeking, public open space, public realm, or other services, and ensuring the deliverability of development. • The policy should be amended to remove the prescriptive accessibility criteria. • Policy SD 2 should be redrafted to note that potential financial contributions from development should be requested and agreed to on a case-by-case basis. <p>It should also be noted that a balance needs to be created, whereby development does not become unviable due to overburdening contributions.</p> <p>Finally Cheshire East should make reference as to how Policy SD 2 will alter in the future if a CIL is introduced for the authority.</p> <ul style="list-style-type: none"> • With the relevance of design quality, Design Guides, Codes and Briefs should be required for more than as stated, encouraging the preparation and adoption by communities of Design Guides. <p>The priority for retail development to be located in town centres should be strengthened in the CS Policy</p> <ul style="list-style-type: none"> • In order to address the conflicts above and ensure that the policy criteria set out within Policy SD2 are sound, it is requested that Cheshire East Council: 1 Justifies Table 9.1 robustly justify a defined approach to measuring the distance. • The entire Plan is supposed to be based on sustainable development principles and therefore this policy is not required. Table 9.1 fails to consider gradients in its distance thresholds and is therefore ineffective. Both SD 2 and Table 9.1 should be deleted • We object to the checklist approach to assessing sustainable development. This approach does not accord with paragraph 7 of the NPPF, which states that there are three dimensions to sustainable development or paragraph 55; this approach will not deliver the min 2000 dwellings in other settlement and rural areas required under policy PG6. • This policy should be amended as follows to include additional clauses in point 1 i: Policy SD 2 Sustainable Development Principles 1. All development will be expected to: i. Where viable, Provide or contribute towards identified infrastructure, services or facilities. • Change Policy SD 2 to ensure that development is preceded by the infrastructure needed to support it in all cases.
<p>Council assessment of relevant issues</p>	<p>The distances quoted in Table 9.1 are taken from the North West Sustainability checklist (now revoked) which has been backed by the Department of Communities and Local Government (DCLG) and the World Wide Fund for Nature (WWF). Distances are taken from the centre of a site using footpaths or roads to calculate their distances.</p> <p>It is clear that the figures contained in Table 9.1 are a guide to the appropriate</p>

	<p>distances for access to services and amenities. These distances are already used as guidance in the assessment and determination of major planning applications submitted to the Council and has been used in the Sustainability Appraisal.</p> <p>The comments received in this section on individual sites relate to the Local Plan Strategy sites (CS) and Strategic Locations (SL), or to Non Preferred Sites (NPS). They are dealt with in more detail in the response to those consultation points.</p> <p>References to design and other principles are appropriate in detail for the purposes of the Local Plan Strategy. Further detail on such matters are to be provided in other policies contained in the Local Plan Strategy or will be included in the Site Allocations and Development Policies document or subsequent Supplementary Planning Documents.</p> <p>The policy is considered viable as evidenced in the Draft Core Strategy and CIL Viability Assessment study (2013)</p> <p>Other issues raised are either covered in more detail elsewhere within the Core Strategy or are not appropriate for inclusion in SD 2.</p>
Recommendation	No material changes are proposed to be made to this policy

Consultation Point	Chapter 10 Infrastructure and Policy IN1: Infrastructure
Representations received	Total: 72 (Support: 9 / Object: 32 / Comment Only: 31) Chapter 10: 26 (Support: 3 / Object: 12 / Comment Only: 11) IN1: 46 (Support: 6 / Object: 20 / Comment Only: 20)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> The Trust welcomes the underlying positive approach to Infrastructure provision, which is recognised as crucial to the well-being of any society. The Trust therefore supports Policy IN1. However, the Council should recognise that not all Social and Community facilities will be developer funded. The Council should also recognise the infrastructure requirements for an ageing population Support for specific charges on developers to improve infrastructure. Infrastructure needs to be considered more widely <p>Objection</p> <p>Comment Only</p> <ul style="list-style-type: none"> Details on finance needed to deliver required infrastructure Infrastructure issues are not addressed for those areas (the south of the region). No solutions are forthcoming. We would like to see clarity on whether this will apply to affordable housing but believe that CIL contributions should be omitted from 100% grant funded affordable housing schemes, as they are an added cost The establishment of a sustainable growth village south-east of Crewe at the Gorstyhill Site would complement existing infrastructure and incorporate appropriate on site services and facilities More specific input on differentiated aspects of infrastructure required Education, medical and leisure facilities to go hand in hand with housing development. Support improvements at J17. Traffic flow at Old Mill Road / Congleton road should be improved. Support for provision of allotments in all new development. Would like to see clear and specific commitment to cycle routes. The highways infrastructure is already totally inadequate, and suffering from serious under-investment as regards maintenance. What few proposals are made relate to mitigation measures to treat today's congestion / accident problems. They are totally inadequate to address the forecast growth. There is no commitment to adequately maintain even the existing infrastructure, let alone future improvements Development on this scale requires a strategic approach to infrastructure especially around the Crewe area and this is sorely lacking in this document. Major increases needed in the roads infrastructure proposals to ensure they meet the needs of the new developments. At present they do not even deal with current traffic Development on Wilmslow sites and other developments such as Woodford should not be allowed until the proper infrastructure is in place,

	<p>as stated in the Infrastructure Delivery Plan.</p> <ul style="list-style-type: none"> • Your plans for Knutsford contravene the definition of sustainable development as set out by the World Commission on Environment and Development, quoted in your own document. In addition the air pollution in the centre of Knutsford is already above the LEGAL limit before any additional houses are built. • With direct reference to Alsager, I do not object in principle to the long term development of the town. However, I am amazed that no infrastructure strategies have been published, without which the entire plan for this area becomes unsustainable and self 'blocking' • The Infrastructure Delivery Plan demonstrates little sense of a coherent strategy for the community of Alsager which has had imposed upon it in a top-down manner by the Council the biggest increase in housing development proportionate to the size of its current community. The Council has offered nothing in terms of investment or infrastructure support.. • If precise routing of new roads isn't available for consultation right now, they should be removed from the plan and it submitted for examination urgently. • Infrastructure needs of new development not adequately addressed. In Knutsford schemes proposed are detrimental to the town if indeed they are practical at all. More consideration needed • There should be an over-arching commitment that new infrastructure which has environmental consequences will not be provided until an environmental impact assessment and an economic impact assessment has been carried out and unless there is a very robust business case for it • Comments relate to the Infrastructure Delivery Plan. Disagree with £0 allocated for Green Infrastructure. Include existing projects in plan. Highways list to include smaller projects. Road network projects exclude some on the LAP list. GI not covered in table 4. Level crossings part of Nantwich character. Disagree there is surplus in primary school. Identify full shortfall of sport provision • CWT considers green infrastructure not adequately addressed in policies IN1 and IN2 and considers evidence from the DIDP inadequate with little data, objectives, project details or funding. DIDP conflicts LP vision to reduce carbon emissions and car travel. Unacceptable to state from DIPD for open space to be included as future development sites. Green infrastructure should be joined up.
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • We require clarity on how the levies will be applied to affordable housing • The Core Strategy should recognise Gorstyhill as preferred location for sustainable development of a growth village south east of Crewe in the context of sustainable infrastructure use and planning for the area • More specific input on differentiated aspects of infrastructure required • Commitment to cycle routes • Road system in Knutsford is unfit for purpose. Road management needed. Progress can be anticipated in regard to educational, medical/health facilities • Cheshire East will acquire adequate means of maintain existing

	<p>infrastructure and allow for future increases within the plan</p> <ul style="list-style-type: none"> • A fully costed IMPROVEMENT plan to cater for the predicted growth, which would of course be subject to adequate funding. The foreseen source of funding should be made i.e. Government Investment, CIL / Developer contributions. • Major additional new roads (or improvements above the current proposals) as follows: - <ul style="list-style-type: none"> - Barthomley Link dualled and A500 through road at Jn 16 M6, (to be a 3-level junction) - Sandbach to Crewe North new road to alleviate Crewe Green roundabout - Congleton A34 bypass, with not major development allowed along it - A555 A6-Airport road to have 2 level junctions, NOT traffic light junctions - Major changes at the A555/A34.B5094 junction to improve A34 traffic flow - Additional entrance to Crewe Retail Park via new rail bridge off Macon Way • Sustainability measures put in place before any development takes place and only enough houses to meet the new levels. All reserved land removed from the plan • Alsager. There is a perfect route for a north about bypass that would enable a traffic/pedestrian friendly town centre (similar to Poynton), an easy access/egress to/from the east, centre and west and the resultant encapsulation of land that would provide for at least thirty years of housing growth. It would also provide for the further provision of re-planned drainage and other essential services that are currently outdated and at full stretch. Please see further details in the Alsager section of this site. It's called 'joined up thinking' • The Infrastructure Delivery Plan demonstrates little sense of a coherent strategy for the community of Alsager which has had imposed upon it in a top-down manner by the Council the biggest increase in housing development proportionate to the size of its current community. The Council has offered nothing in terms of investment or infrastructure support.. • Cease work on route planning for new roads and submit the plan for examination immediately without them • Knutsford relief road should be considered as part of any safeguarded land proposals • There should be an over-arching commitment that new infrastructure which has environmental consequences will not be provided until an environmental impact assessment and an economic impact assessment has been carried out and unless there is a very robust business case for it • Comments relate to the Infrastructure Delivery Plan. Disagree with £0 allocated for Green Infrastructure. Include existing projects in plan. Highways list to include smaller projects. Road network projects exclude some on the LAP list. GI not covered in table 4. Level crossings part of Nantwich character. Disagree there is surplus in primary school. Identify full shortfall of sport provision • Green infrastructure should be joined up. Existing GI studies of Cheshire
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	<p>East are generally based on very coarse grain assessments of the region (TEP 2011) which, for example, does not include Local Wildlife Sites in Biodiversity Plan. Only Crewe has a more detailed GI Plan to date. GI should receive a similar amount of consideration and planning as all other types of infrastructure so that, as required by the NPPF, the environment is considered on equal terms with the economy and society. Why are the conclusions of the Green Space Strategy (January 2013) not part of the Draft?</p> <p>Infrastructure Delivery Plan, including the GI requirements for Principal Towns, Key and Local SCs, and the Countryside? These should be fully costed and programmed elements of the IDP. Why is the GSS not listed as Key Evidence for IN1 and IN2? Section 106 and CIL payments could be directed to the completion of an evidence-based Nature Conservation Strategy for CE.</p> <ul style="list-style-type: none"> • At paragraph 10.4 line 3 insert and ageing before population. At paragraph 10.7 add: It is recognised that some community infrastructure will be funded directly by the voluntary sector • More emphasis on wider interpretation of infrastructure support for Local Service Centres and small communities
Council assessment of relevant issues	<p>Paragraph 157 of the NPPF states that Local Plans should “plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies” of the national planning policy framework. Strategic infrastructure requirements are set out in the Core Strategy in the Site Specific Principles of Development for each allocation or strategic location and in the Infrastructure Delivery Plan. There also needs to be flexibility to allow the Council to seek developer contributions for other infra-structure needs that emerge during the plan period. The Council is expected to introduce the Community Infrastructure Levy (CIL) and the balance between what monies are collected between s106 and CIL will be part of this process. The level of contributions will be determined through the s106 and CIL setting agenda.</p> <p>In Chapter 13 Sustainable Environment” Policy SE6 Green Infrastructure covers green infrastructure assets and present and future requirements. The Green Space Strategy (2013), part of the Council’s Evidence base, provides a strategic overview in relation to green infrastructure looking at open space, country parks, rights of way, landscape and biodiversity. It provides the basis for more detailed policy formulation such as the preparation of the Supplementary Planning Document on Planning Obligations for open space requirements. Detail will also be required at the site allocation stage.</p>
Recommendation	<ul style="list-style-type: none"> • The word “ageing” has been added to paragraph 10.4 line before population • The strategic policies covering Green Infrastructure are contained in policy SE6 Green Infrastructure. • The Green Spaces Strategy has not been included in the Core Strategy as it is a preparatory document setting out future requirements for more detailed policy formulation such as the preparation of the Supplementary Planning Document on Planning Obligations for open space requirements. Detail will also be required at the site allocation stage.

Consultation Point (24)	Policy IN2: Developer Contributions
Representations received	Total: 34 (Support: 5 / Object: 18 / Comment Only: 11)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • This policy is supported • A full transportation planning process must be undertaken before such massive and far reaching proposals are implemented, this will add further land take requirements needed to provide the required infrastructure • A policy relating to developer contributions is broadly supported by Taylor Wimpey, Harrow Estates plc and Avro Heritage provided that it does not render a development unviable in the context of the Framework [§173]. <p>Objection</p> <ul style="list-style-type: none"> • Developer contributions are only a form of official bribery. For some minor fancy frills they get to put up large, cheaply built, unimaginative developments (built to standards way below that of the rest of Northern Europe). Huge profits for the developers, minimal improvements for residents. Popular with local councils and the government, but a lousy deal for the people and the environment. • CEC should pay for the roads and be completely separate from developers - too many sites are being given to developers in exchange for roads we wouldn't need anyway. If they were needed, they would be strategic roads and would be funded by central government. • The Community infrastructure levy should be flexible with regard to extensions. There is a conflict with wording in policy IN1 • Part 1 should seek proportionate contributions reflecting the impact of the proposals. Where cumulative impacts are identified, all developments should make equal/proportionate contributions. Plan should include mechanism for strategic priorities to be reflected in planning obligations associated with strategic development proposals, which would be the case if a CIL Charging Schedule is adopted • We object to the absence of acknowledgement of the need for consideration of the potential impact of developer contributions on the viability and therefore deliverability of the development. • flexibility is required in order that S106/CIL does not make development unviable, particularly in rural areas • We object to the absence of acknowledgement of the need for consideration of the potential impact of developer contributions on the viability and therefore deliverability of the development. Change required to make it sound: Introduce such acknowledgement • Will Cheshire East compensate developers who provide contributions, for example by the Council offering additional land or permission to build in the Green Belt in return for those contributions e.g. at Alderley Park.

	<p>Comment Only</p> <ul style="list-style-type: none"> • Practicalities of developer infrastructure contributions • New infrastructure requiems should be in place before developments impact on capacity. • I support Policy IN 2 except in that funds raised through S106 agreements or CIL should be spent in the area within which they are raised. • The comments upon Policy IN1 above are equally relevant to this policy. Part vi. of Policy IN2 indicates that until CIL is in place Section 106 agreements will be used to pool contributions. The Council will be aware of the Government's intention to 'roll- back' the use of Section 106 agreements by April 2015 or local adoption of CIL, whichever is sooner. • Local Plan must set out a positive strategy for the historic environment. Council should consider CIL impacts on future investment to secure the future of heritage asset. Heritage should be considered in CIL strategy. Encouraging local authorities to assert in their Delivery Plan or Draft Charging Schedules the right to offer CIL relief in exceptional circumstances specifically where the requirement. • Planning Obligations should be sought where they meet all the test set out in CIL Regulations 2012. There should also be some flexibility for negotiation of obligations on a site by site basis in order to encourage rather than hinder development, taking account of economic viability and other factors • Point (iii) states that contributions may be collected towards 'Ongoing revenue such as the management and maintenance of services and facilities'. <p>NHS England Comment:</p> <p>The cost impact of additional health infrastructure will be a combination of non recurrent capital and recurrent costs determined by the means of delivering the infrastructure. The impact of recurrent infrastructure costs to NHS England is very significant and will be recognised in the emerging health infrastructure strategies and delivery plans and requests for developer contributions.</p> <ul style="list-style-type: none"> • The Council need to ensure that paragraph 204 of NPPF is met in relation to developer contributions and that the scale of contributions are not too onerous as to render schemes unviable and hinder development from coming forwards. • A full transportation planning process must be undertaken before such massive and far reaching proposals are implemented, this will add further land take requirements needed to provide the required infrastructure.
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • Any development should be assessed on the true impact on infrastructure on a local basis rather than a national formula. The cost should be allocated as a part of the planning process. Once determined it should be paid up front, in full and the changes started before the development can disrupt the current infrastructure. Public records should be available to ensure this happens. This system will; 1) Ensure infrastructure is never an issue, 2) Allow for the Council to properly control its budget, 3) Make developers have social responsibility for the areas that they develop, 4) Prevent land banking, 5) Support the sustainability ethos of the NPPF

- Increase the parts of 10.16, Include signposting; sporting facilities; cultural facilities and recreational facilities
- Funds raised through S106 agreements or CIL should be spent in the area within which they are raised.
- Add to point 1 after realm, "community"
Add word "local" before the word strategic.
Paragraph 10.16 f. Add the word ", community" after sporting
- Please see attachment to rep PRE-3475 to read in context of full response.
- For the historic environment in particular, we therefore encourage the Council to ensure that the conservation of its heritage assets is taken into account when considering the level of the CIL to be imposed to safeguard and encourage appropriate and viable uses for the historic environment. The document does not refer to the historic environment.
The application of a local CIL charge on development, which affects heritage assets or their settings, might lead to harm being caused to their historic significance. For example, there could be circumstances where the viability of a scheme designed to respect the setting of a heritage asset in terms of its quantum of development, could be threatened by the application of CIL. There could equally be issues for schemes, which are designed to secure the long-term viability of the historic environment (either through re-using a heritage asset or through enabling development).
The regulations emphasise the need to strike an appropriate balance between the desirability of funding infrastructure from the levy with the potential effects, which CIL might have upon the economic viability of development across its area.
We are therefore also encouraging local authorities to assert in their Delivery Plan or Draft Charging Schedules the right to offer CIL relief in exceptional circumstances specifically where the requirement to pay CIL would threaten the viability of schemes designed to ensure the reuse of heritage assets identified on English Heritage's Register of Heritage at Risk.
Following guidance set out in the Community Infrastructure Levy Relief Information Document (2011), the conditions and procedures for this could be set out within a separate statement. The statement could set out the criteria to define exceptional circumstances and provide a clear rationale for their use, including the justification in terms of the public benefit (for example, where CIL relief would enable the restoration of heritage assets identified on English Heritage's Heritage at Risk Register.) For clarity, the statement could also reiterate the necessary requirements and procedures that would be followed in such cases, including the need for appropriate notification and consultation.
The report does not include the historic environment in its list of exemptions from CIL or indeed in any of the key projects listed in the document. We urge the Council to reserve the right to offer CIL relief for particular cases, which affect heritage assets in order to avoid unintended harm to the historic environment through the application of CIL. English Heritage would strongly advise that the local authority's conservation staff

	<p>are involved throughout the preparation and implementation of the Draft Charging Schedule as they are often best placed to advise on local historic environment issues.</p> <ul style="list-style-type: none"> • Ref Point (iii) - The cost impact of additional health infrastructure will be a combination of non recurrent capital & recurrent costs determined by the means of delivering the infrastructure. The impact of recurrent infrastructure costs to NHS England is very significant & will be recognised in the emerging health infrastructure strategies & delivery plans & requests for developer contributions. • strict separation of commercial and communal financial interests • Reduction in the proposed outrageous housing figures CEC are using would reduce the need for more roads. • Introduce flexibility with regard to extensions. • The Policy (IN2) should include appropriate wording to ensure contributions are proportionate to the impacts of development and secured on a fair and equitable basis. Further, if enhanced contributions are sought, to deliver strategic priorities of Cheshire East Council, there should be a reference in the policy to facilitate reordering of priorities which can be reflected in S106 heads of terms to ensure the delivery of more sustainable development. • Policy IN2 should make explicit reference to the balance that will need to be struck between seeking, for example public open space, public realm, or other services, and ensuring the deliverability of development • Until amendments are made to Policy IN2, and flexibility is built into policy text and supporting justification the policy is not considered to be Positively Prepared, Justified, Effective or Consistent with National Policy • Introduce acknowledgement of the need for consideration of the potential impact of developer contributions on the viability and therefore deliverability of the development. • Additional text should be inserted into the policy text of IN2 to confirm that financial viability will be a consideration when establishing the level of developer contribution that is appropriate for new developments
<p>Council assessment of relevant issues</p>	<p>Paragraph 157 of the NPPF states that Local Plans should “plan positively for the development and infrastructure required in the area to meet the objectives, principles and policies” of the national planning policy framework.</p> <p>Strategic infrastructure requirements are set out in the Core Strategy in the Site Specific Principles of Development for each allocation or strategic location and in the Infrastructure Delivery Plan. There also needs to be flexibility to allow the Council to seek developer contributions for other infra-structure needs that emerge during the plan period. The Council is expected to introduce the Community Infrastructure Levy (CIL) and the balance between what monies are collected between s106 and CIL will be part of this process. The level of contributions will be determined through the s106 and CIL setting agenda.</p> <p>Matters such as deliverability and viability will be taken into account. Viability is already considered in some of the detailed policies such as SE6 regarding green infrastructure. All types of infrastructure will be examined through the s106 and</p>

	CIL setting agenda including aspects that relate to the historic environment, local needs, health etc.
Recommendation	The specific points of detailed raised here will be covered by the CIL regulations upon adoption of a charging schedule. Therefore the detail is not required at this stage of the plan preparation but will be taken forward for consideration at the drawing up of the charging schedule.

Consultation Point	Chapter 11: Enterprise and Growth
Representations received	Total: 29 (Support: 7 / Object: 14 / Comment Only: 8)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Should be linked to Rural Affordable Housing requirements • Essential to underpin the social and environmental objectives of the Core Strategy • Science and Technology Corridor welcomed to meet needs of existing and future workforce • Support for Council's ambition to secure economic growth, including inward investment, retention of jobs and job creation <p>Objection</p> <ul style="list-style-type: none"> • Cannot sustain additional traffic burdens at J16 and J17 with further development in the M6 Corridor • Policies in Section are too vague and open to wide interpretation with 'get out' clauses • At least 3 iterations of what constitutes the 'High Growth City', so needs to be clarified • Nantwich should not be considered as a growth node (see Fig. 11.1) • Crewe growth should not be diluted by focus on M6 Corridor, which will encourage unsustainable travel patterns and cause significant cross-boundary issues • Need for Motorway Service Areas to contribute to the local economy <p>Comment Only</p> <ul style="list-style-type: none"> • CEC economy cannot be successful if significant outmigration to work continues • Need to reference business tourism • Proactive approach to AZ at Alderley Park while facilities and buildings still exist • Employment growth to be shared between towns (eg Congleton), not all focused on Crewe • Manchester Airport is a major asset to the region with considerable potential to stimulate and attract economic activity • Protect Ashley village from increased traffic from airport expansion • Broaden scope of high-tech business and safeguard countryside to attract highly qualified individuals and improve public transport to such businesses
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Refer to Crewe's potential for business tourism • There must be a fair share of employment for each town as part of integral development • Remove any plans for development in M6 Corridor • Focus on tackling economic disadvantaged in Crewe with local jobs for local people

	<ul style="list-style-type: none"> • Re-write policies in Section where they are vague and open to interpretation • Define what constitutes 'High Growth City' • Clarify growth nodes in Fig. 11.1 • Temper focus on M6 Corridor in paragraph 11.3 and remove Fig. 11.1 • Re-designate AZ Macclesfield as 'Opportunity Site' • Add policy regarding Motorway Service Areas • Add places of worship to Policy EG2 (6) • Plan for full economic and housing needs of all parts of Borough
Council assessment of relevant issues	<p>It is accepted that Crewe may have potential for business tourism, but the policy framework is not considered to prejudice against such developments coming forward during the plan period. Similarly, a policy on Motorway Service Areas is recommended for inclusion in the plan's highway policies and a case for adding 'opportunity areas' is addressed in the response to Policy EG3.</p> <p>The apportionment of development is covered in Policy PG6 (Spatial Distribution), but the Case for Growth in Chapter 5 highlights the potential to focus on the M6 corridor and 'High Growth City' where full advantage can be taken of accessibility to local employment centres such as Crewe, Alsager, Sandbach and Congleton in order to promote economic prosperity for the benefit of local communities.</p>
Recommendation	No material change required.

Consultation Point	EG1 Economic Prosperity
Representations received	Total: 18 (Support: 3 / Object: 7 / Comment Only: 8) Economic Prosperity: 5 (Support: 1 / Object: 0 / Comment Only: 4) EG1: 13 (Support: 2 / Object: 7 / Comment Only: 4)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Highlight positive role of good performing hospitals for local economy, Leighton Hospital as big an employer for Crewe as Bentley Motors Barclays to continue development in 'North Cheshire Science Corridor' to provide centre of excellence <p>Objection</p> <ul style="list-style-type: none"> Already 30 years supply of employment land so why take Green Belt land in Macclesfield? Lack of proper research and consultation with business to identify true employment land need Priority of development at Crewe and Macclesfield should be emphasised Policy is not sufficiently flexible and should not preclude other employment generating (ie non-B Class uses) coming forward on allocated employment or mixed use sites as per paragraph 21 of NPPF <p>Comment Only</p> <ul style="list-style-type: none"> Need to ensure Cheshire agriculture continues and prospers Add in visitor economy worth £689m Key employment sites being diluted by housing (e.g. Sandbach J17) Rural economy supports home working for high-tech businesses who may leave rural Cheshire East should over-development occur Policy EG1 (2) is over-restrictive given that town plans prioritise housing at the expense of employment Waiting 30 years for employment development, need jobs more than houses Submission on Bridgemere Nursery and Garden World for alternative retail, business, tourism or leisure purposes
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Add visitor economy to para. 11.14 Mention positive role of hospitals in contributing to local economy CEC should use existing employment land not Green Belt Research properly employment need and make Policy EG1 more definitive Amend Part 1 of policy to read "Proposals for employment development (Use Classes B1, B2 or B8) will be directed to and supported in the Principal Towns in the first instance. Additional employment development will be supported in principle in the Key Service Centres and Local Service Centres as well as on employment land allocated in the Development Plan." Add Part 3 of policy to read "Proposals for other employment generating uses will be supported in principle where it can be demonstrated that they would accord with the wider policies of the Plan."

Council assessment of relevant issues	<p>Whilst it is accepted that ‘...and tourism’ could usefully be added to paragraph 11.14 and that Leighton Hospital does contribute positively to the local economy, it is not considered that the other suggested changes to Parts 1 and 3 of the policy would add any value to the plan.</p> <p>In terms of research and defining employment needs, the <i>Employment Land Review</i> has been subject to considerable public consultation and therefore provides part of a robust evidence base in support of the plan policies and proposals.</p> <p>The case for an amendment to the Green Belt around Macclesfield is addressed in responses to Policies PG3 and PG4.</p>
Recommendation	<p>The words ‘...and tourism’ be added at the end of paragraph 11.14.</p>

Consultation Point	EG2: Rural Economy
Representations received	Total: 23 (Support: 11 / Object: 5 / Comment Only: 7)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Local rural employment and recreational uses should be supported on a scale suitable to rural villages Support subject to minor wording change Support for sustainable tourism uses and facilities Important to respect local character and not introduce large volumes of traffic to more remote rural areas Public or green transport accessibility needs to be considered <p>Objection</p> <ul style="list-style-type: none"> Criterion 5 could lead to unplanned development Criterion 2 provides undue restriction on employment uses through sequential test contrary to NPPF <p>Comment Only</p> <ul style="list-style-type: none"> No acknowledgement of Waters Corporation or 'Airport City' and potential influence on Wilmslow We need jobs not houses The statement about encouraging sustainable farming is not being adhered to Need to take account of characteristics and trading of modern garden centres, particularly reference to goods being produced on site in explanatory note (footnote 41) New dwellings may be 'sustainable' in terms of carbon footprint, but agricultural land is not sustainable when it is built on Footnote 41 may be unnecessary and difficult to enforce
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Explanatory text in Footnote 41 should be deleted or revised Remove Criterion 5 to ensure residents views are taken into account Remove Criterion 2 to recognise local employment growth in rural villages can provide opportunities to support the vitality of rural settlements Amend sub-paragraph (ii) to read "Supports the rural economy and could not reasonably be expected to locate within a designated centre by reason of their products sold and/or services and facilities"
Council assessment of relevant issues	<p>It is not considered appropriate to delete or revise Footnote 41 or sub-paragraph (ii) as this has the potential to undermine the retail strategy by indirectly supporting out-of-town retailing, particularly garden centres. With respect to Criteria 2 and 5, these are considered to be promotional and positive in supporting a sustainable rural economy and therefore should not be removed.</p> <p>A reference to the Waters Corporation is addressed in response to Policy EG3.</p>
Recommendation	No material change required.

Consultation Point	Policy EG3: Existing and Allocated Employment Sites
Representations received	Total: 16 (Support: 4 / Object: 8 / Comment Only: 4)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Support policy of protecting existing employment sites for employment uses (e.g. Radbroke Hall, Knutsford) <p>Objection</p> <ul style="list-style-type: none"> Policy should only apply to either a list of key sites or site size thresholds, other smaller sites should be given the option to convert to other uses including small scale residential Does not promote flexible use of land as per NPPF Policy at risk of sterilising derelict/vacant employment sites Too much land allocated for employment use Social and economic benefits of alternative uses such as retail should also be acknowledged Question the reference to 'regular review' in Criterion 3 <p>Comment Only</p> <ul style="list-style-type: none"> Radnor Park Trading Estate should be abandoned in favour of housing and relocated nearer to M6 No mention of now-closed BAE site at Woodford Need to encourage supplier facilities to Bentley Motors in and around Crewe
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Need to clarify how this policy links with Policy EG2 in rural areas Policy should only apply to list of key sites or sites over a certain threshold size to allow alternative uses on smaller sites Change wording to ensure consistency with NPPF Re-phrase criterion 2 removing requirement to explore possibilities of including employment uses in future development Economic benefits of non-B Class uses, such as retail, should be fully considered in redevelopment proposals Reference to 'regular review' in criterion 3 should be clarified Abandon further employment development at Radnor Park, relocate closer to M6 and abandon Congleton Link Road
Council assessment of relevant issues	<p>It is considered that the policy would benefit by listing the key strategic employment sites which underpin the Borough's strong economic base and which the Council would not wish to release from the employment land portfolio. Whilst some sites are highlighted in paragraph 11.24, the list is by no means exhaustive and could reasonably be supplemented by other sites as follows:</p> <ul style="list-style-type: none"> Crewe Green Business Park, Crewe Crewe Gates Industrial Estate, Crewe Waters Corporation, Wilmslow Sanofi/Aventis, Holmes Chapel

	<p>Criterion 2 is considered to be a fundamental and justifiable objective in those instances where alternative development proposals are supported on existing employment sites; this should be emphasised to promote sustainable, mixed-use re-development schemes. However, the key tests should not be compromised on smaller sites, as viability and suitability must still be addressed. Footnote 42 provides a further test in relation to a period of marketing, currently not less than 12 months. In order to provide some flexibility on this test, it is felt that a period of not less than 2 years would be appropriate.</p> <p>Notwithstanding these criteria, alternative uses such as retail would still be subject to rigorous tests, in addition to evidence of 'need'. The reference to periodic review is acknowledged, but will be forthcoming through updates to the <i>Employment Land Review</i> as well as <i>Annual Monitoring Reports</i>.</p>
Recommendation	<p>It is recommended:-</p> <ol style="list-style-type: none"> 1. That Paragraph 11.14 be supplemented by the addition of the following key strategic employment sites:- <ul style="list-style-type: none"> • Crewe Green Business Park, Crewe • Crewe Gates Industrial Estate, Crewe • Waters Corporation, Wilmslow • Sanofi/Aventis, Holmes Chapel 2. That the 'Key Strategic Employment Sites' be added to the Town Plans in the Local Plan –Submission Version. 3. That the marketing period in Footnote 42 is amended to '<i>... not less than 2 years</i>'.

Consultation Point	Policy EG4: Tourism
Representations received	Total: 28 (Support: 10 / Object: 5 / Comment Only: 13) Tourism: 4 (Support: 2 / Object: 1 / Comment Only: 1) EG4: 24 (Support: 8 / Object: 4 / Comment Only: 12)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Important to local economy to encourage tourism (eg Jodrell Bank) • Approach to tourism is well considered and consistent with national policy (National Trust) <p>Objection</p> <ul style="list-style-type: none"> • Care must be taken to avoid conflicts between tourism, wildlife and tranquillity • Policy fails to acknowledge key role that the wider countryside plays in the visitor economy • Openness and Green Belt throughout Nether Alderley must be protected and safeguarded under Policy EG4 • Why promote and instigate removal of Romany's Caravan, one of few tourist attractions at Wilmslow? <p>Comment Only</p> <ul style="list-style-type: none"> • Policy would benefit from a further amendment which would support opportunities for heritage tourism • Figures quoted greatly underestimate contribution of tourism to Cheshire East economy • Important that visitor economy is able to maximise contribution to local economy • No reference to improving Rights of Way network and their importance as a tourism asset • Omission of various visitor/tourist attractions • Amend policy to support tourism development 'proximate to' Principal Towns and KSC's
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Clarify that infrastructure also includes 'green infrastructure' • Include reference to an enhanced ROWIP which will connect tourist centres/attractions such as cycle routes and footpaths • Amend Criterion 2 and 3 to read 'proximate to' Principal Towns and KSC's and add (d) 'The proposals would support the overall sustainability of the local tourism economy' • In Criterion 3 (ii) (a) add 'or detract from the nature conservation value of the area' and in 3 (ii) (c) add 'infrastructure, including public transport' • Add new introductory paragraph to read 'The rich and varied natural and historic environment, and the beauty and character of the wider countryside, plays a vital role in the visitor economy of Cheshire East. These Borough-wide assets will be protected and where possible enhanced to help drive the visitor economy as well as for their own sake.' • Amend Criterion 1 (iii) to require enhanced/expanded attractions to respect

	<p>landscape/townscape character and be highly accessible by sustainable modes of transport</p> <ul style="list-style-type: none"> • Add Criterion 1 (v) to read 'Encouraging and promoting opportunities for new tourist attractions in the historic and natural environment' (English Heritage)
Council assessment of relevant issues	<p>It is considered that infrastructure includes 'green infrastructure', but this could be usefully clarified in paragraph 11.32 together with a reference to the Rights of Way Network. Similarly, the suggested additional wording in paragraph 11.26, together with amendments to Criterion 1, is broadly accepted, subject to a reference to 'sustainable and appropriate locations'. However, the concept of adding 'proximate' to the criteria is not supported, as this could undermine the overall settlement strategy.</p>
Recommendation	<ol style="list-style-type: none"> 1. That Paragraph 11.26 be amended by adding an additional sentence to read: <i>'The rich and varied natural and historic environment, and the beauty and character of the wider countryside, plays a vital role in the visitor economy of Cheshire East. These Borough-wide assets will be protected and where possible enhanced to help drive the visitor economy as well as for their own sake'.</i> 2. That Paragraph 11.32 be amended by adding <i>'...including green infrastructure and improvements to the Right of Way Network'</i> after visitor economy. 3. That a new Criterion 1 (v) be added as follows <i>'Encouraging and promoting opportunities for new tourist attractions in the historic and natural environment in sustainable and appropriate locations.'</i>

Consultation Point	Policy EG5: Promoting a Town Centre First Approach to Retail and Commerce
Representations received	Total: 29 (Support: 5 / Object: 9 / Comment Only: 15) Town Centres: 5 (Support: 0 / Object: 1 / Comment Only: 4) EG5: 24 (Support: 5 / Object: 8 / Comment Only: 11)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support subject to clarifying wording in Section 7 (ii) • Support for new comparison and convenience retailing in Local Service Centres (LSC's) to create sustainable communities <p>Objection</p> <ul style="list-style-type: none"> • Policy should recognise the role for new local centres associated with sustainable urban extensions to be of appropriate scale and subject to retail assessment • Criterion 7 restricts development outside town centres where there is a proven need • No mention of residential development in town centres, especially for over 65's and first time buyers • Criteria 3 & 6 ignored by Cheshire East Council in recent decisions • Absence of reference to mixed use sites which will provide local community facilities • Not compliant with Para. 23 of NPPF as Town Centres and Primary Shopping Areas not defined <p>Comment Only</p> <ul style="list-style-type: none"> • Concern at impact on Town Centres of by-pass proposals • No assurances that employment land at Handforth East will be entirely non-retail • No mention of other town centre uses such as leisure and education • Concern over proliferation of charity shops • CEC should support local businesses in town centres • Include improvements to the public realm (Richard Milkins – CEC) • No room in Middlewich 'town centre' to expand comparison and convenience retailing • Any community more than a mile from a town centre should have convenience retail outlet • Vast oversupply of retail/commercial space in town centres • Should include 'community' in Criterion 2 • Should require high design quality (David Hallam - CEC) • Accepted that policy allows sufficient scope for retailing with particular characteristics (eg bulky goods) to be located in an edge or out-of-centre location

List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Add 'visitor' in paragraph 11.37 after 'retail' • Include improvements to public realm (Richard Milkins – CEC) • Communities over a mile from town centres should have small local centre • Add 'community' after 'retail' in Criterion 2. • Add 'Proposals for town centres should ensure high design quality, particularly where the proposal affects a conservation area and/or a listed or locally listed building' (David Hallam – CEC) • Add (v) to Criterion 1 to read 'Local centres within new urban extension areas' • Amend policy to include 'where there is a proven need' • Add (v) to Criterion 1 to read 'Where appropriate, new retail facilities will be provided on mixed use sites as identified and set out within the Core Strategy' • Define Town Centres and Primary Shopping Areas in accordance with para 23 of NPPF • Reference sequential test for all retail developments over 2,500 sq m.
Council assessment of relevant issues	<p>The inclusion of 'visitor' in paragraph 11.37 is accepted, but the provision of small local centres within a mile of town centres is not practical and in any event has been addressed in the determination of the settlement hierarchy; this provides a key strand of the plan's evidence base. With respect to urban extension areas and mixed use sites, it is considered that these are already included in the Core Strategy Sites and Strategic Locations, wherein there is provision for additional retail facilities.</p> <p>The reference to high quality design and improvements to the public realm are relevant, but already included elsewhere in the plan, notably Policies SD2 (Sustainable Development Principles) and SE1 (Design).</p> <p>Issues around 'need' and identifying Town Centres and Primary Shopping Areas will be addressed in 'saved' policies, as set out in paragraphs 11.41 – 11.44, but the Council will adopt the approach set out in paragraph 26 of the NPPF in relation to the sequential test for retail developments over 2,500 sq metres. This test could usefully be set out in the Reasoned Justification to the policy</p> <p>Town Centres and Primary Shopping Areas will be defined through the Site Allocations and Development Policies document. Saved policies will continue to apply until that time.</p>
Recommendation	<p>It is recommended :</p> <ol style="list-style-type: none"> 1. That the last sentence of paragraph 11.37 is amended to read: '<i>... commercial, retail, visitor and leisure hubs</i>'. 2. That the following is added to paragraph 11.44: '<i>The Council will apply the sequential test set out in paragraph 26 of the NPPF when determining retail applications with a floorspace in excess of 2500 square metres</i>'.

Consultation Point	Chapter 12: Stronger Communities
Representations received	Total: 17 (Support: 2 / Object: 5 / Comment Only: 10)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • In accordance with paragraphs 73 and 74 of NPPF and Sport England's Playing Fields Policy (<i>Sport England</i>) • Support putting people at the heart of decision making <p>Objection</p> <ul style="list-style-type: none"> • Communities need a more adequate voice • No evidence that localism is supported • Policies SC1 & SC2 fail to promise there will be no net loss of facilities, SC3 fails to recognise need for good air quality, SC4 is wrong to assume land-hungry bungalows are right for all older residents, SC5 has a developer get out clause, SC6 should say what is not acceptable. • The introductory text should make an over-arching commitment to strive for a decent quality of life for all residents and to closely monitor air quality and to take action if it falls below acceptable levels. <p>Comment Only</p> <ul style="list-style-type: none"> • Shortage of suitable accommodation to allow people to downsize • Housing and employment needs to be matched – proposing to maximise housing in the south of the Borough where employment is least • Ignoring the character and distinctiveness of some towns in favour of others; to create strong communities need to make the places they live in attractive • Need for communities to retain their separate physical identities and community spirit • Agree that CEC need to meet the needs of it's local communities – infrastructure, services and facilities and an appropriate mix of housing – high quality and both market and affordable • Macclesfield should have a voice – a town council • To create strong communities and social cohesion – need good accessibility – rail, bus, cycleways, footpaths and accessible countryside • The establishment of a sustainable development at the Gorstyhill Site (NPS5) would contribute towards stronger communities in the area • Need for support for Neighbourhood Plans – put local people at heart of decision making • Wishes of local people must not be ignored as they are currently (example given – Willaston and green gap) • Community needs such as village halls and community centres are vital to building stronger communities
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Specific mention of need for communities to retain their separate physical identities and community spirit • Inclusion of village halls and community centres • Specific reference to place of worship/community facility in site allocations

	<ul style="list-style-type: none"> • Policies SC1 & SC2 fail to promise there will be no net loss of facilities, SC3 fails to recognise need for good air quality, SC4 is wrong to assume land-hungry bungalows are right for all older residents, SC5 has a developer get out clause, SC6 should say what is not acceptable. • The introductory text should make an over-arching commitment to strive for a decent quality of life for all residents and to closely monitor air quality and to take action if it falls below acceptable levels.
Council assessment of relevant issues	<p>This chapter sets out the importance of meeting the needs of communities and providing the infrastructure, services and facilities required to create sustainable and stronger communities. The chapter looks at improving the health and well-being and quality of life of all residents by maximising opportunities for communities to access housing, services and facilities and the provision of essential infrastructure. The chapter is considered to be in general conformity with the objectives of the National Planning Policy Framework, in particular Section 8 “Promoting healthy communities”.</p> <p>Air quality concerns are addressed in the Sustainable Environment Chapter (Policy SE12 and supporting text).</p> <p>Comments regarding quality of life for all residents and community facilities are addressed in the proposed changes to the introductory text.</p>
Recommendation	<p>Paragraph 12.5 – add after the words Core Strategy will –“strive for a decent quality of life for all residents” and will contribute etc.</p> <p>Paragraph 12.6 – in list of infrastructure amend to read: leisure “and community” facilities.</p>

Consultation point	SC1: Leisure and Recreation
Representations received	Total: 24 (Support: 10 / Object: 7 / Comment Only: 7) Leisure: 2 (Support: 1 / Object: 1 / Comment Only: 0) SC1: 22 (Support: 9 / Object: 6 / Comment Only: 7)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Sport and Leisure facilities are a necessity; important to protect, enhance and invest in such facilities to secure the longer term benefits of improved health and well-being • Important that new services/facilities are introduced into areas where long term investment has suffered and new facilities would greatly benefit the community • Policy in accordance with paragraphs 73 and 74 of NPFF and Sport England's Planning Policy Objectives (Protect, Enhance, Provide) (<i>Sport England</i>) • Support the policy wording in that it allows facilities for everyday needs to be located in Local Service Centres and "other settlements"(more flexible policy wording) • Facilities mentioned in representations as important to protect and enhance: Facilities at Goostrey, Holmes Chapel <p>Objection</p> <ul style="list-style-type: none"> • "Seek to protect" is not sufficient – needs to be "Protect and enhance etc" • Include reference to green spaces, parks, public open spaces and allotments in text to policy. • Policy wording needs strengthening to ensure no net loss; particularly important regarding predicted increases in population • (Facilities mentioned in representations as important to protect: MMU Alsager, future planned facilities – White Moss Quarry Restoration Plan) • Shared facilities should not harm the character and amenity of the area; some shared facilities are not needed or desirable • Avoid green belt <p>Comment Only</p> <ul style="list-style-type: none"> • Actively develop and support local sport and leisure facilities especially those that have a wide appeal such as swimming • Policy seeks to protect leisure facilities but the 4th best sporting campus in country is being built on (former MMU) and replaced in Crewe on a tiny waterlogged marsh. Alsager short of junior football pitches. Proposals for Alsager and Sandbach do not make sufficient allowance for more open space. • Linking local services will not be achieved without greatly improving accessibility, connectivity and sustainability • Include provision of allotments • Policy makes reference to financial contributions; if CIL is adopted this should be the only tool for collecting funds

List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Add statement recognising that new services can be introduced where appropriate into areas where long term investment has suffered and new facilities would greatly benefit the community • “Seek to protect” is not sufficient – needs to be “Protect and enhance etc” • Include reference to green spaces, parks, public open spaces and allotments in text to policy. • Policy wording needs strengthening: Amend bullet 1 to read “Ensure no net loss of leisure and recreation facilities by protecting and enhancing existing facilities, unless they are proven to be surplus to requirements or unless improved alternative provision, of equal or better quality and accessible to the same population, is to be made.” Ensuring no net loss is particularly important given the predicted increases in population. <ul style="list-style-type: none"> • Amend bullet 2 and 3 to clarify that facilities must be highly accessible by sustainable modes of transport and should contribute to reducing the need to travel by car • SC1 point 1 – add after “provision” – “in an equally convenient location” • More recognition that a mixture of policies may need to be applied where improving future services and health and well being. • Point 2 after leisure add “community” • At end of point 5 add to last sentence “of local leisure, community and recreation facilities”.
Council assessment of relevant issues	<p>The policy is in accordance with Section 8 of the National Planning Policy Framework “Promoting healthy communities” in particular paragraphs 73 and 74 and Sport England’s Planning Policy Objectives (Protect, Enhance, Provide). The policy covers indoor leisure, community and recreation facilities; this will be clarified in the policy wording and justification to the policy.</p> <p>Policy SE6 in the Sustainable Environment Chapter covers outdoor green space such as parks and allotments; cross reference to this policy will be added.</p> <p>Facilities do need to be accessible; paragraph 12.10 deals with accessibility.</p>
Recommendation	<p>In Criterion 2 add the word “community” after leisure.</p> <p>At the end of Criterion 5 add “of local leisure, community and recreation facilities”</p> <p>In justification - add to end of paragraph 12.9: “The policy covers indoor leisure, community and recreation facilities. Community halls for example can be a focus for indoor recreation such as bowls and exercise classes. Policy SE6 in the Sustainable Environment Chapter covers outdoor open space such as parks and allotments.”</p>

Consultation Point	Policy SC2: Outdoor Sports Facilities
Representations received	Total: 13 (Support: 6 / Object: 3 / Comment Only: 4)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support for outdoor sports facilities; need support so do not fail e.g. Gorsty Golf Club (NPS5) should be re-opened (was one of the best courses in Cheshire with a membership of 400 plus and local sporting amenity) • Improvement of sporting facilities through collaborative working e.g. Sandbach United FC and Sandbach Cricket Club – opportunities for creating a comprehensive community based centre of sporting excellence • Support as allows outdoor sports facilities that are accessible by a variety of means of transport and that are appropriate to the size of the settlement <p>Objection</p> <ul style="list-style-type: none"> • Commitment to protection of existing outdoor sport facilities and no net loss of facilities needed • Contradictions between policies and sites e.g. Alsager where there are existing sports facilities that should be retained. <p>Comment Only</p> <ul style="list-style-type: none"> • Sport England would support this policy subject to two points of clarification being made (see following section). The policy would be in accordance with paragraphs 73 and 74 of NPPF and Sport England's Playing Fields Policy and Planning Policy Objectives (Protect, Enhance, Provide) • Outdoor sport facilities important part of Knutsford – use CIL monies for enhancement • Policy makes reference to financial contributions; if CIL is adopted this should be the only tool for collecting funds
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Clarification and some direction required for parts: 2ii. This would be difficult to assess as outdoor sports facilities are provided in response to a combination of demand and supply factors to cater for an identified need. What factors would you consider is a scale appropriate to the size of settlement? (<i>Sport England</i>) 3. What are appropriate developments? How will the contributions be calculated? SPD or can a method of calculation be incorporated into the PPS/ Greenspace Strategy? (<i>Sport England</i>) • Utilise CIL funding to enhance sport and leisure facilities • Commitment to no net loss of facilities needed
Council assessment of relevant issues	<p>The policy is in accordance with Section 8 of the National Planning Policy Framework “Promoting healthy communities” in particular paragraphs 73 and 74 and Sport England’s Planning Policy Objectives (Protect, Enhance, Provide).</p> <p>To strengthen the policy and add clarification regarding type and scale of development plus funding, the policy and justification will be amended and the policy will be cross referenced to Policy SE6 in the Sustainable Environment Chapter which covers all outdoor open space such as parks, allotments and playing fields.</p>

Recommendation	<p>Re-order criteria to aid clarity and accord with paragraphs 73 and 74 of the NPPF: “1. Protect existing outdoor sports facilities, unless:</p> <p>Either</p> <ul style="list-style-type: none"> a) They are proven to be surplus to need; or b) Improved alternative provision will be created in a location well related to the functional requirements of the relocated use and its existing and future users; <p>And in all cases:</p> <ul style="list-style-type: none"> c) The proposal would not result in the loss of an area important for its amenity or contribution to the character of the area in general.” <p>Add to Criterion 2: ;and</p> <p>iii. “Where they are listed in an action plan in any emerging or subsequently adopted Playing Pitch Strategy, subject to the criteria in the policy.”</p> <p>Add to justification regarding type and scale of development:</p> <p>“The type and scale of development appropriate to a settlement will depend upon a number of factors:</p> <p>The demand and supply factors in relation to the particular outdoor sports being catered for, for example, a combined sports facility catering for local football clubs in an area which may serve a wider area than the adjacent settlement;</p> <ul style="list-style-type: none"> • The classification of the settlement within the settlement hierarchy; • The proximity of other settlements and facilities; and • Accessibility and infrastructure considerations, for example, traffic impact.” <p>Add to justification regarding funding etc:</p> <p>“In terms of the development of appropriate facilities this will be determined through evidence from the Playing Pitch Strategy process, other work with the community and sports bodies to determine a particular club or community’s needs. The Council is expected to introduce the Community Infrastructure Levy (CIL) and the balance between what monies are collected between s106 and CIL will be part of this process. The level of contributions will be determined through the s106 and CIL setting agenda.”</p> <p>Add cross-reference to SE6: “Policy SE6 in the Sustainable Environment Chapter covers all outdoor open space such as parks, allotments and playing fields; open space standards and contributions.”</p>
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Consultation point	Policy SC3: Health and Wellbeing
Representations received	Total: 22 (Support: 8/ Object: 7 / Comment Only: 7) Health and Wellbeing: 2 (Support: 0 / Object: 2 / Comment Only: 0) SC3: 20 (Support: 8 / Object: 5 / Comment Only: 7)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support/welcome policy – in accordance with Section 8 of the NPPF (Protect, Enhance, Provide) • Welcome the commitment in the policy to create and safeguard opportunities for safe, healthy, fulfilling and active lifestyles. • Support for criterion 7 – communal growing spaces • Particularly support criterion 5 but consider it should include reference to private and voluntary sector provision • Particularly support criterion 3 – encouraging walking and cycling for good health reasons • Welcome use of health impact assessments • Support criterion 3 request addition of green infrastructure to list • Strongly support Policy SC3 on Health and Wellbeing and especially the specific reference to provision for walking and cycling in the context of new development (SC3.3). We suggest that you add here ‘and, where appropriate, for horse riding’. <p>Objection</p> <ul style="list-style-type: none"> • Remit of health and wellbeing needs to cover air quality • Cannot feel part of a community if localism is ignored • Any development of over 100 dwellings should provide allotments • Broad support but needs a requirement to minimising traffic levels and speeds in residential areas and commitments on air quality • Remove the blanket requirement for Health Impact Assessment (criterion 2) • Reword Part 7 of Policy SC2 as follows: “Where practical and based on evidence, the Council will promote the role of allotments, community orchards, garden plots within developments, small scale agriculture and farmers markets in providing access to healthy, affordable locally produced food options”. • Need to define major development proposals (criterion 2) • Criterion 3 does not reflect the lack of recreation facilities in the south of the Borough and low activity rates <p>Comment Only</p> <ul style="list-style-type: none"> • Enquiry re CEC’s Rights of Way section – whether there is a strategy • Policy SC3 point 3 requires cycleways and footpaths but all plans omit these. Proposals push people to use cars by locating housing away from town centres, stations and employment. Point 4 - improving skills etc implies making good use of existing e.g. MMU Alsager campus. Too much building on farmland and no proposals for new allotments. No strategy to deal with pockets of poor health. • Only policy which protects existing community facilities and only refers to

	<p>health. Item 70 in the NPPF that planning policies should plan for the use of shared space and guard against loss of valued facilities. There should be an overarching policy to protect all social and community facilities in Cheshire East</p> <ul style="list-style-type: none"> • Consider deleting 6.viii. It is important to ensure that any new development considers the need for financial support for a Place of Worship/Community facility either reusing existing buildings or spaces or new facilities, where appropriate. A meeting place is vital to help with the isolation of our increasing elderly population and to support young people • No reference to allocation of education facilities beyond primary and secondary • Need good design to achieve criterion 3 but does partly take on board previous comments
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • There should be an overarching policy to protect all social and community facilities in Cheshire East • Consider deleting 6.viii. • There needs to be an extra provision in this policy, committing to ensuring everything is done to protect air quality • Any development of over 100 dwellings should provide allotments • Needs a requirement to minimising traffic levels and speeds in residential areas and commitments on air quality • Remove the blanket requirement for Health Impact Assessment. • Reword Part 7 of Policy SC2 as follows: “Where practical and based on evidence, the Council will promote the role of allotments, community orchards, garden plots within developments, small scale agriculture and farmers markets in providing access to healthy, affordable locally produced food options”. • The policy needs to amend clause 2 to read ‘.on all major & some smaller scale development proposals’ & secondly state the intention to redress the deficiency of recreation sites in the south of the borough. • Revise criteria (5) to read: Protecting existing community infrastructure and ensuring the provision of a network of community facilities, providing essential public services, together with private and voluntary sector facilities, to meet the needs of the local community. • Add “and community infrastructure” after care services in paragraph 12.22 • Include the following amendments (Criterion 3): “.....opportunities for healthy living and improve health and well being through..... ” And “....sufficient open space and other green infrastructure, and sports facilities” • Criterion 3 – after walking and cycling add “and, where appropriate, for horse riding’
Council assessment of relevant issues	<p>The policy looks at improving the health and well-being and quality of life of all residents by maximising opportunities for communities to access services and facilities. The policy is considered to be in general conformity with the objectives of the National Planning Policy Framework, in particular Section 8 “Promoting healthy communities”.</p>

	<p>The policy will be strengthened with more references to community infrastructure and links to health and well-being and reference to the role of private and voluntary agencies.</p> <p>Green infrastructure includes footpaths, cycle-ways and bridleways.</p> <p>Further information regarding Health Impact Assessments will be added to the justification to aid clarity.</p> <p>Air quality concerns are addressed in the Sustainable Environment Chapter (Policy SE12 and supporting text).</p> <p>Allotment provision is addressed in the Sustainable Environment Chapter (Policy SE6 and supporting text).</p>
Recommendation	<ul style="list-style-type: none"> • Revise Criterion 3: ".....opportunities for healthy living and improve health and well being through..... " And "....sufficient open space and other green infrastructure, and sports facilities" • Revise criteria (5) to read: Protecting existing community infrastructure and ensuring the provision of a network of community facilities, providing essential public services, together with private and voluntary sector facilities, to meet the needs of the local community. • Add "and community infrastructure" after care services in paragraph 12.22 • Add to justification: "Any future Cheshire East Council policy on Health Impact Assessments will set out when a HIA is required in relation to new development. This policy (SC3) will then be applied to new development in relation to Criterion 2."

Consultation Point	Policy SC4: Residential Mix
Representations received	Total: 28 (Support: 4 / Object: 20 / Comment Only: 4)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • All developments should contribute to the housing needs of the entire community wherever possible, especially the aged and less able • Yeowood Garden Village will maintain, provide or contribute to a mix of housing tenures, types and sizes to create a mixed, balanced and inclusive community • Commend and support the Council for addressing the issue of appropriate levels of accommodation to meets the needs of its aging population, specifically within sub-clause 3) of Policy SC4: Residential Mix <p>Objection</p> <ul style="list-style-type: none"> • Objective should be a mix within the whole community, but every single small development should not require this • Mandatory requirements for Lifetime Homes and Bungalows do not take into account the issue of viability, impact on densities which may deflect development away from lower value market areas • Requirement for Lifetime Homes for Housing Associations could make schemes unviable • Mixing communities risks crime • Requirement for Lifetime Homes ignores market demand and isn't in accordance with NNPF (encourage without delay...) • No evidence that Lifetime Homes help meet long-term demands • Lifetime Homes can increase costs • Focus on bungalows as housing solution for older people inappropriate and backward-looking (land hungry...) - Well-designed apartments serviced by lifts and with communal open spaces and facilities, etc. increasingly popular/more sustainable • Nothing in the Wilmslow proposals which would meet the policy aims (as brownfield sites ignored) • Requirement for Lifetime Homes not supported by evidence in the SHMA • Fails to meet soundness test • Impact on layout and density • Concern about emphasis re public sector key workers (12.28); increasing provision of services by private and voluntary sector • Requirement for Lifetime Homes not 'justified' and therefore Plan is 'unsound' • Policy not 'effective', therefore 'unsound' • Can deter purchasers • Could prohibit deliverability <p>Comment Only</p> <ul style="list-style-type: none"> • Welcome the inclusion of self-build projects but disappointed this is only a

	<p>possibility</p> <ul style="list-style-type: none"> Requirement for 30% affordable takes no account of existing housing in the area – where there is a surfeit no more should be built, where a deficit, increase to 40% (NPPF requires locally based required, not borough wide broad brush) Requirements listed at 12.31 don't appear to have been applied to vast majority of proposed sites There is no requirement for renewable energy generation Could require sprinkler systems in all commercial buildings above a certain size Housing Strategy 2011-16 [5] in the list of key evidence is omitted from the Local Plan Evidence web page
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Change wording to 'should' from 'could' para 1 Policy to deliver a minimum of 10% of residential development as self build Include bungalows for older people, not just the elderly infirm Affordable housing to be indistinguishable from the all other units Make 'Housing Strategy 2011-16 [5]' during consultation period Amend so as not to require mix for every single development Modify the policy to encourage , not require, mandatory requirements for Lifetime homes and Bungalows Reduce requirement for Lifetime Homes for Housing Associations Limit mixing of communities Delete requirement for Lifetime Homes Paragraph 12.28 should be amended with the following text deleted: "Smaller schemes will need to contribute to the mix of housing across the wider area". Place emphasis on 'encouraging' rather than 'requiring' Delete part 2 of the policy Should have policy for specialist accommodation provision for older people Remove the word 'public' Amend policy SC4 1 to include more emphasis on lower income earners
Council assessment of relevant issues	<ul style="list-style-type: none"> Policy SC4 is about <i>enabling</i> a residential mix to be achieved The Council does not have any evidence to be able to state that a specified percentage of residential units built have to be self-build The wording of the policy is flexible and does not specify a mix for every single development, nor does it specify details for self-build or Lifetime Homes - such details will be provided in the 'Site Allocations and Development Policies Document' Viability of individual schemes can be addressed via the Development Management process The 'Housing Strategy 2011-16' document is available on the CE website; a link to the document will be provided on the Local Plan evidence documents list
Recommendation	No material change required

Consultation Point	Policy SC5: Affordable Homes
Representations Received	Total: 58 (Support: 16 / Object: 30 / Comment Only: 12) Affordable Homes: 1 (Support: 1 / Object: 0 / Comment Only: 0) SC5: 57 (Support: 15 / Object: 30 / Comment Only: 12)
Relevant Issues	<p>Support</p> <ul style="list-style-type: none"> • Need to increase number of affordable homes • Only approve if a housing needs survey shows a need • Should be in sustainable locations • Affordable housing plays an important part in ensuring a sustainable economy, by providing housing for workers in the lower to medium wage bracket • Housing Associations would like to see the recognition of sites they bring forward purely for affordable housing • Paragraph 4 should be more strongly worded, to prevent the creation of ghettos • Support the target of at least 30% of all units to be affordable • Support parts 6, 7 and 8 of the Policy but Point 8 should be more flexible re viability matters. • Welcome more detail being included in a Supplementary Planning Document on Affordable Housing • Method of assessing need should be more fine grained. • Consider using fabric first approach instead of Code for Sustainable Homes. <p>Objection</p> <ul style="list-style-type: none"> • Only support if viable on sites • Target should be varied if Council Policy dictates other matters e.g. infrastructure are more important • Policy should state there is a need for affordable homes in areas of high market prices e.g. Alderley Edge & Previously Developed Land in such areas should be developed for such purposes • Affordable housing should only be on highly sustainable sites and not mixed with housing for the wealthy • Do not agree that 30% should be seen as a minimum (which is what 'at least' implies) and Code for Sustainable Homes Level 4 is unacceptable to developers and may be withdrawn by Central Government in future. Should refer instead to negotiation of a justified proportion, by reference to the SHMA and viability assessment. • Due to viability, Part (5) should be amended whereby it is only applicable to those schemes which benefit directly from HCA funding. • This approach is unjustified and will impact on viability of sites. • Is 30% target achievable in lower value areas? • The Council's 'Draft Core Strategy and CIL Viability Study' (October 2013) has found that 30% affordable housing will be unachievable in lower value areas such as Crewe, and medium value areas such as Macclesfield.

- Object to Open Book Appraisals - policy requirement is not justified.
- Part (3) of Policy SC5 should include the types of affordable housing tenure which are currently available and suitable.
- Object to the inclusion of a specific tenure split in the supporting text on viability grounds. There should be flexibility, in terms of the tenure split and arbitrary tenure splits should not be imposed across the Borough.
- Object to the requirement for overage payments to be made in circumstances where it will have been proven that the proposed level of affordable housing cannot be provided due to the financial viability of a development proposal. Policy is not sound.
- Disagree with Part iii of Policy SC5 which permits the level of provision to vary over time depending on the SHMA. This will have an adverse impact on scheme viability.
- Affordable housing provision could be increased by increasing the overall housing target.
- Do not support point 8 – all affordable housing should be provided on site.
- Onerous requirements including the provision of Code for Sustainable Homes will make schemes unviable
- The introduction of affordable housing thresholds and standards at a later date (for example within a Supplementary Planning Document) has been proposed elsewhere (notably by Leeds City Council). However, this approach was rejected by the conducting Inspector, who concluded that local standards and targets must be clearly set out within plan policies to ensure that they are sound.
- Policy SC5 should be amended, comprising either a reduced affordable housing requirement (removing “at least” from the Policy), or alternatively introduce a variable requirement across the Borough (allowing for viability constraints).

Comment Only

- Point 8 is a cop out and will not result in affordable housing provision being made
- Target in SHMA for provision (56.1% of newly forming households) cannot be met – there is a mismatch between need in the SHMA and delivery in the Local Plan
- Housing Association - A mortgagee in possession clause is essential for Registered Providers to use the property for charging purposes. Any restrictions placed on this could mean the properties are unmortgageable.
- Housing Association - Agree with dispersing affordable housing however a presumption in favour of clusters is preferable from a management and maintenance perspective.
- Housing Association - Standards required may mean that affordable homes stand out from market homes
- Financial contributions could be used for regeneration projects and for providing affordable units off-site.
- Must avoid creating large areas of segregated housing.
- Add point 7 in policy SC6 to policy SC5, except where it says Parish change to “local area”. Macclesfield is currently unparished - need cascades for the

	<p>urban areas as well such as preference for those in the local ward.</p> <ul style="list-style-type: none"> • Add to point 8 a new sentence at the end “A financial contribution will take account of the need to consider off- site provision in the local area to ensure that affordable housing is available throughout Cheshire East even in areas where housing land provision is more expensive.” • Affordable housing should provide social and community facilities • If a viability analysis is undertaken this must be an ‘independent’ analysis and subject to public scrutiny and not based on evidence provided from the developer. • Welcome the change of wording to this policy which now refers to ‘Affordable Homes’ • Welcome the recognition that the policy needs to be flexible enough to respond to changes over the Plan period but query how this will be applied in practice and in a consistent manner; what trigger mechanism will there be for the affordable requirements to be varied? • Where there is a surfeit of affordable housing, no more should be built, and where a deficit, the proportion could be 40%. It is not a locally based requirement.
List of Suggested Policy Changes for Consideration	<ul style="list-style-type: none"> • Policy should allow for lower levels of affordable housing if Council Policy dictates other matters e.g. infrastructure are more important. • A mortgagee in possession clause is essential • presumption in favour of clusters is preferable from a management and maintenance perspective • Financial contributions could be used for regeneration projects • Policy should state there is a need for affordable homes in areas of high market prices eg Alderley Edge & Previously Developed Land in such areas should be developed for such purposes. • Add point 7 in policy SC6 to policy SC5, except where it says Parish change to “local area”. • Add to point 8 a new sentence at the end “A financial contribution will take account of the need to consider off- site provision in the local area to ensure that affordable housing is available throughout Cheshire East even in areas where housing land provision is more expensive.” • Add point- “Affordable homes should consider the need to provide not only for the housing but the social needs of residents where there is a lack of community facilities. For example by allocating one dwelling unit as a meeting place for residents or by supporting the development of a Place of Worship/Community facility to enhance a community hub.” • Policy should allow a lower level of affordable housing where contributions to other things such as highway infrastructure are considered to be more important; this should be explained in supporting text. • Remove the words ‘at least’ from the affordable housing requirement or introduce variable targets across the Borough or state that affordable housing will be negotiated by reference to the SHMA and viability • Part (3) of Policy SC5 should include the types of affordable housing tenure which are currently available and suitable. • Delete point iii • Remove the reference promoting affordable home ownership.

	<ul style="list-style-type: none"> • Paragraph 4 should be more strongly worded, to prevent the creation of ghettos <ul style="list-style-type: none"> • Part (5) should be amended whereby it is only applicable to those schemes which benefit directly from HCA funding. • Part (7) of Policy SC5 should be amended to delete reference to open book viability assessments • Point 8 should be more flexible re viability matters. • Policy SC5 should be amended, comprising either a reduced affordable housing requirement (removing “at least” from the Policy),
Council Assessment of Relevant Issues	<p>The 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 set out in policy SC5 (Affordable Homes), the following comments directly address comments made during the consultation.</p> <p>References to Code for Sustainable Homes (CFSH) are considered appropriate as Code For Sustainable Homes (CFSH) does not stipulate how to achieve level 3 and developers have a choice of how they could achieve level 3, including a fabric first approach. Code For Sustainable Homes level 3 and Homes and Community Agency (HCA) design and quality standards are requirements for all affordable homes and therefore should be a standard for developer subsidy and/or HCA subsidy</p> <p>The Policy includes a 30% requirement which is derived from the SHMA and is therefore considered to be justified for inclusion within the Policy. The evidence presented in the SHMA supports a Borough wide 30% requirement.</p> <p>Point 7 relates to Viability, if a scheme/site cannot deliver 30% then applicants can evidence that through a viability assessment using an open book approach. This is considered a justified approach in terms of dealing with viability issues on a case by case basis. Indeed there are still examples of sites being brought forward around Crewe that deliver on the policy requirement.</p> <p>Open Book Appraisals are a standard method used and is required by the Council in order to allow the Council to verify information provided by the developer. This is a common practice used by Local Planning Authorities and is considered to be reasonable if a developer is stating that their development would not be viable.</p> <p>The policy refers to further detail being provided in a Supplementary Planning Document (SPD) and therefore some of the more detailed comments received to the Pre-Submission Core Strategy will be addressed through an SPD, this includes issues such as mortgagee in possession clauses.</p> <p>The tenure split highlighted in paragraph 12.46 is a starting point based on the findings of the SHMA and is stated as such within the Justification to the Policy. Further detail on tenure split could be included in an SPD and would be based on reviews of the SHMA and/or local housing need information</p>

	<p>Overage Payments are a common practice already used by the Council.</p> <p>In terms of objections to point 1 iii of policy SC5, the plan period covers up to 2030 - allowing a review of the policy requirement in the future based on up to date evidence would ensure the level of provision is up to date and will meet housing need. The SHMA only covers a 5 year period and we see no reason why the policy can't be reviewed and the thresholds varied if robust evidence calls for it.</p> <p>In respect to affordable housing being provided on site (point 8 of the policy), as every site is different, this may not always be possible. The Policy clearly states that on-site delivery is the preference and that off-site delivery will only be allowed in exceptional circumstances.</p> <p>In relation to point 4 and the dispersal of affordable housing units on site, the Council would assess pepper-potting on a site by site basis and it would not be feasible to define numbers/clusters in this policy.</p> <p>In terms of the policy allowing a lower level of affordable housing where contributions to other things such as highway infrastructure, it is considered that the wording of the policy is appropriate and such instances should be dealt with on a case by case basis.</p>
Recommendation	<ul style="list-style-type: none"> • Point 1i – remove reference to Local Service Centres • Point 1ii – add reference to Local Service Centres • Insert new paragraph to read 'The Draft Core Strategy and CIL Viability assessment (2013) noted that greenfield residential development is generally viable at the current time at a 30% affordable housing requirement. The assessment acknowledges challenges however, in respect the viability of brownfield development in meeting the 30% requirement with particular issues around the urban area of Crewe. Point 7 of policy SC5 allows for the viability of schemes to be a key consideration in demonstrating an alternative affordable housing provision alongside an open book viability assessment in order to consider schemes on a case by case basis'.

Consultation Point	Policy SC6: Rural Exceptions Housing for Local Needs
Representations received	Total: 17 (Support: 5 / Object: 7 / Comment Only: 5)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Welcome the development of the Policy where it will support an element of market housing introduced into rural exception schemes to ensure their deliverability. • We welcome this policy in its amended form and the proposed Supplementary Planning Document. • Support this policy - exception sites will have to make a significant contribution to the delivery of affordable homes in rural areas. • Welcome that the majority of housing on a site should be affordable. <p>Objection</p> <ul style="list-style-type: none"> • Request clarification of "close", "strong links" and speculative developments • Sites should be in not adjoin Local Service Centres and other settlements • Housing needs survey forms should be factual, not opinions they should be no more than two years old; 5 years is far too long' • Occupancy should not be extended to those that only have links with the parish. • The cascade system where occupancy may be open to any residents in Cheshire East, is not for community needs • Cross Subsidy would allow the building of market housing; this will be used by developers as a loop hole. There will be very little protection left in Green Belt policies. • Policy SC 6 will trap disadvantaged people in homes that no longer suit their needs or aspirations by virtue of the restrictions on re-sale at Point 7. Shared ownership homes are notoriously difficult to sell • Point 8 - Concern re requirement that there should not be an element of profit – contrary to paragraphs 173 and 174 of the NPPF. This Policy should be more flexible and this element of the policy should therefore be removed. • Bullet 8 iv should be strengthened. As it stands, 49% of an exception site could be given over to market housing. This would undermine the purpose of the policy and people's trust in the exceptions site system. A maximum of 30% market housing to cross-subsidise exception sites should be prescribed. • For this policy to be effective, tightly drawn settlement boundaries will be required. • Object to the strict requirement that market housing is supported by open book viability assessments. <p>Comment Only</p> <ul style="list-style-type: none"> • How can local need be established if there isn't a housing needs survey in place? • Additional housing should only be provided based on locally assessed needs.

	<ul style="list-style-type: none"> • What is rural affordable housing? • Is point 5 legal? What if a resident subsequently changes job to outside the parish? • Point 8 and 12.48 are at odds with each other. The Framework requires plans "to reflect local needs", whereas the policy is 100% affordable housing, broad-brush. • 12.53 You omit people who have lived in the parish for significant parts of their lives, and wish to move back.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Remove Point 7 to increase freedom of movement. • Housing needs survey forms should be no more than two years old • Occupancy should not be extended to those that only have links with the parish. • Omit the cross subsidy proposal • The Local Plan should reflect the position of the NPPF and allow some market housing on rural exception sites, with a competitive degree of landowner return. • Bullet 8 iv - A maximum of 30% market housing to cross-subsidise exception sites should be prescribed. • Make Point 8 more flexible, to allow more market housing.
Council assessment of relevant issues	<p>The policy allows for the allocation of or granting of planning permission for small sites comprising affordable housing to meet local needs as an exception to normal policies. The following comments are made in response to the issues raised during the consultation:</p> <p>The reference in point 8 to the non inclusion of profit for the market housing component is appropriate to ensure that the market element of the housing is only included to cross subsidise the delivery of affordable housing.</p> <p>Point 8 (iv) is considered appropriate to ensure that the majority of development is for rural affordable housing delivered on an exceptional basis. Point 8 is consistent with national guidance included in the National Planning Policy Framework.</p> <p>Paragraph 12.53 and the definition of 'strong links' in the policy is consistent with the Cheshire Homechoice Policy.</p> <p>The cascade approach is considered appropriate and allows flexibility in the implementation of the policy.</p> <p>The 5 year timeframe for the housing needs survey outcomes reflects current evidence and the Strategic Housing Market Assessment Housing Need Survey and is therefore a suitable basis to require evidence.</p>
Recommendation	No material change is proposed to be made to the policy

Consultation Point	Policy SC7: Gypsy and Traveller and Travelling Showpeople
Representations received	<p>Total: 16 (Support: 2 / Object: 7 / Comment Only: 7)</p> <p>Gypsies and Travellers and Travelling Showpeople: 3 (Support: 1 / Object: 1 / Comment Only: 1)</p> <p>SC7: 13 (Support: 1 / Object: 6 / Comment Only: 6)</p>
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Policy SC7 Criteria in Part 2 - The considerations listed are considered helpful and well drafted • Policy SC7 Point 3 – the policy on safeguarding sites is compliant with paragraph 19 of Planning Policy for Traveller Sites (PPTS). • The addition of SC7 Point 3 is of great benefit to this Policy. This will avoid the manipulation of permission gained under one guise being turned into an attempt to develop Park Homes and mixed-residential use for commercial profit resulting in not meeting accommodation needs of the Gypsy and Traveller and Travelling Showperson. <p>Objection</p> <ul style="list-style-type: none"> • Objection to the lack of a revised Gypsy and Traveller Accommodation Assessment (GTAA) which has not been completed. This is not compliant with national policy set out in the PPTS. It is not based on a robust evidence base as required by paragraph 6 of the PPTS. • Core Strategy fails to identify suitable locations for Gypsy and Traveller or Travelling Showpeople sites and does not appear to make any provision for Travellers on any of the sites listed in the Sites and Strategic Locations chapter (Chapter 15) • Objection to the intention of leaving site provision to a separate Site Allocations and Development Policies Development Plan Document when the Core Strategy is able to identify in some detail the main locations for housing needs. The Site Allocations DPD is not due for adoption until late 2014 at the earliest. There is likely to be further slippage. It could be 7 years from the 2007 GTAA before suitable sites are found. • It is not clear how many of the 37-54 pitches for Gypsy and Travellers and 4 plots for Travelling Showpeople have been provided since 2007 • The policy is not fair, realistic or inclusive as required by paragraph of the 4 PPTS in so far as policy SC7 is not PPTS compliant and fails to address identified need in the same way as provision is made for the settled community. • The policy fails to set pitch targets for even the first 5 years of the plan. • There is little evidence that the policy has been prepared in co operation with the Travelling community or neighbouring authorities through Duty to Co-operate and it does not meet the needs of the area over the lifespan of the development plan as required by PPTS 6. • The Core Strategy fails to identify a supply of specific deliverable sites for the first 5 years or identify sites or broad locations for years 6-10 of years 11-15 as required by paragraph 9 (a) and (b) of national guidance.

	<ul style="list-style-type: none"> • The policy fails the requirements of paragraph 11 of the PPTS and will do little to promote integrated co existence with local communities when it fails to even help Travellers identify suitable locations to meet the pressing and immediate need. • SC7 point 1 fails to provide a time period for the provision identified in 1 (i) and 1 (ii) i.e. ten transit pitches by when? The justification implies the 2007 GTAA figures were for the period 2006-2016. This should be made clear in the policy as it is for Travelling Showpeople plots i.e. in the period to 2016. • 1 (ii) Given that there is no up-to-date need assessment to inform policy this should be a minimum figure • Question figures included in the policy • Mottram St. Andrew is a small community lacking in shops, public transport, main drainage etc and therefore would not be an appropriate location. • Provision should be grouped with that existing already. • Overall, Policy SC7 relies on out of date, unreliable figures. The upper and lower limits are so wide apart the range has to be questioned. Is it 37 or 54 or somewhere in between and should 10 for Transit be added as well as 4 for Showpeople? The figures are of poor quality, statistically questionable, representing no substantiated proven need • The vague considerations in point 2 of the policy regarding location and design are not prescriptive enough and should involve much of the recommended distances from services etc. required by existing policies for new development by both the Gypsy and Traveller and the settled communities. • The policy should include a statement to the effect that CEC will not endorse the laying of hardstanding or foundations or the provision of other infrastructure in advance of or in the absence of planning permission. • The policy should restrict encampment without safeguards including payment of council tax by users; permanent monitoring by Cheshire East Council of access, management and use of the site; and users signing Terms and Conditions governing behaviour etc which allow CEC to close the site if terms are broken. • English Heritage - In allocation of sites, the impact on the historic environment should be considered. • Amend wording of point 2 viii to read 'Impact on landscape character and the appearance of the surrounding area, and nature conservation sites and heritage assets including their settings' <p>Comment Only</p> <ul style="list-style-type: none"> • Cheshire West and Chester would like assurance that the further work to be undertaken to update information regarding Gypsy and Travellers in Cheshire East is carried out in collaboration with Cheshire West and Chester and other local authorities as part of a joint evidence base
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • Include revised GTAA figures • Core Strategy should make provision for Gypsy and Traveller and Travelling Showpeople sites • Policy should make clear the provision of sites since the last GTAA and reflect appropriate timeframes for delivery in the policy

	<ul style="list-style-type: none"> • Core Strategy fails to identify 5 year supply of sites or broad locations for years 6-10 of years 11-15 as required by paragraph 9 (a) and (b) of national guidance • Demonstrate that the policy has been prepared in co operation with the Travelling community or neighbouring authorities through Duty to Co-operate and it does not meet the needs of the area over the lifespan of the development plan as required by PPTS 6. • The policy should include a statement to the effect that CEC will not endorse the laying of hardstanding or foundations or the provision of other infrastructure in advance of or in the absence of planning permission. • Amend wording of point 2 viii to read 'Impact on landscape character and the appearance of the surrounding area, and nature conservation sites and heritage assets including their settings' • Point 2 of the policy should be prescriptive and contain recommended distances to services.
Council assessment of relevant issues	<p>An up-to-date Gypsy and Traveller Accommodation Assessment (GTAA) has been prepared (January 2014) and has been used to update policy SC7. The Council considers that its approach to the identification and allocation of Gypsy and Traveller and Travelling Showperson Sites in the Site Allocations and Development Policies Development Plan Document is reasonable and proportionate in meeting identified need over the first five year period.</p> <p>The Council has appointed consultants to undertake a study to identify Gypsy and Traveller and Travelling Showperson sites in the Borough and the outcomes of this study are expected in February 2014 with its recommendations used to inform the development of the Site Allocations and Development Policies Development Plan Document.</p> <p>The criteria set out in part 2 of the policy are designed as a guide to inform the determination of proposals on a case by case basis. This is considered a suitable approach so as to ensure that proposals are sustainable and acceptable in terms of location and design (alongside other material considerations) whilst ensuring the appropriate provision of sites to meet identified needs. The GTAA has been prepared on behalf of Cheshire East, Cheshire West and Chester, Halton and Warrington and is therefore an example of joint working across different Local Authority areas.</p>
Recommendation	<ul style="list-style-type: none"> • Update policy to reflect the outcomes of the Gypsy and Traveller Accommodation Assessment (January 2014) with references to 2007 Gypsy and Traveller Accommodation Assessment removed. • Present the outcomes of the GTAA with an updated picture regarding the number of pitches / plots required up to 2028 and how these figures should be broken down into 5 year timeframes.

Consultation point	Chapter 13: Sustainable Environment
Representations received	Total: 6 (Support: 2 / Object: 1 / Comment Only: 3)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Welcome the explanation about resurveying of SBIs and re-designation as Local Wildlife Sites. In full agreement with the Chapter. Welcome the Policies in the Chapter especially SE 4, SE 6 and SE 6 3 (v). <p>Objection</p> <ul style="list-style-type: none"> Food production and the farm economy need proper recognition in the Plan. There is no mention in the introductory text of the need to take climate change into account in planning for a 'sustainable environment'. <p>Comment Only</p> <ul style="list-style-type: none"> The establishment of a growth village as a sustainable development at the Gorstyhill Site would make a strong contribution towards a sustainable environment for the area. Grade 3b soils in Cheshire deserve protection. Food production and concern for food security is likely to increase in importance during the period covered by the Local Plan. Effects of fragmentation or lack of connectivity are crucial. An evidence-based Nature Conservation Strategy is essential.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> The Core Strategy should recognise the positive role which the establishment of a sustainable development at the Gorstyhill Site could play in the preservation and enhancement of a sustainable environment for the area. A free-standing policy on food production and the farm economy incorporating the point about protecting best and most versatile agricultural land, the need to minimise disruption to farm operations from development, and with that efficiency and profitability of food production. A supportive policy for Artisan markets. Refer to the benefits of home-grown food production, and especially the contribution of allotments and urban food growing for healthy lifestyles and social cohesion. Policies are needed to safeguard allotments and support urban food growing. Add commitment to preparing a Nature Conservation Strategy. The introductory text needs to reference climate change as being a key factor in planning for a sustainable environment. Specific reference in paragraph 13 to the benefits of access to natural greenspace for mental wellbeing (supporting documentation is available from Natural England).
Council assessment of relevant issues	Relevant issues are fully considered against the relevant policy in the following tables.
Recommendation	No material changes recommended

Consultation point	Quality of Place and Policy SE1: Design
Representations received	Total: 33 (Support: 12 / Object: 10 / Comment Only: 11) Quality of Place: 2 (Support: 0 / Object: 1 / Comment Only: 1) SE1: 31 (Support: 12 / Object: 9 / Comment Only: 10)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Full agreement with 13.6 • Support the intention of creating a sense of place • New development must reflect and enhance the local character <p>Objection</p> <ul style="list-style-type: none"> • Recognising the quality of the environment in Cheshire East, long-distance views of significance at specific locations should be protected. • We disagree with the inclusion of 'larger scale and more complex' in describing which schemes need to ensure they have responded positively to the design review process. At Places Matter! we believe the design review process has added benefit to large and small scale schemes alike. In fact one recent one in Cheshire East was a NPPF para 55 house, which was brought by the applicant. This would not have been described as either large scale or complex. So that Cheshire East Council does not have to debate with developers whether they should shoulder the cost of attending design review, we believe the clause above • Viability should not be hampered by design requirements • No justification for including Building for Life or design codes as part of the development process <p>Comment Only</p> <ul style="list-style-type: none"> • Appropriately qualified staff needed to judge on good design. • All 12 elements of Building for Life 12 should be required to be met • Wide enough roads, streets and pavements should be required • Policy should ensure that enough • Design policy should stress that quality requirements relate equally to residential and non-residential forms of development space for food waste to be collected and bins to be dealt with • We welcome the principles behind this policy but it is far too vague and open to interpretation, • All other items in this policy that start with the word 'encourage' should be similarly reworded. • Re: section 2 "Managing design quality": In limiting Design Coding to "major developments", the relevance also of Design Guides and Briefs should be recognised for other development at significant locations and where that development could help maintain or enhance the built or natural environment. • Part 2iii of the policy places a mandatory requirement that housing developments achieve Building for Life 12 (BfL12) (or as updated) standard. Whilst the HBF is supportive of BfL12, and many developers conform to its requirements, the Council should not attempt to make a standard developed by the industry a mandatory requirement of all developments.

<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • Section 4 of this policy should include a requirement for new development to be at an appropriate density, implying a suitable balance between built development and open space. • Additional 'Protecting long-distance views' - "Long-distance views of significance will be protected, comprising:" • Change SE1.3.v to read 'Safeguarding existing green infrastructure and seeking to enhance it' AND add the following additional policies: SE1.3.vi Promote the use of sustainable drainage systems and seek to minimise surface sealing, especially on permeable soils. SE1.3.vii Conserve and enhance urban biodiversity. • "Design in safety" could be re-phrased "Secure by Design", or "Designing-in Security". Add requirements for a culture of Health & Safety in design and execution. • Designing in Safety: Add "iii. Ensure developments which are not littered with cars on the pavements and roads by providing wide enough roads and pavements for the safety of both pedestrians and road safety, with sufficient on site road parking in front of each house in a housing development to provide natural surveillance, using the ideas of defensible space." Also add "iv. Ensure that waste, recycling, garden and food waste can be collected safely by both pedestrians putting out and refuse vehicles collecting, to allow for safe collection points and a suitable turning circle for large refuse vehicles." Page 129: Please add a similar section on the Community space standards • Design policy should stress that quality requirements relate equally to residential and non-residential forms of development Sub section 2 Managing design quality Add criterion: 'preparation of design/development briefs for all major and strategic sites' Sub section 3 Sustainable urban, architectural and landscape design Criterion v rewording to – 'encouraging the protection and enhancement of green infrastructure' Sub section 4 Liveability/workability Criterion ii rewording – privacy replaced by amenity In Justification insert additional paragraph after 13.11 – 'In respect to Section 4, Amenity would include appropriate levels of privacy for residential properties and management of air quality, exposure to noise and other potential pollution' In key evidence change 1. to 'Local Design Review and awards' Add '6 Building for Life or other local quality assessment and monitoring' • Strengthen Policy SE1 by removing words relating to scale and complexity of scheme because even smaller schemes can benefit from design review. Other ways of ensuring design intent is delivered on the ground should form an integral part of the design process, not just masterplanning and design coding, which are mentioned for major schemes. • An SPD is needed to set on what basis CEBC will assess sense of place, sensitive design etc (give good examples). Reword the policy to remove the word encouraging, e.g. the wording of 3 iii should be amended as follows:
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	<p>Energy and water usage will be reduced through appropriate design. All other items in this policy that start with the word 'encouraging' should be similarly reworded</p> <ul style="list-style-type: none"> • In addition to referring to Design Codes, section 2 of Policy SE1 should include encouragement of the preparation and adoption of Design Guides and Briefs. • It is recommended that the policy be amended so that part 2iii read 'Housing developments be encouraged to achieve Building for Life....' • In order to address the conflicts above and ensure that the policy criteria set out within Policy SE1 are sound, it is requested that Cheshire East Council deletes the requirement for design coding and Building for Life 12. • The policy should reflect that in some cases a balance will need to be struck between design and sustainability considerations and the need to bring forward new development. • The policy provides little guidance in relation to how this should be achieved or how they will test that a development achieves high quality design. • Add reference to the need to engage in design review process, Building for Life 12 etc at an early stage in the application process, i.e. pre-application for all types of applications; outline, hybrid and detail. This relates to the process shown in para 13.11. <p>Amend reference in 2i. to large scale & more complex developments by adding 'and some smaller scale developments'</p> <p>Amend reference in 2ii. to major developments by adding 'and some smaller scale developments'</p> <ul style="list-style-type: none"> • External lighting should not be permitted on rural developments • An additional bullet point should be inserted to read: (vi) Encouraging the reuse of existing buildings.
<p>Council assessment of relevant issues</p>	<p>The intention of the Council is to ensure that new development in the Borough is well design and sits well within its environment. The NPPF places a significant emphasis on achieving high quality design as part of delivering sustainable and well designed development. The policy requires that development proposals should make a positive contribution to their surroundings in terms of sense of place, managing design quality, sustainable urban, architectural and landscape design, Livability/workability and designing in safety.</p> <p>It is considered that the policy wording as it stands is succinct, robust and in line with the Strategic Priorities set out in the Local Plan Strategy. Additional wording proposed to the policy would make it too prescriptive and detailed. More detailed design policies will be included within the Site Allocations and Development Policies Document and there is also an intention to produce a more detailed Supplementary Planning Document on Design in the future.</p> <p>Whilst the policy does not specifically outline density requirements for new development the policy does include requirements for new development to achieve a sense of place by protecting and enhancing the quality, distinctiveness and character of settlements. Given the varying nature of the existing development across Cheshire East it would be difficult to require a 'one size fits all' approach to development across the Borough. For larger developments there</p>

	<p>is suggestion that a design review is carried out with the LPA and this will allow for site specific design solutions to be achieved.</p> <p>Additional notes have been made within the justification of the policy to include the importance of landscape character and the characteristic of certain localities and also the importance of suitable boundary treatments and hard landscaping in design.</p>
Recommendation	<ul style="list-style-type: none"> • Additional wording added to paragraph 13.9 in the justification to include 'boundary treatment and hard surfaces are equally important to successful design. • Additional paragraph added 13.10 in relation to landscape character and characteristics of localities. • No material changes recommended to the policy wording

Consultation Point	Policy SE2: Efficient Use of Land
Representations received	Total: 19 (Support: 8 / Object: 8 / Comment Only: 3)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support the development of previously developed land first. There is a need to make sure the neighbouring boroughs also develop their brownfield sites before the green fields of Cheshire are sacrificed. • Support Policy SE 2 but it should require brownfield sites to be developed prior to greenfield sites in a given area. • Policy SE2 clearly prioritises development on brownfield sites ahead of the development of greenfield, Green Belt and safeguarded land. This approach is consistent with national policy. <p>Objection</p> <ul style="list-style-type: none"> • The huge housing development proposed for the Giantswood/Manchester Rd area of Congleton conflicts with this Policy statement. It does not consider the landscape of character of the area and there is currently no gas supply. This land has previously been refused for housing due to lack of utility infrastructure. A huge investment would be required to service the volume of houses, with consequent disruption. • This policy is inadequate to deliver the Council's publicly stated pledges. It requires an ambitious but realistic target, a clear sequential approach, and a phased approach to housing delivery to recognise economic realities and the dynamic replenishment of brownfield land supply. • Adopting a sequential approach means that more brownfield land will be available when the Plan comes to be reviewed, which can then be phased for development to minimise loss of greenfield and Green Belt land. In the meantime, brownfield capacity could be increased by; a more nuanced approach to density, enabling higher levels where appropriate, while still ensuring good design, respect for local character and adequate internal and open / green space; consolidating retail areas and encouraging more housing in and around centres, Living Over The Shop etc ; releasing some land allocated for employment for housing ; paying more attention to the potential of small sites • With higher densities now being achieved on brownfield sites, the number of dwellings which that land can support has grown considerably. The proportion of dwellings that can be provided on brownfield land has been underestimated, and in setting a brownfield target account should be taken of the evidence showing that brownfield land is a continually replenished resource not a fixed and ever-diminishing one. • Good-quality, desirable family homes with gardens and communal green areas can be provided in urban areas at over 50dph, with public transport in easy walking distance of every dwelling. • The plan will remove good quality productive agricultural land. The importance of local food security is understated in the plan. Removing local agricultural land will place higher demands on imported food with the associated

	<p>increased demands on infrastructure and pollution, apart from the reduction in the local economy.</p> <ul style="list-style-type: none"> • The policy is confusing and misleading. Whilst encouraging the development of brownfield sites, this should not be used as a means to preclude suitable and sustainable greenfield development. Brownfield sites should not be released at all cost; they still should be policy compliant and sustainable in line with NPPF. • A portfolio of sites is required that would deliver a mix in house types and sizes to meet demand. Over reliance on brownfield sites may prevent this range from being maintained. Part 3 of the policy should be split. <p>Comment Only</p> <ul style="list-style-type: none"> • Whilst it is important to make an efficient use of land, this policy should also include a requirement for new development to be at an appropriate density. Where family housing is required, this should not be built at a density which precludes the provision of open spaces and generous gardens. Where development of bungalows is required, it must be recognised that this will also be at a lower density. • Policy SE2 and 13.13-15: There is no mention as to the uses to which any of this land should be put. It should be applied so as to ensure employment is provided within walking and cycling distance of housing, and within walking distance of bus routes and stations. • Criterion 1 would benefit from reference to encouraging the reuse/conversion of existing buildings as this is important in achieving sustainable development and thus the efficient use of land. • Fully support the development of previously developed land. However, the word 'encourage' is meaningless, this should be changed to 'support'. • The wording of the policy fails to recognise and promote the opportunities provided by vacant buildings (often sustainably located) to meet development needs. • The policy should restrict windfall development in those locations where landscape character and function is being adversely impacted by cumulative development. • Policy should note the important contribution that private residential gardens contribute to quality and character of localities, biodiversity, quality of life and mental wellbeing as well playing a key role in climate change adaptation with regard to drainage and shade, • Welcome the encouragement for the redevelopment/re-use of previously developed land and request that this policy be amplified in order to clarify that this encouragement applies equally within rural and urban areas.
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • The policy should be applied so as to ensure employment within walking and cycling distance of housing, and within walking distance of bus routes and stations. • The policy should require building to be within the town boundaries on brownfield sites, and should not extend the boundaries into green fields destroying agricultural land. • The word 'encourage' should be changed to 'support' • The first point of the policy needs to be re-cast around a very much clearer approach which will provide more certainty for developers and communities

	<p>alike by; setting an ambitious but realistic brownfield target; applying a brownfield-first sequential approach; phasing plans for housing delivery to reflect market conditions and the dynamic replenishment of brownfield land.</p> <ul style="list-style-type: none"> • Remove the plan to develop good quality agricultural land • Criterion 1 should be amended to read: The Council will, where appropriate, encourage the redevelopment/re-use of previously developed land and buildings, or vacant/ under-used buildings. • Part 3 of this policy relates specifically to windfall development, and how this type of development should consider issues such as landscape and townscape character and density. These elements should be picked up through separate policies. • Add proposed new policy SE2.4 The Council will restrict windfall development in those locations where landscape character and function (i.e. provision of residential play space, urban biodiversity and resilience to the impacts of climate change) is being adversely impacted by cumulative development. Institute monitoring and reporting systems on its use.
Council assessment of relevant issues	<p>Employment within walking and cycling distance of housing. Policies SD1 and 2 and the criteria in table 9.1 set out the recommended distances. It is not possible to predict where people will work but the Local Plan will provide for a mix of uses in many development sites.</p> <p>Stronger reference to use of brownfield land. The policy recognises that in some cases previously developed land should be protected from development.</p> <p>Requirement for higher densities to maximise available brownfield land. Guideline figures have been provided and will be elaborated upon in the Site Allocations and Development Policies document. Opportunities for town centre development have been identified in Crewe and Macclesfield.</p> <p>Remove the plan to develop good quality agricultural land. The use of some greenfield sites to meet housing targets for Cheshire East is inevitable.</p> <p>Restriction of windfall development. The policy refers back to SD1 and SD2 which contain criteria to assess windfall sites. The supporting text of the policy recognises that there are limitations on windfall development and that it is not possible to predict where sites and buildings will become available.</p> <p>Include reference to vacant or under-used buildings: They are included in the definition of PDL as contained in the NPPF annexe 2. A moratorium on new development in certain areas is not justified and would not be in accordance with the NPPF.</p>
Recommendation	<p>Delete point 2(vi) of policy SE4 and move to a new point 4 of Policy SE2. This is because it relates better to the efficient use of land than landscape. Further text added regarding the role of agriculture and minerals in Cheshire East.</p>

Consultation Point	Policy SE3: Biodiversity and Geodiversity
Representations received	Total: 36 (Support: 11 / Object: 19 / Comment Only: 8) Biodiversity and Geodiversity: 5 (Support: 0 / Object: 1 / Comment Only: 4) SE3: 31 (Support: 11 / Object: 16 / Comment Only: 4)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Requirements should be adhered to • Requirements appropriate re relative importance of assets • Support concept that natural environment should be protected and enhanced (suggest Yeowood Garden Village will enhance biodiversity) • Support policy but in reality development often has negative impact; exceptional circumstances should be defined more • Strongly support policy – refer to extensive network of deeply incised valleys (cloughs) which often support ancient woodland • Policy SE3: Paragraph 3 Please can you add “Nature Improvement Areas” to the list of bullet pointed sites listed in this paragraph. <p>Paragraph 4 Please can make the following additions "and there are no appropriate alternatives" plus "and offsetting", to the text of this paragraph of the policy: “where in exceptional circumstances the reasons for the proposed development clearly outweigh the value of the ecological feature affected and there are no appropriate alternatives, the adverse impacts of the development.....” “....appropriate monitoring is undertaken to make sure mitigation, compensation and offsetting is effective”</p> <p>Paragraph 5 Please can you amend the final sentence to read. “....will only be permitted where suitable mitigation and/or compensation is provided to address the adverse impacts of the proposed development”.</p> <ul style="list-style-type: none"> • Clause 5 non-designated sites valued by communities - Insert provision for sites not in plans to be ‘registered’ as provisional & then surveyed & assessed by a specialist as soon as necessary until such time as the council has undertaken a borough-wide full landscape & habitat survey to provide adequate data <p>Objection</p> <ul style="list-style-type: none"> • SPD needed to clarify what is meant by significant adverse impact – this should include examples of good mitigation. Policy should insist that any protected area lost is replaced by a compensatory area 10 times larger and of equivalent or better quality • Welcome importance of ecological networks – but not borne out in Infrastructure Delivery Plan; need for Nature Conservation Strategy – could cost for this be included as a project in IDP • Need for strategic plan for biodiversity of Cheshire East; clear policy guidelines and targets; biodiversity not considered sufficiently in choice of proposed site for development e.g. sites CS10 and CS32 – proposed

	<p>destruction of biodiversity – ancient woodland, rich diversity of birds etc.</p> <ul style="list-style-type: none"> • SE3 ignores important landscape/green belt/ wildlife areas of CS10 and CS32 • Section 3 should refer to veteran trees; section 5 should clearly reinforce the mitigation hierarchy; i.e. avoidance of harm first, then if harm unavoidable – mitigation and finally only compensation for any unavoidable residual harm. • Over-reliance on DC process to improve existing situation. Need for greater public awareness. Need for nature conservation strategy and SPD. Need for comprehensive survey of habitats – findings to trigger revisions to policy <p>Comment Only</p> <ul style="list-style-type: none"> • Need to take a firmer position on conservation of woodland and wildlife habitats when considering possible development sites; sites considered for development on a piecemeal basis; include statement to clarify the importance of wildlife habitats and strategic overview accompanied by clear policy guidelines. • No mention of the beautiful deep valleys and the woods, meres and low hills of the southern half of the Borough. Need to create wildlife corridors and ecological networks; provide net gains in biodiversity; create a resilient ecological network etc in accordance with the NPPF. • Point 1. CWT welcomes Point 1 but increases and connections could be achieved through co-ordination with the IDP. Focus NIA with enhancements such as ecological assessments and a nature conservation strategy. Point 3. Definition of 'clearly outweigh' needed. Point 4. CWT questions the wording 'When appropriate'. Conditions to offset will require a long term management plan which must be monitored.
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • Need to take a firmer position on conservation of woodland and wildlife habitats when considering possible development sites; include statement to clarify their importance and strategic overview accompanied by clear policy guidelines. • Need to create wildlife corridors and ecological networks; provide net gains in biodiversity; create a resilient ecological network etc in accordance with the NPPF. • Point 1. Increases and connections could be achieved through co-ordination with the IDP. Focus NIA with enhancements such as ecological assessments and a nature conservation strategy. Point 3. Definition of 'clearly outweigh' needed. Point 4. CWT questions the wording 'When appropriate'. Conditions to offset will require a long term management plan which must be monitored. • Policy should insist that any protected area lost is replaced by a compensatory area 10 times larger and of equivalent or better quality • Importance of ecological networks not borne out in Infrastructure Delivery Plan; need for Nature Conservation Strategy – could cost for this be included as a project in IDP; need for SPD • Need for strategic plan for biodiversity of Cheshire East • Section 3 should refer to veteran trees; section 5 should clearly reinforce the mitigation hierarchy; i.e. avoidance of harm first, then if harm unavoidable – mitigation and finally only compensation for any unavoidable residual harm. • Clause 1 – ensure this relates to non-designated sites as well as high value sites; Clause 4 – state how council will ensure compliance and rectification by competent specialists.

	<ul style="list-style-type: none"> An Ecologist should ensure that the more sensitive areas and features are impacted upon to the absolute minimum – should the clause “exceptional circumstances” be invoked. Refer to extensive network of deeply incised valleys (cloughs) which often support ancient woodland CEC’s Ecologist: Policy SE3: Paragraph 3 Please can you add “Nature Improvement Areas” to the list of bullet pointed sites listed in this paragraph. Paragraph 4 Please can make the following additions "and there are no appropriate alternatives" plus "and offsetting", to the text of this paragraph of the policy: “where in exceptional circumstances the reasons for the proposed development clearly outweigh the value of the ecological feature affected and there are no appropriate alternatives, the adverse impacts of the development.....” “...appropriate monitoring is undertaken to make sure mitigation, compensation and offsetting is effective” Paragraph 5 Please can you amend the final sentence to read. “...will only be permitted where suitable mitigation and/or compensation is provided to address the adverse impacts of the proposed development”. Clause 5 non-designated sites valued by communities - Insert provision for sites not in plans to be ‘registered’ as provisional & then surveyed & assessed by a specialist as soon as necessary until such time as the council has undertaken a borough-wide full landscape & habitat survey to provide adequate data
Council assessment of relevant issues	<p>This policy accords with section 11 of the National Planning Policy Framework “Conserving and enhancing the natural environment. Policy SE6 Green Infrastructure also includes biodiversity as part of the network of multi-functional green spaces. The Green Space Strategy (2013), part of the Council’s Evidence base, provides a strategic overview in relation to green infrastructure and biodiversity. Some of the detailed responses to policy SE3 are dealt with under policy SE6 and the Green Space Strategy such as strategic direction/plan, wildlife corridors and the Borough’s valleys and cloughs.</p> <p>Veteran trees and woodland are covered by policy SE5 Trees Hedgerows and Woodland.</p> <p>Policy amendments in relation to some detailed questions/responses are proposed to strengthen the policy and add clarity.</p>
Recommendation	<ul style="list-style-type: none"> Paragraph 3: Add “Nature Improvement Areas” to the list of bullet pointed sites listed in this paragraph. Paragraph 4: Add the following additions "and there are no appropriate alternatives" plus "and offsetting", to the text of this paragraph of the policy: “where in exceptional circumstances the reasons for the proposed development clearly outweigh the value of the ecological feature affected and there are no appropriate alternatives, the adverse impacts of the development.....”

	<p>“...appropriate monitoring is undertaken to make sure mitigation, compensation and offsetting is effective”</p> <ul style="list-style-type: none">• Paragraph 5: Amend the final sentence to read. “...will only be permitted where suitable mitigation and/or compensation is provided to address the adverse impacts of the proposed development”.
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Consultation point	Policy SE4: The Landscape
Representations received	Total: 24 (Support: 11 / Object: 6 / Comment Only: 5) The Landscape: 4 (Support: 1 / Object: 1 / Comment Only: 2) SE4: 20 (Support: 3 / Object: 11 / Comment Only: 6)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support the statements protecting the landscape. • The introduction is well-informed. • Support the desire to protect high quality agricultural land. • Support the need for a landscape policy. • Support the policy's intentions. <p>Objection</p> <ul style="list-style-type: none"> • The Policy should facilitate the consideration of a balanced judgement rather than just expect developments to safeguard high quality agricultural land (grades 1, 2 and 3a). • Object to the Policy's application in the plan. • CS32 and CS10 are contrary to the Policy. • Grade 2a and 3 agricultural lands should be protected in the Core Strategy. • Modern landscape planning practice has moved away from those stated in SE4.3 and 4.4. • ASCVs/Local Landscape Designation Areas are strategic environmental assets and as such should be identified at this stage in the same way that the strategic sites for housing and employment development have been. (CPRE Cheshire). • The location of new development must be the first consideration in terms of impact on the landscape. (CPRE Cheshire). • The first sentence of bullet point 3 does not differ significantly from bullet point 1. (CPRE Cheshire). • The countryside of Cheshire East provides spaces of great tranquillity relative to the urban areas within and around the Borough. This tranquillity should be recognised as a specific asset and protected accordingly. (CPRE Cheshire). • Important long-distance/strategic views should also be protected, whether these are of specific landscape or townscape features or heritage assets. (CPRE Cheshire). • The proposed policy is unsound because the Local Landscape Designations are neither listed nor mapped in the Core Strategy, they have not been consulted on and the relevant study is not accessible on the website. • Minerals are covered in SE10; air quality in SE12; and water quality in SE13. • Concern that 'safeguarded' means development. • Bullet 2 (iv) in relation to safeguarding high quality agricultural land (Grades 1, 2 and 3a) is not considered to be consistent with national Policy on the basis that it may hinder the delivery of sustainable development. • The Policy does not appear to offer any degree of balance or assessment of the significance of the scale of impacts from development proposals.

	<ul style="list-style-type: none"> • The policy is too restrictive and could result in development being significantly stifled. • The Policy provides little clarity on how development proposals that may affect local or national designation will be judged in a proportionate and consistent manner. • The Council should not apply blanket landscape policies which act to restrict development in general. • The policy relies too much on the development control process improving the existing situation. • There is insufficient data below the county character assessment level for landscape improvement and enhancement or development control apart from the designated areas. • The Borough's significant landscape assets are accepted as important [para 13.27]. But it is unclear how the policy is to be supported in details especially as it relates to some of the poorer landscape value and being proactive in landscape enhancement across the borough. • Not all of the Borough is of high quality. <p>Comment Only</p> <ul style="list-style-type: none"> • The fact not all the Borough is high quality landscape should be acknowledged. • It should be clear that a landscape character approach will be required for assessments and landscape enhancement for poor quality landscape areas. • Open countryside is an important feature in Cheshire East, which should be protected and enhanced. • The most neglected and vanishing part of our landscape is the lowland mosses and heaths, which need protecting and (in some cases) restoring to connect together small islands of them; building on White Moss would be an ecological disaster. • There is inadequate landscape protection in the south of the Borough.
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • Amend to refer to a landscape character-led approach to development assessment and design and the need for enhancement in areas of poor landscape quality. • Amend reference to Cheshire East Landscape Character Assessment. • Amend bullet 3 (ii) by replacing 'development' with 'enhancement'. • Bullet 2(vi) should be modified to allow a balance to be struck in accordance with the NPPF's requirement regarding the use of agricultural land. • Delete SE4.3 and SE4.4. • Delete the final sentence of the policy; it repeats bullet point 3. (CPRE Cheshire) • Explicitly acknowledge that the Local Landscape Designation Areas are those areas currently known as Areas of Special County Value (ASCVs), that there will be no changes made to current boundaries, and that there will be no reduction in the level of protection afforded to these areas. (CPRE Cheshire) • The ASCVs/Local Landscape Designation Areas should be listed and identified on a map (and ideally on the key diagram) in the Core Strategy. (CPRE Cheshire). • Insert a new final sentence in bullet point 1: "Development will be encouraged

	<p>to take place in landscapes, or parts of landscapes, that are less sensitive to change.” (CPRE Cheshire).</p> <ul style="list-style-type: none"> • Insert a new bullet 2 i before the existing bullets: “Use the Cheshire Landscape Character Assessment (and local landscape character assessments and Village Design Statements where available) to ensure that development proposals are sensitively located and designed in order to respond to and blend in with the local landscape setting and key landscape features”. (CPRE Cheshire). • Replace 1st sentence of bullet 3 with “Cheshire East will protect Local Landscape Designation Areas from development which is likely to have an adverse impact on its character, appearance or setting. Development within or adjacent to Local Landscape Designation Areas which would preserve or enhance the character or features for which they have been designated will be supported. Proposals which would be likely to damage, directly or indirectly, or contribute to the erosion of the character or features for which they have been designated will be refused.” (CPRE Cheshire). • Add a new bullet point 3 i: “Ensuring sensitive site, building and infrastructure design which is responsive to the specific character of the landscape and preserves and incorporates significant landscape features.” (CPRE Cheshire). • Insert a new bullet point in section 2: “maintain and enhance the tranquillity of the countryside and rural areas”. (CPRE Cheshire). • Insert a new bullet point 5: “Local Green Spaces and tranquil areas, as identified by the community, will be designated through the Site Allocations and Development Policies DPD”. (CPRE Cheshire). • The protection of important long-distance/strategic views should be flagged up in this policy, as being of strategic importance, and a full set of such views detailed either in the Site Allocations and Development Policies DPD or as a separate Supplementary Planning Document. (CPRE Cheshire). • The text to Part 2(vi) should recognise that in some cases a balance will need to be struck between retaining the best quality agricultural land and ensuring that the most sustainable sites are brought forward for development. • Acknowledge the need for landscape enhancement in areas deficient in rich landscape. • Commit to encouraging the improvement and enhancement of the condition of areas deficient in rich, high quality landscape character across the borough. • Commit to undertake/assist in a detailed borough-wide landscape character survey at local level and assessment to supplement the Cheshire Landscape Character Assessment 2008. • Commit to an evidenced based Landscape Strategy and SPD. • Point 2(vi) of policy SE4 has been deleted and moved to a new point 4 of Policy SE2. This is because it relates better to the efficient use of land than landscape. •
Council assessment of relevant issues	<p>It is acknowledged that Cheshire East has a rich and diverse landscape, and it is important to retain, enhance and improve the landscape where possible.</p> <p>It is considered that 2vi is more of an appropriate policy requirement for SE.2 (Efficient Use of Land) as the reference to effective use of land relates more suitably with Policy SE.2. A number of comments relate to this part of the policy</p>

	<p>and have been addressed within the assessment for policy SE.2.</p> <p>The Local Landscape Designations Areas, formerly the Areas of Special County Value are defined within the Cheshire East Local Landscape Designation Area Study (May 2013). It is considered that the wording of the policy is sufficiently robust and will ensure suitable protection is afforded to the Local Landscape Designation Areas.</p> <p>The more detailed areas such as peak district fringe and Alderley Edge Sandstone escarpment will require further guidance and/or design advice which will be published in future documents, and this has been clarified within the justification for the policy.</p>
Recommendation	<p>13.29 insert: 'further guidance and/or design advice will be published for areas of particular distinctiveness such as the peak district fringe, Alderley Edge sandstone escarpment.'; Point 2(vi) of policy SE4 has been deleted and moved to a new point 4 of Policy SE2. This is because it relates better to the efficient use of land than landscape.</p> <p>Second sentence should refer to Local Landscape <u>Designation</u> Areas.</p>

Policy	Policy SE 5: Trees, Hedgerows and Woodland
Representations received	Total: 18 (Support: 10 / Object: 5 / Comment Only: 3)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Policy is welcomed. • Support the strong protection given to ancient woodland and ancient/veteran trees by this policy. • Strongly support the policy of preserving trees, hedgerows and woodlands and new plantings in future developments wherever possible. • Paragraph 13.37 is useful in setting out some of the reasons why the Council considers it important to protect trees and woods. • Support the commitment to planting new trees and woods as part of new development. • A welcome, helpful and practical policy. (National Trust) <p>Objection</p> <ul style="list-style-type: none"> • Not taking a firm enough position on conservation of woodland and wildlife habitats; there is no statement that clearly states the importance of these habitats. • There is no strategic overview accompanied by clear policy guidelines. • Encouraging the development of planting to mitigate losses of natural habitats, tree felling and hedgerow removal does not go far enough. • The policy allows a single line of bushes to be designated a hedgerow, which doesn't help any wildlife other than birds and a few insects. • The policy is too weak to protect existing trees that form an important but un-designated role or even ones with TPOs in the landscape. • Object to the term 'exceptional circumstances'. • The council does not proactively designate trees, woodlands or hedgerows for protection, allowing developers to easily avoid this policy. • The core strategy seeks the destruction of ancient woodland, hedgerows, and veteran trees in its designation of CS10 and CS32. • No evidence of detailed plans to enhance this aspect of our landscape and biodiversity in the core strategy. • Should be aspiring to increase tree cover significantly. (CPRE Cheshire) <p>Comment Only</p> <ul style="list-style-type: none"> • The Council should be more proactive in plantings; particularly replacing roadside trees and planting more. • Important that this strong protection is carried forward into planning decisions and that the wording "in exceptional circumstances" is only applied to cases which are truly exceptional. • Yeowood Garden Village will provide substantial new tree and hedgerow planting within the infrastructure of the development proposals to provide local distinctiveness within the landscape and enable climate adaptation resilience.

	<ul style="list-style-type: none"> County's ecology - trees, hedgerows and woodlands, must be protected. Perhaps offsets in mitigation etc proposed by developers should be required by council contracted ecologists as meeting proper offset levels or indeed whether any offset is permissible.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Take firmer position on conservation of woodlands. Include a statement to clarify the importance of woodland and wildlife habitats. Include a strategic overview accompanied by clear policy guidelines. Loss of woodland/individual trees and hedgerows due to development or incidental destruction must be replaced. All developments should provide for hedgerow planting and, for hedgerows to sustain wildlife, they must be a minimum of 2m and preferably 4m wide. Include a requirement for the over-riding need to be set out and options to have been considered. Removal of the phrase 'exceptional circumstances'. Include a detailed strategy for the protection of trees, woodlands and hedgerows. The policy should seek to secure a significant increase in tree cover, possibly by indicating that proposals that will deliver increased (native) tree cover will be considered favourably (providing they conform to other policies in the Strategy). Ancient hedgerows, ancient woodlands and veteran trees should be given a greater degree of protection than that which this policy correctly gives to other valued trees, hedges and woodland. (CPRE Cheshire) The 'overriding reasons' for allowing damaging development should include a demonstration of the need – rather than potential profitability or demand – for the development. (CPRE Cheshire) Use of the Woodland Trust's Access to Woodland Standard to calculate the amount of new woodland required. Have an enforceable definition of "exceptional circumstances". Policy should be tightened to reduce any loopholes generated around the phrases 'not normally' and 'in exceptional circumstances'. Amendment to para 13.37 - To the sentence 'They may have historic importance...(as) keys to the history of the landscape by identifying former highways, settlements and field boundaries', add 'land use'.
Council assessment of relevant issues	<p>Woodland, trees, and hedgerows within Cheshire East are important visual and ecological assets which not only provide a significant contribution to the Borough's local distinctiveness but also play a role in mitigating and addressing climate change.</p> <p>It is acknowledged that the National Trust consider that this policy is a helpful and practical policy, amongst other support, and therefore with the addition of a reference to hedgerows within bullet point 1 and include the support of biodiversity to ensure the policy is fully robust, it is considered that the policy as a whole is succinct and sufficiently robust. Any additional wording would be overly prescriptive at this time.</p> <p>As outlined in the policy only in 'exceptional circumstances' will development be permitted which would harm Trees, Hedgerows and Woodland. Any application will be judged on its own merits, and only considered favorably where there are</p>

	clear overriding reasons for allowing the development and there are no suitable alternatives available.
Recommendation	Add reference to hedgerows and biodiversity to Policy SE5 bullet point 2, and within the preamble and justification of the policy.

Consultation Point	Policy SE6: Green Infrastructure
Representations received	Total: 27 (Support: 11 / Object: 8 / Comment Only: 8) Green Infrastructure: 1 (Support: 1 / Object: 0 / Comment Only: 0) SE6: 26 (Support: 10 / Object: 8 / Comment Only: 8)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support policy especially the link between green infrastructure and health and well being; request include trees and woodland in list of GI assets (even though separate policy on trees and woodland) • Support proposals to create good quality green infrastructure in new development – particularly green linear corridors • Policy in accordance with paragraph 73 and 74 of NPPF and Sport England's Playing Field Policy and Planning Policy Objectives (Protect, Enhance, Provide) • Support policy – request that residential gardens/greenspace be acknowledged in justification; also add Lindow Moss Landscape Character Area which includes Lindow Common to list of Strategic Green Infrastructure Assets. • The strong approach advocated to protecting and enhancing green infrastructure is endorsed and supported <p>Objection</p> <ul style="list-style-type: none"> • Need for stronger protection of green spaces – recreational, environmental and historical in and adjacent to towns – e.g. area between Newbold Astbury and older parts of Congleton • GI multi-functional but conflict can occur – suggested addition to part 2 – new functions are encouraged where they do not conflict with existing; add Nantwich Riverside park to list of strategic assets; need for more rigorous data and assessment – full landscape and habitat assessment. • Provision of open space supported but table should refer to children's play and outdoor sport requirement only as per national requirement of 2.4 ha per 1,000 (FIT standard). Amenity green space, allotments and green infrastructure connectivity should be dealt with separately. No evidence to support requirements. Object to developer contribution for outdoor sports – may affect viability – viability considerations should be referred to in policy. • Part 3 should be supporting text; part 4 should be stand alone policy; need for evidence for changes to outdoor sport requirement – standard to developer contribution; contributions should be properly tested and viable. • Policy should refer to Local Green Space where it is designated in a neighbourhood plan – for consistency with the NPPF – paragraphs 76-78 <p>Comment Only</p> <ul style="list-style-type: none"> • Requirements as set out will add to cost of development and may be affected by viability testing. This needs to be recognised. • Green wedge between Lamberts Lane and urban fringe of Congleton needs to be protected from development • Seek to secure greenways between and through settlements for walkers, cyclists and horse riders in section 4 of the policy

	<ul style="list-style-type: none"> • “Significant contribution” needs a definition or open to abuse • Careful monitoring re towns surrounded by green belt e.g. Wilmslow; development should be outside green belt • Complete policy and section are excellent but need to be carried into specific policies and spatial plans e.g. southern towns deficit of green space – spatial plans need to increase green space • Biodiversity offsetting at a pilot stage – will need more guidelines • GI assets listed in SE6 part 3 not evidence based in relation to biodiversity – no reference to biodiversity networks identified by Econet or UK BAP habitat. Nothing to suggest further ecological modelling has or will take place <p>Implementing Regulation 9A of the Conservation of Habitats and Species Regulations 2010 relating to the provision of sufficient diversity and area habitat for wild birds</p>
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Consider viability as part of the policy • Addition of green wedges e.g. south of Congleton to Lamberts Lane • Seek to secure greenways between and through settlements for walkers, cyclists and horse riders in section 4 of the policy • 13.44 – add pedestrian access to countryside from towns and villages, and car parks by rural footpaths • Need for more guidelines re biodiversity offsetting – e.g. in a Nature Conservation Strategy • Need reference to biodiversity assets e.g. biodiversity networks as identified by Econet; provision of sufficient diversity and area habitat for birds • Request include trees and woodland in list of GI assets (even though separate policy on trees and woodland) • Request that residential gardens/greenspace be acknowledged in justification; also add Lindow Moss Landscape Character Area which includes Lindow Common to list of Strategic Green Infrastructure Assets. • Suggested addition to part 2 – new functions are encouraged where they do not conflict with existing; add Nantwich Riverside park to list of strategic assets • Developer contributions for outdoor sport – should be deleted from table; policy should also include reference to the need for viability considerations to be taken into account when applying standards. • Part 3 should be supporting text; part 4 should be stand alone policy; need for evidence for changes to outdoor sport requirement – standard to developer contribution; contributions should be properly tested and viable. • Policy should refer to Local Green Space where it is designated in a neighbourhood plan – for consistency with the NPPF – paragraphs 76-78
Council assessment of relevant issues	<p>This policy accords with section 11 of the National Planning Policy Framework “Conserving and enhancing the natural environment”. The policy is also in accordance with Section 8 of the National Planning Policy Framework “Promoting healthy communities” in particular paragraphs 73 and 74 and Sport England’s Planning Policy Objectives (Protect, Enhance, Provide).</p> <p>Policy SE6 Green Infrastructure provides opportunities for providing a variety of environmental benefits including recreation and biodiversity as part of the network of multi-functional green spaces and has a crucial link with health and well-being. The Green Space Strategy (2013), part of the Council’s Evidence base, provides</p>

	<p>a strategic overview in relation to green infrastructure looking at open space, country parks, rights of way, landscape and biodiversity. Some of the detailed queries/responses to policy SE6 are dealt with under different policies such as policy SE3 “Biodiversity and Geodiversity”, Policy SE5 “Trees Hedgerows and Woodland” and in the Green Space Strategy.</p> <p>This is a strategic policy for the whole of the Borough and so very detailed site specific matters will be covered at the Site Allocations stage.</p> <p>Policy amendments in relation to some detailed questions/responses are proposed to strengthen the policy and add clarity; plus cross references to other policies.</p> <p>Information regarding viability and Local Green Space designations will be added to the text.</p>
Recommendation	<ul style="list-style-type: none"> • Criterion 1: Add trees and woodland and wildlife habitats to list of assets. • Criterion 3 – add to list “The ecological network of habitats identified in policy SE3”. • Add to justification: “Viability considerations will be taken into account with any development proposal especially when applying open space standards.” • Add to justification: “Paragraphs 76 and 77 of the NPPF consider Local Green Space designations and set out when they might be appropriate. Local Green Space designations proposed in Neighbourhood Plans can be considered at the Site Allocations stage.”

Consultation Point	Policy SE7: The Historic Environment
Representations received	Total: 26 (Support: 9 / Object: 6 / Comment Only: 11) Historic Environment: 1 (Support: 1 / Object: 0 / Comment Only: 0) SE7: 25 (Support: 8 / Object: 6 / Comment Only: 11)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Would like to see Abbey Fields (or Part) included as a Heritage Site. An OS Map dated 1843 indicates the land as parkland with tracks and buildings on it and the Roman Road runs across it. • CPRE Cheshire supports this policy • Strongly support Policy SE7, Historic Environment and the reasoned justification that underpins it. Comment: suggest that Policy SE7.6 is expanded to read 'positively manage the historic built environment and historic landscapes • Support Part 4 of this policy. However, consider policy needs to go further, to state that where appropriate, heritage assets can be altered and extended to enable their longer term economic use for sustainable tourism. Recognition is required in part 4 of the need to consider the viability of development prior to consideration of mitigation and compensation measures. • Welcome Part 5 of the policy. However, consider that the policy should provide explicit and in-principle policy support, subject to a list of development management criteria to be met, for specific development proposals. To be consistent with national policy, the policy should fully reflect paragraph 140 of the NPPF. • Historic Environment 13.13-66, Policy SE7 Excellent. • While supporting this point, recognition must be given that alternative uses or redevelopment of non-designated heritage assets will be considered favourably and flexibly by the local planning authority where it would secure the occupation of important heritage assets or landmark buildings. • The intention to allow & encourage good contemporary architecture to complement the historic environment is supported. <p>Objection</p> <ul style="list-style-type: none"> • English Heritage: Whilst we acknowledge the intention to produce a future Development Management DPD, there is little in this policy that is place specific, at the moment this policy could be applied anywhere and does little to identify the important aspects of the historic environment in the Borough. This criterion should require all new development to make a positive contribution to not only character and setting but also the significance and local distinctiveness and identity. Introduce place specific elements on historic environment; recognise contribution to character and setting of new development. Wording should be more positive. Point 6 should refer to heritage at risk. • Good in parts but heritage policy needs to recognise the different approach to assessing impacts upon Grade I and II* assets compared with Grade II; there is inadequate reference to relevant local advice on the historic environment

	<p>and heritage at risk.</p> <ul style="list-style-type: none"> • Object to point 4 of Policy SE7 - does not accord with paragraphs 14 & 135 of NPPF or presumption in favour of sustainable development. It refers to a presumption in favour of retaining non-designated assets unless any harm that would result is outweighed by benefits. NPPF says sustainable development should be permitted unless the benefits are significant & demonstrably outweighed by harm. • The robustness of this policy is weakened by 'seek to avoid or minimise' as it may lead to heritage assets not being conserved, such as the erosion of the Nantwich battlefield site through permissions for housing. <p>Comment Only</p> <ul style="list-style-type: none"> • General point: Support the intention to allow and encourage good contemporary architecture to complement the historic environment. • Question criteria for judging the justification for development affecting the historic environment: will it be public or private benefit? • What provision of protection will there be for such sites in the event of vandalism/accidental/wilful or criminal destruction especially if the possibility of future development may arise? • Support the policy but include reference to ancient trees • Comments regarding housing development on Green Belt land close to heritage assets. This would be contrary to the main aims of the Core Strategic Plan. • Policy SE 7 should include a requirement for all greenfield sites to be subjected to detailed archaeological assessment (by field evaluation) prior to development in order to ensure that currently unknown historical evidence is detected, retained and not destroyed by development. This should be at cost to the developer. • There is wide recognition of Knutsford's significant historic environment - one of the town's two USPs. Welcome this policy and suggests an addition to paragraph 3ii: "Justification shall include consideration of alternative proposals and reasons for their rejection." • Several references to individual heritage assets in Wilmslow, and the need for surveys of local heritage assets.
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • Add a reference to the need to protect ancient, veteran and notable trees because of their role as important historical and cultural, as well as environmental, assets. • Policy SE 7 should include a requirement for all greenfield sites to be subjected to detailed archaeological assessment (by field evaluation) prior to development at cost to the developer. • Amend split infinitive in 6. 'to positively manage'. • Sub section 3 Criterion i add – 'and their settings' at the end of the sentence Criterion iv reword as follows 'Use of appropriate legal agreements or planning obligations to secure the benefits arising from a development proposal where the loss, in whole or in part, of a heritage asset is accepted' <p>Sub section 4: Insert the following after non-designated assets in first sentence '(including buildings on the local list)'</p> <p>Sub section 6 Add - 'in particular buildings and areas identified as being at</p>

	<p>risk' to the final sentence</p> <ul style="list-style-type: none"> • In justification paragraph 13.63 bullet 2 architecture should be 'architectural' • Amend paragraph 4 to comply with presumption in favour of sustainable development. • Reword policy to recognise the important aspects of the historic environment in the Borough. Criteria 1 and 2 shall be amended (or combined) to incorporate the important aspects of the historic environment in one clear criterion. The policy should be expended to include reference to key elements of the historic environment in the Borough. Note that the justification text includes a lot of this information. An additional criterion should be introduced to indicate what is required to be submitted with applications that affect the historic environment. <p>Point 5 - Replace "heritage context" with "historic environment" or "heritage assets".</p> <p>Point 6 - Include the term "Heritage Assets".</p> <ul style="list-style-type: none"> • Amendments to pick up the issues identified in Section 4 above...some re-drafting in consultation with English Heritage is recommended, National Trust would be pleased to provide further advice/comment if invited to do so. • Strengthen the wording to give more protection • Change required to make it sound: The part of paragraph 4 of Policy SE7 which starts with "The presumption..." through to the end of that paragraph is not consistent with NPPF and should be deleted. • Abbey Fields should be recognised as a Heritage Site. • Policy SE7.6 is expanded to read 'positively manage the historic built environment and historic landscapes' to reflect the references to the historic landscape in paragraphs: 13.58, 13.59, 13.60, 13.62 and 13.63 • Policy needs to go further, to state that where appropriate, heritage assets can be altered and extended to enable their longer term economic use for sustainable tourism. • Recognition is also required in part 4 of the need to consider the viability of development prior to consideration of mitigation and compensation measures. • Part 5 of policy should provide explicit and in-principle policy support, subject to a list of development management criteria to be met, for specific development proposals. To be consistent with national policy, the policy should fully reflect paragraph 140 of the NPPF.
<p>Council assessment of relevant issues</p>	<p><u>Place-specific references:</u> English Heritage and others state that there should be references to specific heritage assets and locations in the policy. It is accepted that the existing development plans have separate policies for conservation areas, listed buildings, registered parks and gardens, ancient monuments, etc. However these plans were drawn up under the old national planning regime, which has been substantially changed. References to the heritage assets of Cheshire East are contained in the supporting text, 13.57-63, and are too many to list in a policy. Additional designations could be made within the Plan period and their exclusion from a policy may weaken their protection. Site specific references will be included in the site allocations and development policies document and in supplementary planning guidance.</p>

	<p><u>Heritage at risk</u>: Taking action to protect listed buildings at risk is a statutory duty under the LB and Ca Act 1990. Similarly protection of Ancient Monuments is the responsibility of English Heritage. Other heritage assets have no statutory protection. There is specific reference to buildings at risk in paragraph 13.66, and also in paragraph 130 of NPPF section 12.</p> <p><u>Archaeology</u>: this is safeguarded by the policy and explained by the supporting text paragraphs 13.60-61. Part 2 of the policy will require an archaeological assessment for development proposals affecting archaeological sites.</p> <p><u>Use of legal agreements</u>: this is relevant but does not need to be stated here as s106 agreements are a tool of policy, not a policy in themselves.</p> <p><u>Ancient trees</u>: they are referred to in policy SE5. It would be possible to include a reference to veteran trees and ancient woodlands in paragraph 13.59.</p> <p><u>Sustainable tourism</u>: This is dealt with under part 6 of policy SE7.</p> <p><u>Compliance with NPPF section 12- enabling development</u>: this is already mentioned in part 6 of the policy by reference to positive management. Enabling development is normally an exception to policy rather than a policy in itself. .</p> <p><u>Policy regarding alteration to listed buildings</u>: a policy is unnecessary as it would repeat existing legislation and guidance.</p> <p><u>Text changes</u>: these are minor changes not going to the heart of the Core Strategy. Heritage context is a clear phrase- it could be replaced with a much longer one, as it includes locations with important historic features which may be important for many reasons, not just historic reasons. Application validation requirements are detailed as part of the 1APP system.</p> <p>The suggestion by English Heritage for re-wording of part 3iv of the policy is agreed.</p>
Recommendation	<ul style="list-style-type: none"> • Include reference to veteran trees and ancient woodlands in the supporting text paragraph 13.59. • Amend point 3 of the policy to refer to 'The Council will seek to avoid or minimise conflict between the conservation of a designated heritage asset and any aspect of a development proposal by:' • Reword point 3 iv of policy SE7 as follows: 'The use of appropriate legal agreements or planning obligations to secure the benefits arising from a development proposal where the loss, in whole or in part, of a heritage asset is accepted.' • In paragraph 13.63 bullet 2 architecture should be 'architectural'.

Consultation Point	Policy SE8: Renewable and Low Carbon Energy
Representations received	Total: 22 (Support: 8 / Object: 4 / Comment Only: 10) Renewable and Low Carbon Energy: 2 (Support: 2 / Object: 0 / Comment Only: 0) SE8: 20 (Support: 6 / Object: 4 / Comment Only: 10)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support but need positive statements of how carry everything out in practice • Support removal of 10% requirement (on-site renewable) in previous policy • Support policy – would like to see all new development to have south facing roofs to enable the installation of solar panels • Support fuller policy wording especially re constraints such as landscape sensitivity • Support addressing impacts of climate change in terms of mitigation and adaptation • Any criteria for assessing renewable and low energy schemes should be stringent; need for detailed assessments of impact on surrounding land uses particularly re visitor/tourist destinations; especially important re wind farms and impact on landscape and wider economic considerations <p>Objection</p> <ul style="list-style-type: none"> • While CPRE supports the Government's carbon commitments, and has indeed elsewhere urged CEC to take a firmer and clearer line on emissions reductions in this Strategy, we would suggest re-casting the latter part of this sentence as "will be positively supported where their economic, social and environmental benefits outweigh any adverse impacts, for example on the landscape" • Unproved ideas; concern on effect on the landscape; need for good design criteria • Policy wording just provides statement of intent to support low carbon technologies and how in some instances appropriate mitigation may be necessary • Feel policy SE8 should follow SE9; so either amend point 2i to read: "The surrounding landscape, natural, built, historic and cultural assets and townscape; including buildings, features, habitats and species of national and local importance and adjoining land uses; and / or " B) Move Policy SE8 to after Policy SE9. <p>Comment Only</p> <ul style="list-style-type: none"> • Any renewable energy scheme must be cost effective, reliable and efficient; wind turbines must not be considered – blight on landscape • To limit damage, from wind turbines propose that Cheshire East should include policies in its Local Plan which specify: <ol style="list-style-type: none"> 1. Separation distances between wind turbines and dwellings and also between bridleways and footpaths. 2. A process for dealing with complaints about wind turbine noise

	<ul style="list-style-type: none"> • Unknown housing standards may affect policy – may become outdated quickly • Refer to woodfuel as a source of renewable energy; small-scale biomass projects are supported • All new development should incorporate all proven technology • Height limit to be applied • Welcome reference to consideration of aircraft safety. Certain energy developments can adversely impact radar/aircraft operations. It is essential this has been recognised in the CS. Must be supported by development management policy on aerodrome safeguarding and restricting development in public safety zones at Manchester Airport. • Would like to see reference to carbon capture through the landscape; policy should set high standards; should have carbon neutral estates; there are more helpful energy hierarchy diagrams; re house building need ambitious energy and carbon criteria • Need to consider flood defences and storm drains (climate change effects); need to link renewable energy and carbon reduction with proposed house building and include measures to water use, mitigation re flooding etc; impact of structures – can be disguised; links with transport measures – CO2 emissions, energy reduction etc; salt as an energy resource overlooked
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • To limit damage, from wind turbines propose that Cheshire East should include policies in its Local Plan which specify: <ol style="list-style-type: none"> 1. Separation distances between wind turbines and dwellings and also between bridleways and footpaths. 2. A process for dealing with complaints about wind turbine noise • In paragraph 13.74 refer to woodfuel as a source of renewable energy • Require all new development should incorporate all proven technology • Height limit to be provided • Welcome reference to consideration of aircraft safety. Certain energy developments can adversely impact radar/aircraft operations. It is essential this has been recognised in the CS. Must be supported by development management policy on aerodrome safeguarding and restricting development in public safety zones at Manchester Airport. • Refer to potential for carbon capture through the landscape; policy should set high standards in relation to new development and energy and carbon reduction • Amend first sentence: “will be positively supported where their economic, social and environmental benefits outweigh any adverse impacts, for example on the landscape” • Feel presentationally policy SE8 should follow SE9; so either amend point 2i to read: “The surrounding landscape, natural, built, historic and cultural assets and townscape; including buildings, features, habitats and species of national and local importance and adjoining land uses; and / or ” B) Move Policy SE8 to after Policy SE9. • All new development to have south facing roofs to enable the installation of solar panels • Any criteria for assessing renewable and low energy schemes should be stringent; need for detailed assessments of impact on surrounding land uses

	particularly re visitor/tourist destinations; especially important re wind farms and impact on landscape and wider economic considerations
Council assessment of relevant issues	<p>The policy accords with Section 10 of the NPPF “Meeting the challenge of climate change, flooding and coastal change particularly paragraph 95 and the move towards a low carbon future.</p> <p>Criterion 1 considers development in the context of sustainable development; therefore economic, social and environmental factors will be taken into consideration.</p> <p>Minor wording changes are proposed to Criterion 2i to emphasize the importance of landscape.</p> <p>Certain energy development can adversely impact radar/aircraft operations – this is emphasized in criterion 2iii</p>
Recommendation	<p>Amend point 2i to read:</p> <p>“The surrounding landscape including natural, built, historic and cultural assets and townscape; including buildings, features, habitats and species of national and local importance and adjoining land uses.”</p>

Consultation Point	Policy SE9: Energy Efficient Development
Representations received	Total: 32 (Support: 5 / Object: 18 / Comment Only: 9)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Reducing demand for and consumption of energy is the most effective and cost-efficient way of reducing carbon emissions, as well as reducing other problems such as fuel poverty. <p>Objection</p> <ul style="list-style-type: none"> Any additional requirements will create viability problems in low value market areas Paragraph 95 of the NPPF states that local authorities should be adopting the Government's National Zero Carbon Policy as the local standard for energy efficiency and carbon reductions. This policy is being implemented through the Building Regulations which are setting progressively more challenging carbon reduction targets. It is highly likely that meeting the 2013 iteration of the Building Regulations will require renewable energy technologies in development proposals and therefore we suggest that the inclusion of a 10% target within Policy SE 9 is unnecessary as it is duplicating mandatory legislation. Policy SE9 requires development within the District Heating Network Priority Areas to connect to any existing decentralised heating networks. In many cases, a commercial and technical assessment has concluded that connection to a local network is not the most cost effective mechanism to reduce carbon emissions and provide low carbon heat. The forthcoming changes to the Building Regulations and the Governments push towards zero carbon will already require significant carbon savings from new buildings and will prove economically challenging for the development industry. These additional requirements proposed by the Council will create substantial additional burdens for the industry To some extent the Council is faced with a choice: it can either prioritise affordable housing supply by easing off on other policy objectives, or else it can prioritise other policy objectives, such as higher standards of construction sustainability and regeneration but only at the expense of affordable housing provision. Part 3 of this policy is too prescriptive, as it automatically requires the provision of a district heating network, unless this is not viable. Part 2 of SE9 requires developments over 10 dwellings to secure at least 10% of its predicted energy requirement from decentralised or renewable or low carbon developments unless it is not feasible or viable. This requirement is unduly onerous and may threaten the viability of development, contrary to guidance in the Framework [§173]. Policy SE9 should only be applied to very large schemes where it can be shown to be deliverable and viable. Overly prescriptive sustainable energy policies may act to deter development, which would be contrary to the key objective of the Framework to 'significantly

	<p>boost' the supply of housing.</p> <ul style="list-style-type: none"> • We object to the proposed requirement in Policy SE 9 for developments of over 100 dwellings to install site-wide district heating networks (3. i.). This proposed threshold is far too low for such networks to be viable, and does not provide sufficient flexibility nor incentive to explore other, potentially more effective methods of carbon reduction (for example, energy saving measures built into the fabric of the building). This threshold appears to derive from an assumption that residential development should take place at a minimum density of 55 dwellings per hectare (para. 13.85). Such a density would be excessive on many sites, especially greenfield ones on the edges of urban areas or smaller settlements, and would lead to a built form which is incongruous with the character and vernacular of those existing built-up areas. As such, Policy SE 9 and paragraph 13.85 are neither "justified" (in not being soundly evidenced) nor "effective" (in potentially impeding housing delivery, notwithstanding the apparent caveats of feasibility and viability in applying this element (3.) of Policy SE 9). If <p>Comment Only</p> <ul style="list-style-type: none"> • In many cases HSA's will achieve CfSH without need for energy production (photo cells etc), which reduces overall energy demand – should be recognised that renewable are not required to reduce fuel poverty . • A clear statement should be made that 10% renewable on S106 sites should be distributed to all homes and not focused on affordable units. • High standards and requirements should be set, not merely 'look favourably on' • 10% target insufficient to meet carbon reduction targets (refer to energy saving trusts recommendations.) • Any development that cannot meet a 10% target for renewable energy cannot be considered feasible or viable in terms of sustainable development • Noted that the energy hierarchy as identified above, is addressed within the Core Strategy under section 13.79. However, the statement made is that of efficiency standards exceeding the requirements of Building Regulations on large sites being unlikely to occur without a requirement in place. In which case, Cheshire East Council would be shirking their responsibilities as they are the only ones with the power to enforce the requirement in relation to the CS30 site and all other proposal sites. • A fabric first approach is taking a lead in the industry and relates to the first stage of the energy hierarchy by reducing energy demand – this is not mentioned in the CS document • CfSH is not mandatory yet can be enforced by local planning policies
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • Policy should be aspirational rather than mandatory • Extension to final para to clarify that this aim cannot be achieved via a 'fabric first' approach i.e. building in energy savings • Clarity needed on how achieving the policy will be encouraged • Remove reference to impact of wind turbines on landscape • Replace the energy hierarchy diagram 1. (base of pyramid) reduce demand by passive measures 2. Use energy efficient equipment 3. use renewable energy or allowable solutions (top of pyramid)

	<ul style="list-style-type: none"> • Carbon zero development and Allowable Solutions should be targets here • All strategic sites should require consideration of de-centralised energy and this should be emphasised in this part of the policy. Suggest inserting in after Network priority Areas • The policy should be amended to require an assessment of the benefits that a district heating network would bring to a development, when compared against alternative proposals. • Policy SE9 should be reworded to only request district heating to be delivered in exceptional circumstances and on schemes of over 600 dwellings. • Whilst the use of renewable resources should be encouraged the Local Plan should not include detailed and prescriptive policy setting out required efficiency ratings. Impact on viability. This level of detail would be more appropriately included within Building Regulations. District heating network element should be removed. • If this element is to be retained, we consider the threshold should be raised from 100 to 1,000 dwellings as an absolute minimum, at which scale the feasibility and viability of district heating networks may potentially become more evident.
Council assessment of relevant issues	<p>The policy allows a proportionate approach to development proposals and strikes the balance between requirements that are mandated by existing statute and regulation and those aspirations which are identified to contribute to delivery of energy efficient development.</p> <p>The energy hierarchy diagram is considered sufficient to demonstrate the approach to delivering energy efficient development</p> <p>A fabric first approach is not ruled out by the policy and specific reference to Building Regulations, Code for Sustainable Homes, BREEAM, CEEQUAL and Building for Life/Lifetime homes is made to ensure a fabric first approach can contribute to the delivery of energy efficient development.</p> <p>The justification for on-site low carbon energy targets 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.</p>
Recommendation	No material changes required.

Consultation Point	Minerals and Policy SE10: Sustainable Provision of Minerals
Representations received	Total: 22 (Support: 6 / Object: 5 / Comment Only: 11) Minerals: 2 (Support: 0 / Object: 0 / Comment Only: 2) SE10: 20 (Support: 6 / Object: 5 / Comment Only: 9)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support the broad objectives, recognition of the need to identify suitable locations for potential salt extraction in the Site Allocations and Development Policies Document and policy seeking to safeguard Cheshire East's important mineral resources including salt, through the definition of Mineral Safeguarding Areas. • Support Policy SE10 in that it confirms that environmental criteria will be set out in the Site Allocations and Development Policies Document against which mineral proposals will be assessed. • Justification also acknowledges other afteruses for underground salt cavities e.g. include brine waste disposal, hydrogen / carbon dioxide storage etc. • Welcome this policy overall & in particular Clause 8 which supports locally-sourced building & roofing stone for the repair & long term maintenance of many built heritage assets. • Make reference to peat working, as currently undertaken at Lindow Moss • Make reference to the likelihood of exploratory drilling for shale gas given the very extensive deposits of both the Upper and Lower Bowland shale formations underlying Cheshire East, as identified in the British Geological Survey's Gas-In-Place Resource Assessment. • Welcome the inclusion of point 8 in support of the extraction of building and roofing stone for heritage purposes. Policy would benefit further through the safeguarding of sites of important local materials. • Support the principles established by Policy SE10 towards minerals which include a commitment to designating Mineral Safeguarding Area(s), establish overarching suitable policy criteria against which new mineral proposals will be assessed and achieving high standards of restoration and aftercare. We note that further policy criteria will be set out in the Site Allocations and Development Policies Document. • This document has responded positively to the comments we made at the last consultation stage on the Policy Principles. • Considers that Policy SE10 broadly conforms with the NPPF and we (<i>The Coal Authority</i>) will work with the Council in the Site Allocations and Policies Document to safeguard the whole of the surface coal resource in Cheshire East, without any exceptions in order to meet the requirements of paragraph 143 of the NPPF. <p>Objection</p> <ul style="list-style-type: none"> • There is really no possibility of increasing mineral extraction in this crowded

county, especially when another 28,000 houses are to be built.

- Council need to insist on bulk materials being moved by rail services, not by road.
- Clarification as to the context of the use of the word “conserve” in the preamble to the Policy needed. If this means to “protect” (e.g. protect from sterilisation by other developments) then this is in effect safeguarding which is already mentioned in the sentence. If this means to “save” or to “keep” then this imparts a different meaning and would imply seeking to restrict mineral development rather than to protect for future use.
- Point 3 – says that the Council will “.... seek to maintain stocks of permitted silica sand reserves”. NPPF paragraph 146 goes further and requires Local Authorities to *provide* a stock of permitted reserves.
- Aim to safeguard mineral resources supported. However, needs to be expanded to comply with the British Geological Survey practice guide to mineral safeguarding (2007). This could well be as part of the forthcoming Site Allocations and Development Management Policies DPD and if this is the case this should be noted here.
- Commitment to safeguard minerals associated infrastructure against development welcomed. This should include safeguarding of potential future minerals related infrastructure. As drafted the policy appears to seek to safeguard against other developments constraining the outward expansion of minerals infrastructure. Concern expressed about other developments effectively restricting current lawful use due to tightening of environmental controls.
- High standard restoration and aftercare of sites supported. Restoration should however deliver the potential for appropriate afteruses (since afteruse itself is not a matter for mineral planning). Restoration of mineral sites should seek to benefit the local area (for example restoration to agriculture) as well as potentially the environment and/or community.
- Policy should prioritise (rather than merely “encourage and support” the provision and use of alternatives to land-won minerals.
- The policy does not specify how much aggregates are required to provide a steady and adequate supply. The agreed sub regional apportionment endorsed by the AWP should be mentioned in the policy (not just in the supporting text).
- Plan’s statements about the future definition of MSAs the policy is not completely in line with the recommendations for best practice by the BGS. The policy should say: a. whether environmental areas, urban areas and buffer zones will be included b. where development management criteria may be found
- Policy in relation to small scale stone extraction remains in present form unsound because the mpa fundamentally misunderstands the nature of the modern industry which is trying to develop new markets to survive. Unless the plan is amended it will not fulfill NPPF policy to ensure there is “...a sufficient supply of material to provide the infrastructure, buildings, energy and goods that the country needs.” (para 142), and provide “...for a steady and adequate supply of industrial minerals.
- Concern over the claims of claims of geologically feasible the need to ‘ensure

	<p>appropriate integrity & safety measures.</p> <ul style="list-style-type: none"> Mineral Workings should refer to PEDL197 licence for gas exploration that covers a large area to the east of Macclesfield. <p>Comment Only</p> <ul style="list-style-type: none"> NPPF requires MPA to “provide for a stock of permitted reserves” (of silica sand) rather than only an expectation that this raw material is provided which is our interpretation of the second sentence. There should be a firm commitment to deliver through the Plan process. We consider your draft Plan to be sound. We look forward to engaging with you in more detail, once you publish draft Minerals and Waste Policies and Site Allocations documents. Have potential impacts of ‘fracking’ in the Congleton area been considered in the choosing of the new (housing) sites and what measures will be put into place to ensure minimum (preferably zero) impact on the local communities on these new sites? Proactive approach to be taken in considering the future restoration of mineral workings so that all opportunities are appropriately appraised. The framework provided by planning policy at this stage should present a flexible base so that a diverse range of restoration schemes can be explored. Opportunities that can be delivered by the restoration of mineral workings which, in turn, can deliver a range of benefits to the local economy and the community. New workings that rely wholly or in part on road based transport for minerals should only be allowed where the road network is suited to carrying the size and type of vehicle proposed. Acknowledging that it is proposed to confirm provision for aggregates through the proposed Site Allocations and Development Policies document, it remains a concern whether a steady and adequate provision can be made without placing reliance on sources of aggregate outside the Plan area. More evidence is required to confirm that proposals for aggregate provision are effective particularly in view of proposals for growth in house building and other development. Policy needs policing - the policies and planning permissions are too easily flouted with impunity. There are substantial coal deposits shown on the map, but no policy to encourage/discourage its exploitation. There is no policy to either encourage or discourage exploration for shale gas and oil. Also recognise the afteruse of underground salt cavities for Compressed Air Energy Storage - which is even safer near populations. Mineral working can interrupt countryside access and take significant land areas ‘out of bounds’ for long periods. Need for see specific reference to reinstating and strengthening the countryside access network in during restoration of mineral workings.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> There should be a firm commitment to provide silica sand through the Plan process, e.g. a minimum stock of permitted reserves will be maintained for at least 10 years production at individual silica sand sites or for at least 15 years at new or existing sites where significant new capital investment is required.

- Landbanks to be calculated with reference to NPPF Technical Guidance (March 2012)
- Request that the justification (for afteruse of brine cavities) also acknowledges that, in accordance with national policy, cavities created following extraction of salt (in brine) also have other potential afteruses for storage purposes (and have been employed as such in Cheshire East). This could include brine waste disposal, hydrogen / carbon dioxide storage etc. The plan should acknowledge these acceptable uses, subject to site specific and environmental assessment, in order to ensure that the plan is flexible to changing demand and requirements.
- Consider impacts of 'Fracking in the Congleton area in the choosing of new sites and the measures to ensure minimum impact on local communities.
- It is requested that such merits restoration at Dingle Bank Quarry are considered as part of the Site Allocations stage of the Local Plan. In this regard, the landowner wishes to engage in early discussions with the Local Authority to explore these opportunities further.
- The use of the word 'encourage' is meaningless. Item 5 should simply read 'Support the provision of'. Item 9 should read 'Wherever practical minerals should be transported by methods other than by road.'
- More evidence is required to confirm that proposals for aggregate provision are effective particularly in view of proposals for growth in house building and other development.
- Make specific reference to reinstating and strengthening the countryside access network in Policy SE10.10 during restoration of mineral workings.
- Clarification as to the context of the use of the word "conserve" in the preamble to the Policy.
- Make commitment to *provide* stocks of permitted silica sand reserves to be consistent with National Policy.
- Aim to safeguard mineral resources needs to be expanded to comply with the British Geological Survey practice guide to mineral safeguarding (2007). This could well be as part of the forthcoming Site Allocations and Development Management Policies DPD and if this is the case this should be noted here.
- As drafted the policy appears to seek to safeguard against other developments constraining the outward expansion of minerals infrastructure. Concern expressed about other developments effectively restricting current lawful use due to tightening of environmental controls.
- Restoration should deliver the potential for appropriate afteruses (since afteruse itself is not a matter for mineral planning). Restoration of mineral sites should seek to benefit the local area (for example restoration to agriculture) as well as potentially the environment and/or community.
- Re word policy to prioritise (rather than merely "encourage and support" the provision and use of alternatives to land-won minerals.
- .Make appropriate provision for the supply of aggregates having regard to Cheshire East's apportionment of sub-national supply guidelines and Local Aggregate Assessments. 0.71 Mtpa for sand and gravel and 0.04 Mtpa of crushed rock. This will require the identification of provision for 17.42 million tonnes of sand and gravel in the period 2010-2030.
- In relation to MSAs policy should say:

	<p>a. whether environmental areas, urban areas and buffer zones will be included</p> <p>b. where development management criteria may be found. The following amendment to Policy SP10 criterion 6 should be made:</p> <p>‘6. Safeguard Cheshire East’s important mineral resources of silica sand, sand and gravel, sandstone, salt and surface coal through the definition of Mineral Safeguarding Areas, which will be defined in the Site Allocations and Development Management Policies DPD and will include environmental areas, urban areas and buffer zones, plus development management criteria. Within these areas, mineral resources will be protected from unnecessary sterilisation by other development.’</p> <ul style="list-style-type: none"> • Amendment criterion 8 to: ‘Support extraction of natural building and roofing stone for both new build and architectural heritage purposes where environmentally acceptable’. • The policy should add that the Allocations & Development Policies Document will provide further information of the Cheshire cavities on this risk to assure the public that safety for a wider area has been adequately researched & found to be beyond doubt. • Also add the exclusion of any possibility of storing nuclear materials either as waste or for reuse in these cavities [if not in the Waste policy SE11 or Waste DPD]. • Make reference to peat working, as currently undertaken at Lindow Moss • Make reference to the likelihood of exploratory drilling for shale gas given the very extensive deposits of both the Upper and Lower Bowland shale formations underlying Cheshire East, as identified in the British Geological Survey’s Gas-In-Place Resource Assessment. • The policy should be amended to include reference to the safeguarding of sites of important local materials. • Position in relation to peat extraction to be clarified
<p>Council assessment of relevant issues</p>	<p>Comments concerning the reference of peat in the policy are accepted. Policy to be amended to make reference to peat and outline approach in line with the NPPF.</p> <p>Comments concerning the need for reference to shale gas and impacts of its potential exploration and extraction are acknowledged. The policy recognises that there is for potential unconventional hydrocarbon resources to be found and worked although the authority has yet to receive applications concerning their exploration or extraction. Therefore uncertainty remains over the potential for these resources. More detailed, specific policies are to be drafted as part of the Site Allocations and Development Policies DPD concerning (unconventional) hydrocarbon exploration, appraisal and development in line with the NPPF with reference to the PEDL Licence areas covering parts of the Borough.</p> <p>It is acknowledged that the wider Core Strategy is proposing significant new development in the borough over the Plan period the land use pressures this may bring. However, to be found sound, the Plan must contain policies to plan for a steady and adequate supply of minerals and give great weight to the benefits of mineral extraction including the economy. As Cheshire East has an established and economically important minerals industry, planning policy must reflect this set</p>

within the limits of the environment.

Comments concerning the impact of increasing the transportation of minerals via the road network and the requiring policy to insist on alternative methods are acknowledged. However, in reality it is often not feasible or practicable for minerals in Cheshire East to be transported by other methods due to the rural location of most quarries. It accepted that potential exist for impacts on the road network and policies specific policies are to be drafted as part of the Site Allocations and Development Polices DPD to address/mitigate these. Policy wording will be amended to strengthen support the use of alternative methods where practicable.

Comments concerning the clarification of the meaning of term to 'conserve' mineral resource in the context of the policy have been considered. The term has derived from the MPA's interpretation of the NPPF's requirement 'to secure the long term conservation of finite natural resources' seeking to ensure that primary minerals are put to the best use and suitable alternatives such as secondary/recycled aggregates are used where practicable. Policy wording and supporting text will be amended to clarify this.

Comments concerning the wording of policy and supporting text regarding the provision of sand have been considered. Policy text will be amended to better reflect the requirements of the NPPF.

It is acknowledged that cavities created following extraction of salt (in brine) also have other potential afteruses for storage purposes (and have been employed as such in Cheshire East). In line with national policy, policy justification will be amended to reflect and acknowledge other acceptable uses e.g. brine waste disposal, hydrogen / carbon dioxide storage etc. subject to site specific and environmental assessment, in order to ensure that the plan is flexible to changing demand and requirements.

It is acknowledged that the policy concerning mineral safeguarding will need to align with the best practice guidance produced by the BGS. Policy will be expanded to comply with this guidance. It is the intention that policy concerning mineral safeguarding will be addressed in more detail of the forthcoming Site Allocations and Development Policies.

Concern that policy appears to seek to safeguard against other developments constraining the outward expansion of minerals infrastructure and concern expressed about other developments, effectively restricting current lawful use due to tightening of environmental controls, has been considered. It is the intention to safeguard appropriate minerals related infrastructure to prevent encroachment from non-compatible non-mineral development. Policy wording will be reviewed and clarified where necessary.

Comments concerning policy for the restoration of mineral workings and potential for appropriate afteruses to be reviewed to ensure flexibility so that a diverse range of restoration schemes can be explored have been considered. Policy

wording will be reviewed to ensure its effectiveness. Reference to reinstating and strengthening the countryside access network in during restoration of mineral workings will be considered as part of specific detailed policies in the forthcoming Site Allocations and Development Policies.

Comments concerning prioritisation of the provision and use of alternatives to land-won minerals are acknowledged. Policy will emphasise need to consider the conservation of natural resources and support provision of suitable alternatives.

It is acknowledged that coal deposits are shown on the map, but no policy to encourage/discourage its exploitation. Policies concerning all mineral development regardless of the resource will be contained in the forthcoming Site Allocations and Development Policies. This will include considering development management policies concerning the attaching of specific conditions to planning permissions for mineral development to ensure impacts are monitored.

Concerns expressed whether a steady and adequate aggregates provision can be made without placing reliance on sources outside Cheshire East and the need for more evidence to confirm that proposals are effective, particularly in view of proposals for growth in house building and other development, have been acknowledged and considered. As part of preparation of the Site Allocations and Development Policies, detailed evidence will be prepared to review all existing minerals allocations and assess any new potential sites and/or areas needed to meet future sand and gravel demand and maintain landbanks.

Comments regarding the inclusion of the sub-regional aggregate apportionment figures in the policy text have been acknowledged. The table in the supporting text will now detail total provision figures beyond plan period. However, it is considered that the policy as worded which makes reference to the figures in the supporting text is sufficient and is as effective. It is considered that the inclusion of the figures in the policy could run the risk of time limiting the policy should the supply figures change over the plan period. The NPPF and MASS guidance states that account should be taken of national and sub-national guidelines when planning for the future demand for and supply of aggregates and that the Government will continue to publish guidelines. The MPA is therefore concerned that should these new guideline figures be published and apportioned to Cheshire East, or should new evidence come to light in annual Local Aggregate Assessments, then the policy should be flexible and future proof enough to accommodate these.

It is acknowledged that policy extraction supporting the small scale extraction of natural building and roofing stone may be unduly restrictive and not reflect the nature of the building/dimension stone working - a point accepted in light of the detailed information provided offering industry insight. Policy to be amended to remove restriction to 'small scale'.

The comment relating to the policy amendment to include reference to the safeguarding of sites of important local materials has been noted. The policy does state that building stone is considered of economic importance and will be

	<p>therefore will safeguarded. The policy has been amended to note the inclusion local building stone (sandstone) as part of the safeguarding process, the best available information will be used in the identification of MSAs. This will include information published by English Heritage on building stone in Cheshire.</p> <p>Request that the policy justification should state that relevant information to ensure the safety of brine cavities for gas storage purposes will be required by policies in the Site Allocations & Development Policies has been noted. Policy justification has been amend to emphasise need to secure the safety and integrity. Proposals for afteruses of mineral working will need to accord with all relevant policies in the Local Plan Strategy and forthcoming Site allocations and Development Policies DPD (not just minerals policy). Consideration will be given to specific policy concerning the afteruse of salt cavities for natural gas (or other) storage.</p> <p>Comments concerning the possibilities of storing nuclear waste in underground brine cavities have been considered. The siting of any underground geological disposal facility would be subject its own proposed process outline by DECC under which development consent would only follow after several defined stages including community involvement and investigations to ascertain site suitability. The authority is not aware of any information suggesting the suitability of sites in Cheshire East for such a facility.</p>
Recommendation	<p>In response to consultee comments and to better reflect national policy and relevant guidance, minor amendments should be made to the policy and its supporting justification concerning:</p> <ul style="list-style-type: none"> • Reference to peat and the non support of its extraction in line with NPPF in policy and justification. • Reference the need to address hydrocarbon development in the Site Allocations Document (as mineral development) in policy justification. • The 'support' rather than just encouragement the use of alternative methods of transport where practicable in policy. • Clarification of the interpretation of 'conserving' mineral resources (as referenced in the NPPF) and support provision of suitable alternatives in policy and justification • Closer alignment to NPPF policy wording on the provision of silica sand in policy and justification. • Closer alignment with the NPPF on acknowledgement that there are other acceptable storage uses for brine cavities in justification. • Expansion of policy concerning mineral safeguarding to better comply with BGS guidance in policy. • Clarification of policy wording concerning safeguarding of minerals infrastructure in justification. • Amendment to policy and supporting text wording concerning restoration to recognise all benefits and that afteruse. • Inclusion in justification of figures and detail on sub-regional/national aggregate apportionment to indicate amount rolled forward beyond the

	<p>plan period.</p> <ul style="list-style-type: none">• Remove restriction to small scale building and roofing stone in policy and justification.• Reference to the safeguarding local building stone in justification.
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Consultation Point	Waste and Policy SE11: Sustainable Management of Waste
Representations received	Total: 13 (Support: 7 / Object: 1 / Comment Only: 5) Waste: 1 (Support: 1 / Object: 0 / Comment Only: 0) SE11: 12 (Support: 6 / Object: 1 / Comment Only: 5)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Support this policy. However, should also include a provision requiring all new development to be designed so as to maximise opportunities for driving the management of waste up the hierarchy <p>Objection</p> <ul style="list-style-type: none"> Whilst supporting the policy's waste hierarchy, the Waste Development Plan should expressly advocate minimising use of primary raw minerals, making the link with the Minerals policy & to educate those companies & bodies that produce waste to know the potential uses for their materials to replace raw minerals. <p>Comment Only</p> <ul style="list-style-type: none"> Do not see how the stated policy of treating waste as a resource is to be met. I also do not see any policy for re-greening existing land-fill sites or potentially mining them for re-usable products. In general, your waste policies and text are also sound, but do not mention radioactive waste management at all. It is likely that there would be some Very Low Level radioactive waste from the two major hospitals in CE. A statement on whether you have such waste arisings, plus the current and intended future disposal methods, would be welcome, if not at this stage, then in your future Waste DPD. The proposed policy is not consistent with paragraph 16 of PPS10 and does not address issues as identified in the Waste Needs Assessment Report 2011 that indicates the need for more facilities to achieve diversion of waste from landfill and a reliance on waste facilities outside the Plan area. The policy does not provide an appropriate strategy for sustainable waste management and as indicated in the justification to the policy the intention is to address waste issues by preparing a separate waste development plan document. The Waste Development Plan should remove the Clayhanger site from those that might be considered for waste management. Include a policy to minimise the transportation of waste within the borough i.e. manage and dispose of waste close to the point of waste generation. There is no mention of anaerobic digestion, or of the harvesting and use of consequent gas production, both of which will considerably enhance the environmental performance of the borough. Nor any mention of an incinerator which can extract energy from otherwise unusable waste, and vastly reduce landfill. Care should be taken as to where to site plants, AD waste and power

	plants should not be sited near homes in quiet rural areas. A minimum distance from homes should be set.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Update LDS to detail production of Waste DPD. • Amend to take account of the strategic nature of waste and the movement of waste across administrative boundary • Amend to address issues as identified in the Waste Needs Assessment Report 2011 that indicates the need for more facilities to achieve diversion of waste from landfill and a reliance on waste facilities outside the Plan area. • Include policy on re-greening existing land-fill and potential for mining to extract re-usable material (as in Holland and Germany). • Add statement on LLN waste arisings, plus the current and intended future disposal methods, would be welcome, if not at this stage, then in your future Waste DPD. • The Waste Development Plan should expressly advocate minimising use of primary raw minerals, making the link with the Minerals policy & to educate those companies & bodies that produce waste to know the potential uses for their materials to replace raw minerals. • Include a policy to minimise the transportation of waste within the borough i.e. manage and dispose of waste close to the point of waste generation. • Should be policy assurance that there will be no nuclear waste storage either as waste or for reuse in underground cavities following salt extraction, which has been suggested in the past
Council assessment of relevant issues	<p>Comments concerning the accounting for Very low Level Radioactive Waste arisings in Cheshire East are acknowledged. This waste stream will be considered in the Updated Waste Needs Assessment and appropriate measures to ensure its disposal addressed in the forthcoming Wastes DPD.</p> <p>Comments concerning the consistency of the policy with current national waste policy and policy not addressing issues identified in evidence on waste have been acknowledged and considered. Policy wording will be amended to re-emphasise the requirements of national waste planning policy to include the commitment to plan for sufficient opportunities for the provision of waste management facilities in appropriate locations. This will be met through the forthcoming waste DPD.</p> <p>Supporting text to the policy will be amended to recognise the issue of cross boundary waste movement. As part of preparation for the Waste DPD, an updated waste needs assessment will be prepared focussing on quantifying the borough's waste management needs (including for landfill disposal), capturing an up to date picture on the extent to which waste is imported to and exported from Cheshire East and indicating reliance on facilities outside the plan area. This evidence will then inform the development of policy to address the Borough's waste management needs in line with national policy.</p> <p>Comments concerning the removal of Clayhanger Hall Farm as a waste allocation have been considered. As part of preparation for the Waste DPD, all existing allocations in the Cheshire Waste Local Plan will be reviewed. The Waste DPD will need to identify new sites and areas to meet the need identified in the update Waste Needs Assessment.</p>

	<p>Comment concerning the impacts of waste transportation have been acknowledged. As a principle of waste management, waste should be as close to the point of origin as possible taking into account the where the most appropriate facility is. Policy in the waste DPD will also need to acknowledge the proximity principle in line with national planning policy. Policies to address and mitigate adverse impacts of waste management facilities will be included in the Waste DPD to compliment generic development management polices seeking to address the impact of all development.</p> <p>Comments concerning the mention of Anaerobic Digestion (AD) and other energy from waste technology have been noted. Reference is currently made to recognising the potential for new technologies to help drive the management of waste up the Waste Hierarchy, which would include AD. Policies in the waste DPD will need recognise and allow for new waste technologies such as AD to be sited. Policy and methodology behind the siting of all waste management facilities will need to take into account a range of factors and criteria to ensure proposals do not endanger human health or cause environmental harm.</p> <p>The Council fully acknowledges that an updated Local Development Scheme (LDS) is essential to outline the timetable for the production of the Waste DPD in order to ensure that the adequate and timely provision of properly located new waste facilities. Policy justification has been amended to make explicit reference to the commitment to produce the LDS.</p> <p>Comments concerning the policy exclusion of storing nuclear waste in underground brine cavities have been considered. As a national issues, the siting of any underground geological disposal facility would be subject its own proposed process outline by DECC under which development consent would only follow after several defined stages including community involvement and investigations to ascertain site suitability. The authority is not aware of any information suggesting the suitability of sites in Cheshire East for such a facility.</p>
Recommendation	<p>In response to consultee comments and to better reflect national policy and relevant guidance, minor amendments should be made to the policy and its supporting justification concerning:</p> <ul style="list-style-type: none"> • Re-emphasise need to ensure sufficient opportunities for the provision of waste management facilities to meet CE's needs in appropriate locations • Policy justification to add that timetable of Waste DPD will be outlined in the LDS • Policy justification clearer over production of evidence in support of Waste DPD • Reference to the strategic nature of waste planning and recognition of the cross boundary movement of waste with regard to neighbouring authorities

Consultation Point	Pollution and Policy SE12: Pollution and Unstable Land
Representations received	Total: 16 (Support: 4 / Object: 6 / Comment Only: 6) Pollution: 2 (Support: 0 / Object: 1 / Comment Only: 1) SE12: 14 (Support: 4 / Object: 5 / Comment Only: 5)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Cheshire East has a considerable amount of mining legacy which results in land instability being a locally distinctive issue within Cheshire East. Deficiencies in Policy SE12 have now been amended to positively refer to unstable land with welcome introduction of the topic into Policy SE12. Policy criterion considered to be appropriate having regard to paragraphs 106, 120, 121 and 166 of the NPPF. <i>(Made by the Coal Authority)</i>. <p>Objection</p> <ul style="list-style-type: none"> This strategy, in accelerating the uptake of emissions fuels and technologies, is to be welcomed but should not be restricted to 'in and around development sites' Artificial light can cause environmental harm as well as wasting energy although many installations are outside planning control [paras. 13.121 13.122]. There is increasing research indicating adverse impact also on wildlife & ourselves. This should be recognised through policy. There is an opportunity to give guidance through subsequent planning policy or Supplementary Planning Documents [Para 13.126]. Poor lighting designs can result in a waste of valuable energy and the policy should also encourage developers, architects and lighting designers to consistently provide energy efficient lighting designs. Concern that policy does not expressly bring about improvement of the control over the impact of new development through better management of existing situations. In the list of types of pollution / features to be preserved from pollution, it would be helpful if "tranquillity" were included. This is important because of the strong contrasts in tranquillity between the urban areas within and around the Borough and the rural areas. Knutsford residents are adversely affected by noise from aircraft using Manchester Airport, and frequently express their concerns. The CS should refer here to this issue. <p>Comment Only</p> <ul style="list-style-type: none"> Reference should be made in 13.126 to The Royal Commission on Environmental Pollution report on Artificial Light in the Environment 2009 and its findings on including explicit consideration of lighting in planning policy should be reflected in clause 13.126 and policy SE12. Pollution and Unstable Land should be changed to "Pollution and Land Contamination" as "unstable" suggests geological instability. There is no cover for non-development of old/disused landfill sites where ground and air contamination is not known and could be a long term issue if

	<p>the land was developed.</p> <ul style="list-style-type: none"> • There is an existing AQMA at the Rood Hill traffic signal junction in Congleton in the midst of a planned 3500 new homes and expanded employment sites. The Local Plan should reduce road based travel in the area so as to address the air pollution problems at this location. • Land allocation plans fly in the face of this policy by locating housing far from employment and town centres, public transport or using brownfield sites near housing for further housing instead of local employment. • Policy and supporting text should be amended to address land instability/subsidence issues at planning application stage and refer to statutory duty under the Cheshire Brine Pumping (Compensation for Subsidence) Act, 1952 to consult with the Board for all development within certain prescribed " Consultation Areas". (<i>Made by Cheshire Brine Subsidence Compensation Board</i>).
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • It recommended [& the government endorsed 18 March 2010] that: <ol style="list-style-type: none"> 1. there should be explicit consideration of light in planning policy including a presumption against the provision of artificial light in some areas where it may have a negative impact on species of concern 2. local authorities assess the likely ecological impacts of changes to the amount and quality of artificial light 3. highways authorities and local authorities reassess the lighting of roads against potential road safety and crime reduction benefits 4. local authorities should develop a lighting master plan in consultation with their local communities, professional lighting designers, and their own public lighting engineers • The CS should refer here to the issue of noise in relation to aircraft using Manchester Airport- CEC should monitor the possibility of achieving reductions in aircraft noise (especially at night), not limited to improvements in aircraft design. • Low emission strategy not to be restricted to be restricted to in and around development sites. • Remove 'in and around development sites' from the low emission strategy Commit to taking this topic further in subsequent planning policy or SPD & include references as above & any other in the key evidence list. • Policy title should be changed to Pollution and Land Contamination rather than Pollution and Unstable Land as "unstable" suggests geological instability. • There should be no domestic development on old/disused landfill sites. • Address that without significant mitigation, proposed development will make an existing AQMA worse, such as at Rood Hill Congleton. • Include "(including natural dissolution and/or brine pumping related subsidence)" in point 4 of policy. Add new sentence "there is a statutory duty under the Cheshire Brine Pumping (Compensation for Subsidence) Act, 1952 to consult with the Board for all development within certain prescribed " Consultation Areas" as shown on the proposals map" and to include those areas on the proposals map. Consequently, further comments may then be required to be added to the Justification paragraphs, and the 1952 Act should be added to the list of Key Evidence. It may also be appropriate to add brine specific comments to the Core Strategy site Profiles (section 15), where these

	lie either partially or fully within the consultation areas.
Council assessment of relevant issues	<p>Comment concerning the re-titling of the policy to 'Pollution, Land Contamination and Land Instability' in response to comments from Environmental Health accepted to better reflect the scope of the policy.</p> <p>Comments concerning light pollution have been acknowledged. The issue of lighting is referred to in the justification. It is considered that as strategic policy, light pollution has been addressed sufficiently in the policy to ensure it development does not detrimentally affect amenity or cause harm. Further more specific planning policy/guidance concerning light pollution would, were necessary, be subject of subsequent planning documents.</p> <p>Comments concerning the noise impact of aircraft using Manchester Airport have been acknowledged. It is considered that as strategic policy, noise pollution (in general) has been addressed sufficiently in the policy to ensure the location of development does result harmful or cumulative impacts. Further more specific planning policy/guidance concerning aircraft noise, would were necessary, be subject of subsequent planning documents produced if necessary in co-operation with Manchester Airport.</p> <p>Comment concerning the scope of the Council's low emission strategy have been considered and noted. A commitment to further guidance in subsequent planning policy or Supplementary Planning Documents is given in the policy justification.</p> <p>Comments concerning the inclusion of reference to brine related subsidence and statutory duties under the Cheshire Brine Pumping (Compensation for Subsidence) Act have been noted and policy and justification wording amendments have been made were necessary to address this.</p>
Recommendation	<p>In response to consultee comments, minor amendments should be made to the policy and its supporting justification concerning:</p> <ul style="list-style-type: none"> • The re-titling of the policy to 'Pollution, Land Contamination and Land Instability' in response to more accurately reflect the policy's scope. • Reference to brine subsidence and statutory duty to consult with the Cheshire Brine Subsidence Compensation Board for all development within certain prescribed consultation areas.

Consultation Point	Flood Risk and Water Management and Policy SE13: Flood Risk and Water Management
Representations received	Total: 18 (Support: 8 / Object: 3 / Comment Only: 7) Flood Risk and Water Management: 1 (Support: 0 / Object: 1 / Comment Only: 0) SE13: 17 (Support: 8 / Object: 2 / Comment Only: 7)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Important not to look at each planning application in isolation in relation to flood risk but the potential cumulative flood risk when several applications are geographically close and especially if the closely related to SSSI's. • In many areas of S. Cheshire the drainage is already over its limits and this will be compounded if there is no joined up assessment of multiple applications. • Creation of green infrastructure amongst other measures to manage surface water and reduce run off helping to alleviate danger of flooding supported. • Some reference to the important role which tree planting and woodland creation in appropriate locations can play in helping to alleviate flooding should be included. • It would be helpful if the Strategy could include information about forecasts for water stress for the Borough and surrounding areas over the Plan Period. • Strongly support this Policy. (Environment Agency) • Water is a precious resource and needs appropriate management e.g. reduce flood risk by the use of SUDs. The approach set out in this Policy is appropriate and is supported by National Trust <p>Objection</p> <ul style="list-style-type: none"> • Plan could make contribution in assessing possibility of increasing the risk of flood by increased housing in areas of flooding risk, building of roads with associated run-off and general concreting over areas where flood water could be retained. • Should be a policy of retaining and extending areas of woodland, wet-land etc that can act as a reservoir for flood water. • Policy does not encourage improvements to flood risk other than through control of development. There are opportunities for linking with green infrastructure multifunctionality <p>Comment Only</p> <ul style="list-style-type: none"> • Water management policy takes no account of hydropower. Planning decisions relating to this should restrict water diverted to turbines so as to keep a reasonable permanent river flow and prevent the erection of any barriers that prevent fish moving up and down stream. • There appears to be little evidence of thinking strategically when considering river systems within Cheshire as a vital part of our environment.

	<ul style="list-style-type: none"> • Impact of multiple hydropower units on the same water course and an application for a larger unit for a small development. • United Utilities PLC will seek to work in co-operation with the Council throughout the plan process as a means to ensure your aspirations for future growth can be supported by the necessary sustainable infrastructure. Emphasise the need to encourage new development to explore all methods for mitigating surface water run-off. Wherever possible, developers should look at ways to incorporate an element of betterment within their proposals as a means to reduce further the risk of flooding within the site and the wider area. <i>(Made by United Utilities)</i>. • There is a general lack of emphasis and understanding of the Water Framework Directive (WFD). WFD requires improving the physical state of water courses and improving in-channel habitat must also be included. Council have a duty to have regard to the objectives of the River Basin Management Plans or their supplementary plans (section 17 of the Water Environment (Water Framework Directive) (England and Wales) Regulations 2003.) Prominence of WFD could be increased within the document and it could be used to strengthen policies and referenced as evidence. • There is no strategy periodically to review rainfall and sea water level forecasts in order to determine impact on the borough and any corrective measures required, before crises are reached. • There is no mention of rainwater harvesting, or the use of soak-aways instead of drains, or of permeable road and driveway surfaces, or water consumption reduction, all to reduce water abstraction and sustain the water table • The RSPB note that the Borough of Congleton Strategic Flood Risk Assessment (June 2008) identifies that the main source of fluvial flood risk is from the River Dane.
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • The inclusion of hydropower management in water management policy taking into account their cumulative impact on a water course and impact on flow strength and wildlife (fish) movements. • Amend paragraph as follows 'This should include appropriate sustainable drainage systems (SUDS) and Green Infrastructure to store, convey and treat surface water prior to discharge with the aim of achieving a reduction in the existing runoff rate, but must not result in an increase in runoff. It is not sustainable to dispose of surface water via the public sewer systems; applicants seeking to drain to the public sewers must demonstrate there are no other more sustainable viable options. Where appropriate, opportunities to open existing culverts should be identified.' <i>(Made by United Utilities)</i>. • Emphasise need to encourage new development to explore all methods for mitigating surface water run-off. Wherever possible, developers should look at ways to incorporate an element of betterment within their proposals as a means to reduce further the risk of flooding within the site and the wider area. • As higher levels of housebuilding are proposed would be helpful if the Strategy could include information about forecasts for water stress for the

	<p>Borough and surrounding areas over the Plan Period.</p> <ul style="list-style-type: none"> • Section 13.144 states that 'The main responsibility for the Council is to work with the Environment Agency to develop links between river basin management planning and the development of Local Authority plans, policies and assessments.' We would like to remind the Council that in exercising their functions, all public bodies and statutory undertakers (that is most reporting authorities) have a duty to have regard to the objectives of the River Basin Management Plans or their supplementary plans (section 17 of the Water Environment (Water Framework Directive) (England and Wales) Regulations 2003.) We feel that the prominence of WFD could be increased within the document and it could be used to strengthen policies and referenced as evidence. • Policy should expressly refer to encouragement of & opportunities to make improvements through other means than control of new development. This links with the green infrastructure multifunctionality & suggest in clause 4 diverting surface water from combined sewer systems across the borough be investigated to reduce flooding during extreme rainfall events & its unnecessary treatment. • In para 13.132 suggest change 'watercourses can often be modified' to 'watercourses have often been modified'. • Add a reference to role of trees in water management and flood alleviation. The EA in its "Woods for Water" projects in the Midlands
<p>Council assessment of relevant issues</p>	<p>Comments concerning the cumulative impact of hydropower schemes on a water course and impacts on flow strength and wildlife (fish) movements are acknowledged. The impact of all renewable energy schemes is considered to be adequately addressed in Policy SE 8 - Renewable and Low Carbon Energy.</p> <p>Comments concerning the importance of tree planting and woodland creation in to alleviate flooding considered. To manage surface water, the policy seeks the provision of sustainable drainage systems (SUDS) and Green Infrastructure to store, convey and treat surface water prior to discharge with the aim of achieving a reduction in the existing runoff rate. Green Infrastructure, as a collective term, includes tree planting and woodland creation amongst other measures.</p> <p>Comments concerning disposal of surface water via the public sewer system in the policy wording acknowledged and policy has been amended to address these.</p> <p>Comments concerning the overall strategy for flood risk have been acknowledged. The policy justification sets out the Council's commitment and responsibility for developing a Local Flood Risk Management Strategy (LFRMS) for their area covering local sources of flooding.</p> <p>Comments concerning the responsibility of the Council to work with the Environment Agency to develop links between river basin management planning and the development of plans have been acknowledged. Additional wording to the policy justification have been added to refer to the improvement of the physical state of water courses and improving in-channel habitat and reference to the Water Environment (Water Framework Directive) (England and Wales) Regulations 2003) listed as key evidence. The policy justification outlines the</p>

	responsibility of the Council to work with the Environment Agency to develop links between river basin management planning and the development of plans policies and assessments and highlights the programme of actions (measures) needed within the River Basin Management Plan.
Recommendation	<p>In response to consultee comments, minor amendments should be made to the policy and its supporting justification concerning:</p> <ul style="list-style-type: none"> • Additional text to policy concerning dispose of surface water via the public sewer systems • The requirements of the Water Framework Directive in relation to River Basin Management Plans. • Reference to the Environment (Water Framework Directive) (England and Wales) Regulations 2003 as key evidence.

Consultation Point	Policy SE14: Jodrell Bank
Representations received	Total: 13 (Support: 7 / Object: 1 / Comment Only: 5)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Jodrell Bank should be supported in its world class research. No development should be allowed which puts the research of this facility at risk. Question whether development within this zone, eg to the north of Congleton and south west of Macclesfield this is acceptable, in particular in terms of maintaining the efficiency of the radio telescope and its ability to receive radio emissions from space without interference. Jodrell Bank is an important and iconic structure within the Cheshire landscape and its protection in the wider landscape of Cheshire should be maintained. Comment from others about a rail station and development as a science hub is nonsensical. There is a perfectly adequate station nearby at Goostrey within easy walking distance. <p>Objection</p> <ul style="list-style-type: none"> The current wording “development will not be permitted if it can be shown to impair efficiency of the telescopes” is too vague and provides no explanation or criteria in relation to how impairment will be judged. <p>Comment Only</p> <ul style="list-style-type: none"> Will it address the issues of development of Jodrell as a science hub and the potential of having a rail station? Requirements restricting development near Jodrell bank need to be more specific, as challenging current policy at Appeal has demonstrated the complexity of the subject. As you note this is a world class research centre - development must not be allowed to restrict in any way the future viability of the site as a research centre, i.e. it must be able to develop in its own right. Jodrell Bank can be developed into the centre of a major educational and tourist attraction. The council should develop plans, with Manchester University.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> In Justification paragraph 13.147 add after (Grade I Listed Building) ‘the curtilage of which includes associated buildings, which fall within the protection therefore of the listing of the principal building’ Jodrell Bank can be developed into the centre of a major educational and tourist attraction. The council should develop plans, with Manchester University Council should explain how they are currently considering providing further detailed policy and advice in a future policy document. Detail and clarity should be provided up front as part of this policy. As the policy stands it is vague and offers no clarity for developers. Re-consider appropriateness of major development proposals within this zone.

Council assessment of relevant issues	<p>Comment concerning 'vagueness' of the meaning 'impair' considered. It is up to the Jodrell Bank/University of Manchester upon their consultation to determine this on a case by case basis; the Council therefore considers that the policy wording needs to be sufficiently flexible. The current policy is considered to provide sufficient clarity to developers that development proposals within the consultation zone will be subject to the advice of the statutory consultation body (University of Manchester). Commitment is made in the policy justification to prepare further detailed policy and advice within the Site Allocations and Development Policies document. This will reflect relevant the guidance being prepared by Jodrell Bank.</p> <p>Comments concerning the inclusion of the text relating to the curtilage of the building have been considered. As it is generally accepted that Listed Building status includes what lies within the curtilage of the principal building, sufficient consideration/protection will be afforded to buildings associated with principal building i.e. The Lovell Telescope.</p>
Recommendation	No material changes proposed.

Consultation Point	Policy SE15: Peak District National Park Fringe
Representations received	Total: 10 (Support: 5 / Object: 0 / Comment Only: 5)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • CPRE Cheshire supports this policy. • Policy relating to land that does potentially have an impact upon the National Park but which by definition is outside the jurisdiction of the Peak District National Park Authority. • It is noted that a significant part of the area in question is adjacent to the historic landscape and related heritage assets at Lyme Park. • It is important to ensure that the setting of the Peak District National Park is safeguarded and where possible enhanced. • Support references to 'experience of tranquillity and quiet enjoyment, easy access for visitors and experience of dark night skies'. <p>Objection</p> <ul style="list-style-type: none"> • <i>No objections have been registered against this policy</i> <p>Comment Only</p> <ul style="list-style-type: none"> • Peak District National Park Fringe is branded as Cheshire's Peak District and is a valuable tourism asset to Cheshire East • Any development even on the fringe must be in keeping with the Park, building materials etc. To have such a distinct landscape on our doorstep is a pleasure and should be treated as an asset. • Concern that none of the hills visible from the likes of Macclesfield and Congleton are protected in any way. We would want to see these hills together with The Cloud and Congleton Edge become an AONB. • The Council is potentially acting against its own strategy by development of housing on green belt areas adjacent to the national park on the east side of Macclesfield. This is a huge asset for the region and should be aggressively supported against the demands of developers. • There are no proposals as to how to benefit economically or otherwise. Handicrafts, and manufacturing using local materials could be promoted, e.g. wool, slate, stone, clay, wood, straw, and heather. • Tourism could be promoted e.g. traditional ropemaking, pack horse treks, courses and holidays, Tea houses and cafés, farm shops and petting / join-in-the-work farms. • Congleton could be marketed as another gateway to the Peaks. Bus services could be run for walkers between Macclesfield and Congleton. • Hard standing should be created and marked on maps, for walkers' cars, to encourage visitors.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • More positive aggressive strategy to maintain the green belt areas adjacent to the national park. • Promote tourism and Cheshire East as gateway to the Park.

Council assessment of relevant issues	Comments concerning maintenance of green belt areas and the economy, promotion of tourism have been acknowledged. The Council considers that these are sufficiently addressed through other relevant policies.
Recommendation	No material change proposed.

Consultation Point	Chapter 14: Connectivity
Representations received	Total: 15 (Support: 1 / Object: 4 / Comment Only:10)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Note the benefits that close proximity to Manchester Airport can create, and the potential advantages that improved transport connections to the Airport can bring to the borough. Pleased that these points have been recognised within the Core Strategy, notably at Chapter 14 Connectivity. Manchester Airport is one of the major assets to the region, with considerable potential to stimulate and attract economic activity. Promoting transport measures and improved accessibility to the Airport, as is identified in the chapter, will therefore help to facilitate economic growth and development within Cheshire East and we strongly welcome the Borough's desire to achieve this. <p>Objection</p> <ul style="list-style-type: none"> Objectives set in this section will be impossible to achieve CE could have an annual "Go to work by public transport only day" for all their staff. It must be recognised that for a majority of people, because of location, age etc, car travel will remain the most suitable, and for some journeys, the only viable means of transport. Parking provision should seek to meet likely needs including in residential areas. There is an implied assumption in this section that the provision of employment opportunities near to a residential area will result in local employment. The rural areas must not be forgotten from the Local Plan. They should have transport provided whether either via a commercial bus service or by community transport. Bus clubs for the rural villages should be looked at to co-ordinate the delivery of public transport to the rural areas. Rural transport is vital in the rural areas to keep the communities vibrant & viable. To commit to develop the public transport improvements identified in the SEMMMS transport strategy Cheshire East should comply with the NPPF in seeking to reduce car use by reducing its development aspirations and reducing the extra highway capacity it seeks. <p>Comment Only</p> <ul style="list-style-type: none"> Focused statement on a clear strategy on how to provide a public transport service that serves the working community as well as the local community to directly reduce the need to take the "car" to work. The Infrastructure Plan must include measures to reduce car based travel from the existing development in order to create sufficient headroom (capacity) to accommodate car based trips from the new development. This will require a complete overhaul of the bus network and significantly increased provision for walking and cycling from existing developments

	<ul style="list-style-type: none"> • All good sounding broad statements, but nothing concrete, or targets about a modal shift to walking or cycling • Introduce 20mph zones • CEC must get people to move and become fitter. Avoidable deaths from inactivity hugely outnumber road casualties by a factor of 12. • Reducing road danger through slower speeds is key to promoting active travel. • Have a target to double cycling and walking by 2020. In Crewe, cycling has reduced from 40% in 1983 to 8% 2010 and now down to below 6% while every where else it is increasing • Improve interconnectivity of sustainable transport modes. Improvement needs to be based on a fully integrated Rail / Bus / Road and Cycle network. • Go for a town wide residential street limit as a statement of intention to make our streets safer, friendlier, cleaner, healthier, or in the jargon, simply more liveable.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Focused statement on a clear strategy on how to provide a public transport service that serves the working community • Introduce 20mph zones • To commit to develop the public transport improvements identified in the SEMMMS transport strategy • Parking provision should seek to meet likely needs including in residential areas. • Bus clubs for the rural villages should be looked at to co-ordinate the delivery of public transport to the rural areas • The Infrastructure Plan must include measures to reduce car based travel from the existing development in order to create sufficient headroom
Council assessment of relevant issues	The objectives and policy wording of the introduction to this section, alongside the provisions set out in the National Planning Policy Framework are considered to reduce the need to travel, improve facilities for cyclists, pedestrians and travel via public transport.
Recommendation	No material change proposed.

Consultation Point	Policy CO1: Sustainable Transport and Travel
Representations received	Total: 44 (Support: 13 / Object: 13 / Comment Only: 18) Sustainable Transport and Travel: 8 (Support: 1 / Object: 3 / Comment Only: 4) CO1: 36 (Support: 12 / Object: 10 / Comment Only: 14)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Policy CO1 on 'Sustainable Travel and Transport' is supportable although the addition of a specific commitment to introduce more 'safe routes to school' would be well received. • Encourage the provision of public transport to meet the needs of an especially ageing population reducing the need to travel by car and that new development reduces the need to travel. It is essential that public transport is truly integrated • Note and welcome the amendment to the wording of part 1, bullet point i of this policy, where the reference to "most sustainable and accessible locations" has been changed to "sustainable and accessible locations or locations that can be made sustainable and accessible." This element of the policy now aligns more closely with the ethos of the NPPF and the presumption in favour of sustainable development. • Support intentions under this policy. It will be important though that there are sufficient staff resources within the council's highway/transport/planning function to take advantage of opportunities arising through development/land changes. • Fully endorse your support for HS2. • The approach to sustainable transport is supported being consistent with national advice and having regard to the local circumstances in Cheshire East. • Support Policy CO1 because it seeks to reduce the need to travel. <p>Objection</p> <ul style="list-style-type: none"> • Include cycling infrastructure in the Local Plan develop cycling strategies for each area. • More commitment to improving local rail networks and bus connectivity. • No mention of the school run – re-introducing school buses • Would like a stronger commitment to 20mph limits in residential areas • Need top refer to improvements to railway and to improve Macclesfield Bus Station as well as Crewe • Proper cycling routes on the Dutch model linking neighbouring towns - e.g. Macclesfield to Congleton, Knutsford, Poynton , Wilmslow etc • Need to refer to a new station in Middlewich • Need to refer to importance of town to town bus services - improve interconnections throughout the Borough. • Add the potential for a rail station at Jodrell Bank and improved linkages between attractions • Improve public footpath connections from Goostrey to Jodrell Bank • A specific proposal for the movement of freight within the borough should be considered. • Strategic housing sites do not meet the requirements of this policy.

- Guiding development to 'sustainable and accessible locations or locations that can be made sustainable' has altered from the draft objective of guiding development to the most sustainable and accessible location. This needs better definition.
- Policy should be restructured and separated into two distinct parts. One addressing the strategic elements (such as rail and bus infrastructure) and the other part more specific to providing the policy requirements for developments.
- Policy CO 1 should prioritise integrated public transport over all other means of transport and, especially, the construction of new roads.
- Policy CO1 4 v is too weak in referring to "considering options to enhance bus priority at junctions and the provision of dedicated bus lanes". These should be commitments rather than "considerations". Bus provision in Cheshire East is in decline, close to terminal in its impact. The Local Authority needs to act quickly to make bus travel a practical option.
- Need to manage down car based travel from the existing development to provide the headroom (capacity) to accommodate the balance of car based trips from the new development.
- Like to see a policy that aims to achieve an average across the Borough (including rural areas) of 10% of all journeys by sustainable modes. To achieve this, the larger towns - Crewe, Macclesfield and Congleton should be achieving 20% of travel by sustainable modes.
- No tangible evidence is there that "HS2 will have significant benefits for the Borough and the sub-region"?
- No evidence of direct HS2 benefits

Comment Only

- Staffordshire CC - Further transport evidence work needs to be undertaken as discussed during our Duty to Cooperate meetings to assess the cross boundary implications of the quantum of growth in Crewe, Alsager and Congleton on North Staffordshire. The outcome of this work should then identify what, if any, amendments to appropriate policies are required to mitigate the impact and/or take advantage of any opportunities.
- Stoke-on-Trent City Council believes that there is a need to increase connectivity between North Staffordshire, Cheshire East and the wider North West and that where practical improvements in all modes of transport should be promoted and developed.
- Like to see consideration given to including 20mph speed limits ("20's plenty") which can improve safety and wellbeing to individuals and lead to fewer emissions and less pollution (including noise).
- The rural areas require commercial bus service or community transport
- Bus clubs in rural villages should be looked at to co-ordinate the delivery of public transport to rural areas
- Nantwich should become a transport hub for the south of Cheshire East
- High quality bus stations in all towns and villages with good electronic signage of bus due times etc.
- Locate new development within and on edge of existing well connected settlements and where people can more easily walk or cycle to shops and services.

List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Add paragraph after 14.9, 'Investment in a high quality public realm linking housing, employment and town and village centres encourages people to walk and cycle and positively manages vehicular access that enables more sustainable patterns of travel. It can also act as a focus and arrival points to key uses and promotes the legibility of towns and villages, encouraging more sustainable lifestyles.' • Remove "HS2 will have significant benefits for the Borough and the sub-region" because a) it is unproven and b) it is political and so should not be in a plan • Leave out the "whenever possible" in 3 v. A good reference regarding the prioritisation of cyclists is provided in the Department for Transport's Local Transport Note 02/08 – Cycle Friendly Infrastructure Design, 1.3.4. which should be included in the Local Plan: "... Supporting the Hierarchy of Users which places pedestrians at the top (including the access requirements of people with disabilities), followed by cyclists, then public transport, with unaccompanied private car users last." • Re-cast 1 i to read: "Guiding development firstly to locations that are highly accessible by sustainable means, especially walking and cycling, and where people can as far as possible meet their needs locally; and secondly to locations that can be made so" • Insert a new bullet 1 vi: "Support the introduction of more 'safe routes to school'" to reduce unnecessary traffic at peak times. • Insert a new bullet 4 i d: Supporting the aspiration to re-open the Middlewich railway station. • Policy CO1 Point 2ii) add "and parents with pushchairs" • Point 4 We welcome this section on improving "public transport integration, facilities, service levels access for all users and reliability" but would like to see specific references given to more commitment to improving local rail networks and bus connectivity and better access for people with mobility or disability issues and parents with small children • Part 1 should be amended to read: "Reduce the need to travel by: Ensuring development gives priority to walking, cycling and public transport within its design where appropriate;"
Council assessment of relevant issues	<p>The Council acknowledges the importance of safe routes for schools and appropriate wording has been added to the policy wording (Point 2(iv))</p> <p>The Policy as currently worded emphasised the importance of the integration of modes of sustainable transport, in particular public transport integration.</p> <p>The wording of the policy currently emphasises the importance of cycling infrastructure in the Borough.</p> <p>Point 2 (Vii) has been introduced to the policy to ensure a selective and ongoing review of speed limits.</p> <p>The Council considers that the current policy wording delivers safe and pleasant links travelling around the Borough.</p> <p>The Council acknowledges the importance of sustainable freight transport and as</p>

	<p>such policy wording has been introduced to point 5 of the policy.</p> <p>The Council has included reference to Middlewich Train Station in the policy.</p> <p>The Council considers that the policy is appropriately structured and will promote sustainable travel and transport in the Borough. This is considered to be in conformity with the NPPF.</p> <p>The existing policy reference to 'considering options to enhance bus priority at junctions' is appropriate in its flexibility</p> <p>The indicators included in the Local Plan Strategy are considered appropriate to monitor the success of the policies and whether any change of approach is required. These will be monitored via a Monitoring Report produced on an annual basis.</p> <p>Comments from Staffordshire County Council and Stoke On Trent City Council will be addressed separately through a statement on Duty to Co-operate issues.</p>
Recommendation	<p>The following changes should be made to the policy:</p> <ul style="list-style-type: none"> • Add additional point as follows - Point 2 (vi) Supporting measures to introduce safe routes to schools. The following text has been added to justification - Policy Y1 (Travel to Education) of the Local Transport Plan 2011 -2026 states that the Council will work with schools and colleges to enable sustainable travel to education, including appropriate provision for those eligible for free or assisted transport. • Add additional point as follows - Point 2 (Vii) Ensuring a selective and ongoing review of speed limits, as appropriate. The following text has been added to the justification - Policy H8 (Road Safety) of the Local Transport Plan states that the Council will improve road safety and take account of vulnerable road users. This includes the consideration of where reduced speed limits would be appropriate (e.g. 20s Plenty Campaign for residential areas) • Add additional text to Point 4 (ib) Supporting the aspiration for re-opening the Sandbach to Northwich railway line to passengers including the opening of a station at Middlewich • Add additional point (point 5) to the policy - Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods. Additional text added to justification - an effective freight network is essential for delivering sustainable economic growth. However roads through residential areas would not be considered appropriate. • Add additional paragraph to the justification section - investment in a high quality public realm linking housing, employment and town and village centres encourages people to walk and cycle and positively manages vehicular access that enables more sustainable patterns of travel. It can also act as a focus and arrival points to key uses and promotes the

	<p>legibility of towns and villages, encouraging more sustainable lifestyles.</p> <ul style="list-style-type: none"> • Add additional text to point 2 (ii) - Supporting safe and secure access for mobility and visually impaired persons including mobility scooter users and parents with pushchairs • Add additional point to point 4 (i) - Supporting proposals for rail infrastructure and the provision of rail facilities as appropriate
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Consultation Point	Policy CO2: Enabling Business Growth Through Infrastructure
Representations received	Total: 55 (Support: 13 / Object: 20 / Comment Only: 22)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Strongly support the sustainable transport policies (Chapter 14) and specific reference to provision for walking and cycling in CO1, CO2 and CO4. There is no reference here to horse riding and perhaps that could be mentioned in Enabling Business Growth through Transport Infrastructure (Policy CO2.2.ii). • Welcome improvements to M6 J16 and 17. • Support is given to highway schemes for the Congleton Northern Link Road, improvements to Crewe Green roundabout and Crewe Green Link Road. • Support the reference in Policy CO2, to supporting development that enables transport infrastructure improvements. We note that Policy CO2 point 2 (i) lists specifically, the improvements to Crewe Green roundabout. • The policy is in general appropriate and welcomed. We support the specific reference under 2 i (b) to the Poynton Relief Road, given its importance to the area and supporting future growth. • Broadly support the Council's approach towards the delivery of major highway schemes as set out in Policy CO2 <p>Objection</p> <ul style="list-style-type: none"> • London Road and Butley Town residents along the A523 N of Macclesfield overwhelmingly request an off-line section of road West of existing A523 to be constructed between the Silk Road and Bonis Hall Lane passing behind Butley Ash pub. • Parts of Policy CO2 are premature. There is no business, funding case or timetable for the Poynton Relief Road or the Congleton Northern Link Road & and the case for the A6-Manchester Airport Relief Road is poor/based on traffic projections that have not materialised. • The geographical location of Disley coupled with poor connectivity into East Cheshire presents poor access to services. • No tangible evidence is there that HS2 will have significant benefits for the Borough and the sub-region? • Cheshire East will not be able to influence HS2 proposals as stated in this policy • Whilst this policy includes reference to supporting the improvement of rail infrastructure (section 2.iv) it is noticeably silent on the need to improve supporting infrastructure on the national motorway network. • Policy CO2 includes a requirement (criterion 2ii. that supports measures to improve the walking, cycling and sustainable travel environment.) Still is no specific reference to the problems in rural areas. • Need to reduce car based travel from existing development by a substantially increasing the provision of sustainable travel across the Borough (too create sufficient headroom (capacity) to accommodate car based travel from new developments)

- Policy CO 2 Point 2 i - the significant list of current schemes in 2 (i) appears to be in conflict with policies in CO1 “to encourage modal shift away from car travel to public transport
- Policy should refer to the need for a second access to the Parkgate site, Knutsford
- This policy needs revising in order to achieve a clear policy approach. Part two of this policy appears to provide a ‘wish list’ rather than policy. Parking standards should be separate policy.
- Reference to recharge points should be removed as unrealistic.
- The re-opening of the Middlewich link and the provision of an hourly train service into Manchester/Chester will significantly help to reduce road traffic.
- Create a Knutsford by pass
- New bridge should be constructed on Crewe Green Link Road to support second rail track and electrification together with improvements to arched section between Crewe and Bartholmey.
- No mention whatsoever of Manchester Airport (how can we take best advantage of its proximity? How can we improve connections to it?)
- Infrastructure should be built for cyclists not motorists
- Section 2 (i) consist of a number of road-building schemes that conflict fundamentally with: Many of the aims and policies of the Strategy and Local Transport Plan.
- Note there has been no planned infrastructure improvement for the redevelopment of Alderley Park
- The Poynton Relief Road and A523 ‘improvements’ would run entirely through Green Belt, and the Congleton Northern Relief Road and the land it captures for development would be almost entirely within the Jodrell Bank Zone, and be likely to affect the workings of the telescopes which receive much recognition elsewhere in the Plan.
- Motorway Service Areas play a key role in the safety and welfare of users of the motorway network. Recognition of this is required and failure to do so renders the plan unsound i.e. it has not been positively prepared - in that it does not meet objectively assessed development and infrastructure requirements.
- Paragraph 14.14 Consistency in information on references to CO2 emissions - slightly different average figure and reference used here compared to Paragraph 3.28 in the Environmental section in Chapter 3 Spatial Portrait

Comment Only

- Staffordshire County Council - Further transport evidence work needs to be undertaken as discussed during our Duty to Co-operate meetings to assess the cross boundary implications of the quantum of growth in Crewe, Alsager and Congleton on North Staffordshire. The outcome of this work should then identify what, if any, amendments to appropriate policies are required to mitigate the impact and/or take advantage of any opportunities.
- Paragraph 14.14 slightly different average figure and reference used here to 3.28.
- To maximise the benefits of HS2, the interchange station needs to be next to the existing station with good passenger facilities such as parking which

	<p>should be built from the start to avoid future modifications.</p> <ul style="list-style-type: none"> • All new road schemes should incorporate healthy, a safe & pleasant off-road cycle routes • A broader mix of infrastructure, to include specific items overcoming physical barriers to improving walking/cycle access. For example in Crewe, ten bridges severely restrict access, and will require significant investment • Infrastructure delivery must be coordinated with the delivery of development. • Road schemes should be accompanied by cycle schemes, and the Council should identify specific rail and bus service improvement schemes in the Plan as well as well as road schemes
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Horse riding could be mentioned in Policy CO2.2.ii. • This policy needs revising in order to achieve a clear policy approach. Part two of this policy appears to provide a 'wish list' rather than policy. • Reference to recharge points should be removed as unrealistic. • Paragraph 14.14 slightly different average figure and reference used here to 3.28. • Remove references in the policy top major highway schemes in particular Congleton Link Road, Poynton Relief Road and A6 corridor. • Policy should refer to supporting motorway facilities infrastructure
Council assessment of relevant issues	<p>The Policy will facilitate sustainable development in terms of encouraging sustainable locations for development and enabling supporting transport initiatives to encourage sustainable transportation modes whilst ensuring appropriate consideration of issues such as Parking Standards.</p> <p>The structure of the policy and its coverage of issues are considered appropriate in order to deliver the sustainable transport in Cheshire East through the Local Plan Strategy.</p> <p>The delivery of High Speed 2 with appropriate safeguards will deliver significant economic benefits in particular in Crewe and the references in this policy are designed as a statement of intention to support the economic benefits of the scheme whilst ensuring that environmental and community impacts are minimised.</p> <p>The schemes referenced in Part 2 (i) of the policy are supported by information in the Infrastructure Delivery Plan and will be supported by appropriate funding and delivery mechanisms as and when the schemes are brought forward. The Council has recently had the Compulsory Purchase Order confirmed on the Crewe Green Link Road South scheme as an example of a scheme which is being delivered in the Borough. Other examples include the Congleton Link Road which is currently consulting on potential route options for the scheme delivery. It is therefore not considered unreasonable to include the list of highway schemes noted in the policy. Further detail in a number of these schemes will be included in the Site Allocations and Development Policies document alongside normal planning and highway procedures and future iterations of documents including the</p>

	<p>Infrastructure Delivery Plan. Progress on the delivery of Highway Schemes noted in CO2 will be monitored as part of the indicators set out in the Local Plan Strategy.</p> <p>The improvement provided to key transport links on the highway network will facilitate a better use of the network for bus users and cyclists and most highway schemes provide transportation along those routes for cyclists.</p> <p>The Council considers that horse riding is covered as part of the reference to sustainable travel environment on routes relieved of traffic</p>
Recommendation	<ul style="list-style-type: none"> • Point 2 (i) to read 'Supporting schemes outlined in the current infrastructure delivery plan / local transport plan' • 14.17 justification to include an additional para and read as follows - A selection of the major highway schemes listed in the Infrastructure Delivery Plan include: <ul style="list-style-type: none"> ○ Improvements to the Crewe Green Roundabout junction and completion of Crewe Green Link Road South ○ Macclesfield Town Centre Movement Strategy ○ Congleton Link Road ○ Poynton Relief Road ○ Middlewich Eastern Bypass ○ Junction improvements on the A51 corridor north of Nantwich ○ Improvements to the A534 corridor in Sandbach, including the M6 and A533 junctions ○ Improvements to the A34 and A555 corridors in Handforth ○ Improvements to the A537/A50 corridor through Knutsford ○ Improvements to the junction of B5077 Crewe Road/B5078 Sandbach Road in Alsager

Consultation Point	Digital Connections and Policy CO3: Digital Connections
Representations received	Total: 9 (Support: 3 / Object: 3 / Comment Only: 3) Digital Connections: 1 (Support: 0 / Object: 1 / Comment Only: 0) CO3: 8 (Support: 2 / Object: 3 / Comment Only: 3)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Essential that super fast broadband is provided in rural communities to meet business and community needs. <p>Objection</p> <ul style="list-style-type: none"> Agree that masts should be “appropriately located and kept to a minimum”, but request that there is also a specific requirement to take steps to integrate them into the landscape where necessary and possible. Reference should be made in the policy to the particular difficulties of broadband infrastructure provision in rural areas Need to consider how to implement the policy. Suggest the Council considers B4RN (Broadband for the Rural North) in Lancashire, and Connecting Cumbria for some ideas Policy CO3 Part (2). It is considered that Part (2) is contrary to national planning guidance in the Framework [Para 173] as it may threaten the viability and deliverability of development by imposing unnecessary cost upon new development. In any event, it is the responsibility of telecommunications providers to provide the cabling and masts etc. for telephone and mobile communications networks and these providers are responsible for identifying the locations where infrastructure needs to be provided. The onus should not therefore be placed upon developers to provide this infrastructure in new development. <p>Comment Only</p> <ul style="list-style-type: none"> Adding a further point to encourage and invest in digital infrastructure to existing hamlets outside the major towns and new developments. Need more clarity on how this will be applied to rural areas of Cheshire East.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Remove policy CO3 Part (2) Landscape requirement should be added to point 1 of the policy
Council assessment of relevant issues	<p>The Council considers that the wording of the policy is appropriate and provides an appropriate context for the delivery of digital communication networks in the Borough. Policy wording such as ‘being appropriately located and kept to a minimum’ will be considered alongside the other policies in the Local Plan Strategy / Development Plan and will deliver the objectives set out in the document.</p> <p>Point 2 of the policy is important in order to ensure the provision of physical infrastructure to support digital communication networks. The NPPF makes it clear that Local Plans should support the expansion of electronic communication networks, including high speed broadband and this policy goes some way to deliver on that objective.</p>
Recommendation	No material change is proposed to the policy.

Consultation Point	Policy CO4: Travel Plans and Travel Assessments
Representations received	Total: 16 (Support: 5 / Object: 5 / Comment Only: 6)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Accommodate a reasonable increase in car use for work commensurate with the increase in dwellings and employment locations. There really is no alternative It is essential that all major developments that are likely to generate significant additional journeys must be accompanied by a Transport assessment and where appropriate, a Travel Plan. This section of the policy now aligns more closely with the NPPF (para 32). <p>Objection</p> <ul style="list-style-type: none"> Travel Plans need to be tied in to legal agreements and so a breach is a breach of planning conditions, but in most cases do not work, instead you need sufficient parking spaces on site. Travel Plans and Transport Assessments should involve considerable field study and be independently validated at the cost of the developer. In relation to part 5 of this policy (major developments will be required to monitor traffic generated by the development and share data with the Local Authority). Unsure why this has been included. Suggest that this requirement is not necessary or appropriate and that this element of the policy should be removed. At points 3 or 4 can you please include a requirement that Travel Plans include agreed (with CEBC) targets for travel by sustainable modes? At paragraph 5 it is not good enough to simply require monitoring of Travel Plans, what happens if a developer reports very low levels of sustainable travel, what can CEBC do about it - hence why we ask for targets and where these are not met there must be a requirement for the developer (in agreement with CEBC) to identify and implement appropriate measures to increase sustainable travel. Mandatory Travel Plans with targets to reduce car driving or increase cycling or both There should be a commitment to taking corrective action if plans are not fully implemented or are shown not to be effective in delivering their aims. <p>Comment Only</p> <ul style="list-style-type: none"> Additional point to be added to 2. with reference to be made to supporting community planning initiatives which improve quality of life for affected communities Assume that by 'major development' in this context refers to the thresholds for Transport Assessments as given at Appendix B of the Guidance on Transport Assessments - if this is the case, for clarity, this should be stated.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Travel Plans should be tied to legal agreements Remove point 5 of the policy wording Points 3 and 4 should include targets for sustainable transport modes Point 5 should refer to actions being undertaken if monitoring of the travel plan

	does not meet appropriate targets
Council assessment of relevant issues	The wording of the policy is considered to be in conformity with the National Planning Policy Framework and will assess the likely transport impacts of development and look to mitigate potential future impacts through the Travel Plan. The current practice of requiring travel plans as part of planning conditions attached to planning applications is considered a suitable mechanism to ensure that the travel plan is implemented successfully. It is not considered appropriate to include targets in the policy at this time. Further detail relating to the implementation of this policy is included in separate guidance notes produced by Cheshire East Council.
Recommendation	No material change proposed to the policy wording

Consultation point	Chapter 15: Core Strategy Sites and Strategic Locations
Representations received	Total: 64 (Support: 0 / Object: 31 / Comment Only: 33)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • None received <p>Objection</p> <ul style="list-style-type: none"> • No evidence that the viability of the Core Strategy has been assessed against their implications on the infrastructure of the Borough, e.g. railway line constraints, bridges, M6 Junctions • Need to ensure there is suitable amenities/infrastructure available for the proposed level of development • Area classed as BLG13 (Green Belt Assessment) should be classed as making a major contribution to the Green Belt as it is a recreational area. Site 4091 stated as developable. Unsuitable for development and would lead to overlooking. No need for development on Green Belt Land. • Windfall development should not be permitted, this is unplanned development. Monitoring Report indicates that there is a poor take up of sites, this should be a sign of over provision • Need for development to be jobs-led • CPRE, like Council Michael Jones and the communities of CE place a high value on protecting green and pleasant land in the Borough in general. Core Strategy need to reflect this and should be Brownfield first approach with the release of Greenfield/green belt land in exceptional circumstances only • Level of Greenbelt release is unjustified • Only areas which are very sustainable and related to existing urban form should be considered • Sequential approach should be used even on Allocated Greenfield sites to assess the availability of brownfield sites before allowing development on Greenfield • Sainsbury's support the general approach of Chapter 15, in attempting to identify locations/proposed growth areas throughout Cheshire East authority where retail developments would form a key service provision to new development and would generally be locations that will benefit a new population/wide demographic. However it should be noted that the floorspace figures included in the locations should not be considered as a ceiling to the amount of retail development that could be delivered in these locations. • The plan should incorporate flexibility to allow other locations to be considered for retail development when and if they arise over the plan period. • Prestbury Parish Council objects to the sites put forward which would impact on Prestbury, and consider that the Council's argument that not all the strategic sites may materialise and come forward and it is necessary to be flexible and build in a contingency is not an acceptable one • Object to the level of housing proposed in Congleton, which has been allocated the same as Macclesfield which is a larger town

- Provision of secure cycle storage should be required within the policies
- Provision for housing for the aging population should also be considered
- Object to development on Carday Business Park, Lindley Lane, Alsager, part of site is a wildlife area, junction is busy – lack of open space in Alsager
- The House Builders Federation – note that although the plan states a provision of over 8% more housing over the plan period than needed – the draft Core Strategy and CIL Viability Study identified that a number of sites are problematic due to viability issues and when removing problematic sites this leaves an oversupply of only 2% which leaves little room for error of the assumptions upon delivery rates and quantum from the identified sites
- Strategic Sites such as Handforth East are not supported by the evidence; in fact, the evidence to support them has only just been produced.
- There are many sites that are dependent on the provision of new roads. The entire concept is unsustainable and robust cases have not been made for the roads or the sites. They should be dropped from the Plan and a much more sustainable one drawn up.
- Gladmans consider that none of the strategic sites are strategic in nature as they are not critical to the overall delivery of the strategy.
- Gladmans object to the lack of evidence produced during the plan process which clearly states the reasons why certain sites have and have not been selected for proposed development. The production of the Pre- Submission Preferred Sites background overview is the first time the Council has provided any detail of its reasoning for choosing sites and as many are the same as the Development Plan produced a year ago it is clear that the Council only wished to explain the process after the decision had been made.
- Object to the SHLAA site 4036 (Bollington) (Henshall Road/Hall Hill/Moss Brow/Albert Road and Springbank) being designated as developable and site opposite – site is a flood plain and area of local habitat for wildlife, local amenity area for dog walking, existing issues with parking and issues within existing utilities.
- Natural England welcome the inclusion of the provision for habitats for Great Crested Newts and other protected species is included within the Site CS3 Leighton West, Crewe however there has not been a consistent approach across all sites allocated within the Core Strategy
- Insufficient land is proposed for housing development Land at West Street/Dunwoody Way, Crewe (Bombardier Transport site) should be allocated for development.
- Paragraph 15.6 shows the process was not commenced by an impartial assessment of suitable locations for growth based on local needs of settlements and their carrying capacity including setting, character, impact on the community's sense of place. The bias of interested parties is likely to have negative consequences for appropriateness of locations, scale and impacts and questions plan of soundness
- HOW Planning support development proposals on site Land to the South of Wardle and at Barbridge, Cheshire – residential proposal to compliment the Wardle employment site
- Hourigan Connolly of behalf of the Trustees of the Peckforton Children settlement support development proposal on Vicarage Lane, Bunbury

- Millington Estates puts forward the development site at land adjacent to Junction 7 of the M56 – Spode Green Farm as a possible employment site – site was not considered as part of the Green Belt Assessment even though it has been put forward for development on several occasions
- Barton Willmore support development at Land at Sandbach Road, Congleton for sustainable urban extension, 120 dwellings. More homes required in the plan, for Principal Towns and KSCs. Open Countryside; west of Congleton, adjacent to settlement boundary; sloping agricultural land; access via Sandbach Road; suitable; well-contained site; accessible to local centre; bus route
- SL3 South East Crewe is subject to planning constraints and should not be a preferred site for a growth village. Gorstyhill sites is unconstrained and should be considered for a new village.

Comment Only

- Plumley – the land in Trouthall Lane should be kept for public open space – playing field
- Plumley – the field between the rail station and Malkiln should be used for housing – the land is owned by The Crown Estate and would enhance the village
- Manchester Rugby and Cheadle Hulme Cricket Club suggest that the Manchester Rugby Club would be a more suitable location for development than Handforth East
- Sustrans offer the following, in general terms, as key design/site issues:
 - Quality of public realm
 - Quality of green infrastructure particularly linear corridors
 - Establishing 20mph zones in all residential areas
 - Significant improvements to public transport
 - Integration between new developments and adjacent areas, particularly with greenways away from traffic for pedestrians and cyclists
 - Giving a time advantage to pedestrians/cyclists and public transport to reach popular, adjacent destinations
 - Travel planning with a sense of purpose and regular monitoring
 - Storage areas for residents' buggies/bikes for smaller properties
- It is essential that development is delivered at the same time as the necessary infrastructure, not just the identified road improvements, but also the provision of location services, employment, improved sustainable travel etc.
- Housing numbers for Wilmslow – 400 new homes is accepted
- No additional houses are required over and above sites CS25 Adlington Road and CS26 Royal London – along with existing permission
- Object to any development on the sites to the east of Stockton Road, Chesham Road and Welton Drive - site is inappropriate for housing development (WLM15 in the Green Belt Assessment)
- Environment Agency note that many of the Strategic Site areas adjacent to water bodies which has not been considered
- Recommend that watercourses are viewed in a more positive way and not as a constraint
- All of the major areas strategic locations/sites should require consideration of

de-centralised energy and energy masterplanning (or future proofing for retrofit on smaller sites), and there is a need for public realm contribution toward respective centres that they are associated with. This should be emphasised in each respective policy and the associated justification. All strategic sites should also be subject to a design/development brief or Masterplan and larger and multi phased sites should also be subject to Design Codes.

- Land adjacent to the Manchester Airport Operational Area – safeguarded land for taxiway alongside Runway 05R/23L – in allocations document
- No exceptional justification for the roll back of the green belt and safeguarding of land
- Green belt review should have included neighbouring authorities
- Greater flexibility should be built into the plan – eg. Alderley Park site should be mixed use employment and housing
- SHLAA site 4036 is unacceptable for development
- JR Consulting - Include SHLAA site 3638 land off Wilmslow Road, Alderley Edge – site is deliverable and developable, sustainable, logical extension of Alderley Edge, the new bypass has created a permanent edge to the settlement, possibility for bespoke high designed parkland setting – with green infrastructure. Possibility of Employment space on adjoining site also.
- HOW Planning - Land at the Meadows, Alderley Edge lies between Alderley Edge and Wilmslow and fulfils a valuable Green Belt role, and forming a clear buffer between the two settlements. This site is privately owned but could be used for a Country Park which would help to enhance linkages with the town this would be an acceptable Green Belt use – site would enable development at the fringes of Wilmslow such as CS35 (Safeguarded) Prestbury Road, Wilmslow and Alderley Edge to be balanced by the creation of a new area of green space
- Bloor Homes – School Lane, Bunbury site has been reduced from previous scheme put forward. Sustainable location, site is enclosed within the village envelope, with limited impact landscape character
- Support the landscape driven approach to the masterplan for the Nantwich Area. This should be used to mitigate against the visual impact on existing development as well as proposed new development
- NHS England note that only CS30, CS20 and CS23 include the need for contributions towards health infrastructure. Detailed assessment has been carried out (attached) showing the costs relating to all development proposed in the core strategy and these should be included with the policies/site allocations.
- Plan 8 Town Planning Consultancy – Poynton (SHLAA site 3418) and additional land adjacent to Poynton Tip is put forward for 90 dwellings. Partly a brownfield site this would help to reduce the need for significant new Greenfield development in the Green Belt
- Not all Core Strategy sites have been consulted upon – eg. White Moss, Alsager without any reduction of housing required elsewhere
- Concerns over the allowing of planning applications outside the Core Strategy sites
- Hourigan Connolly - Site at Main Road, Goostrey currently open countryside/agricultural use, centrally located and available for development,

	<p>sustainable location near village</p> <ul style="list-style-type: none"> • Important that all the policies for the Core Strategy take account of the need for development to be viable and deliverable. Therefore (where relevant) policies should have flexibility for viability to be assessed • Reference to the HS2 should not be written specifically into policies given the early stage of the consultation of this • Emery Planning Partnership – support development at Land off Lymewood Drive, Disley for residential development • Emery Planning Partnership – support redevelopment of Land at Four Seasons Nurseries, Chelford Road, Ollerton • Emery Planning Partnership – support development at The Orchard, Holmes Chapel, Brereton Heath • Emery Planning Partnership – support development at Clough Bank, Bollington • Emery Planning Partnership – supports development at land opposite Rose Cottages, Holmes Chapel Road, Brereton Heath, Congleton • Emery Planning Partnership – supports development at Land West of Willaston • Emery Planning Partnership – supports development at land off Alderley Road, opposite the Crescent, Mottram St. Andrew • Emery Planning Partnership – supports development at the Grain Store, Bridge Lane, Blackden, Goostrey • Emery Planning Partnership are considering options for development at Hiverley Cottage, Twemlow Green • Emery Planning Partnership – supports development at 59 Shringley Road, Bollington • Emery Planning Partnership support development at former Arclid Hospital site. Arclid is a sustainable settlement for additional development. • Emery Planning Partnership are considering options on land at the Paddock adjoining By the Bridge, Withinlee Road, Prestbury – possible option for residential development • Emery Partnership supports development at Pavement Lane Farm, Mobberley
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • Use the field between Plumley Railway Station and Maltkiln for housing • Consider using Manchester Rugby Club site for housing • Sustrans - The following should be considered, in general terms, as key design/site issues: <ul style="list-style-type: none"> - Quality of public realm - Quality of green infrastructure particularly linear corridors - Establishing 20mph zones in all residential areas - Significant improvements to public transport - Integration between new developments and adjacent areas, particularly with greenways away from traffic for pedestrians and cyclists • Ensure that all Strategic Sites include information on water bodies and other nature conservation features if they are present and that they also include enhancement opportunities. • Do not list watercourses as constraints but view them in a positive way, with regard to sites.

- Greater flexibility needs to be built into the plan
- Remove all Green Belt sites from proposed development
- Include SHLAA site 3638 land off Wilmslow Road, Alderley Edge in the Core Strategy/Site Allocations DPD
- Include Land at the Meadows, Alderley Edge in the Core Strategy/Site Allocations DPD as a Country Park
- Include School Lane, Bunbury within the Core Strategy/Site Allocations
- Traffic impact on local communities should be monitored against a baseline.
- NHS England request that financial constraints are sought for health services infrastructure in all sites
- Include SHLAA site 3418 and land adjacent to Poynton Tip within the Core Strategy
- Site at Main Road, Goostrey should be allocated for housing in the Core Strategy
- Policies need to ensure that full account is taken of the need for viability and deliverability.
- Reference to HS2 should not be made in Policies
- Site at Land off Lymewood Drive, Disley should be allocated for residential development in the Core Strategy
- Site at Land at Four Seasons Nurseries, Chelford Road, Ollerton should be allocated within the Core Strategy
- Site at The Orchard, Holmes Chapel, Brereton Heath should be allocated within the Core Strategy
- Site at Clough Bank, Bollington should be allocated within the Core Strategy
- Site at land opposite Rose Cottages, Holmes Chapel Road, Brereton Heath, Congleton should be allocated within the Core Strategy
- Site at Land West of Willaston should be allocated within the Core Strategy
- Site at land off Alderley Road, opposite the Crescent, Mottram St. Andrew should be allocated within the Core Strategy
- Site at the Grain Store, Bridge Lane, Blackden, Goostrey should be allocated within the Core Strategy
- Site at Hiverley Cottage, Twemlow Green should be allocated within the Core Strategy
- Site at 59 Shringley Road, Bollington should be allocated within the Core Strategy
- Site at the former Arclid Hospital should be allocated within the Core Strategy
- Consider land at the Paddock adjoining By the Bridge, Withinlee Road, Prestbury – possible option for residential development
- Site at Pavement Lane Farm, Mobberley should be considered for allocation within the Core Strategy
- Ensure there is suitable infrastructure in place before allowing large housing developments
- Remove the ability to allow windfall sites
- Amend policies to require brownfield first approach with limited development within the Green Belt
- Sequential approach should be used even on Allocated Greenfield sites to assess the availability of Brownfield sites before allowing development on Greenfield

	<ul style="list-style-type: none"> • The plan should incorporated flexibility; to allow other locations to be considered for retail development when and if they arise over the plan period. • Provision 16 of Policy SL4 should be removed • No Green Belt Safeguarding • Recent successful examinations, such as Selby and Ryedale include a buffer of sites to allow for any under delivery from allocated sites as well as mechanisms for early review should new sites be required as a consequence of none delivery or new evidence of greater housing need. • All sites which are dependent on the provision of new roads should be dropped from the plan. The Plan should be revised to a more rational and sustainable one which recognises current and projected economical conditions, climate change implications and other environmental implications. • The terminology, identification and selection of sites should be undertaken in a clear and transparent manner. • Natural England recommends that the approach taken for Leighton West in relation Great Crested Newts and other PS should be applied to other sites where Great Crested Newts and other PS are present within the Core Strategy. • Site at Land at West Street/Dunwoody Way, Crewe should be allocated for residential development in the Core Strategy • Site at Land to the South of Wardle and at Barbridge, Cheshire should be allocated within the Core Strategy • Site at Vicarage Lane, Bunbury should be allocated for residential development within the Core Strategy • Site at Spode Green Farm should be allocated for employment opportunities within the Core Strategy • Site at Land at Sandbach Road, Congleton should be allocated for housing within the Core Strategy • NPS – Site at Gorsthill should be considered and allocated within the CS.
Council assessment of relevant issues	<p>This section sets out each Strategic Site/Location and the area in which it relates to. The aim of this chapter is to set out the Local Strategic sites and Locations. This consultation points explains the process the Councils has gone through to get to this point and what each of the different allocations means. This chapter focuses on identifying development proposals in and around Principal Towns and Key Services Centres as informed from the Settlement Hierarchy. The Council will be preparing a Site Allocations and Development Policies document in the future which will identify the remaining site for development.</p> <p>Many of the additional sites which have been put forward within this round of consultation are not Strategic in size and relate to the smaller Local Service centres and other settlements. The intention of this document is to allocate strategic sites for development, with a Site Allocation and Development Policies Development Plan Document to be created and address smaller sites in the future. It is considered that any strategic sites which have been posed at this stage are too late in the process, as this is a draft plan, there is no additional time for consultations on new sites. Each Strategic Site and Location has been considered against the evidence base and consulted upon.</p> <p>There have been several general comments made about specific sites and individual site related comments have been addressed in relation to each site</p>

	<p>within the relevant consultation point.</p> <p>Modelling work has been carried out to assess the impact of the proposals in the Plan on the highways network and a combination of some alterations to the existing road network and new roads is proposed to ensure appropriate highways infrastructure is in place and contributions are sought where relevant improvements are required, through CIL/S106 Agreements.</p> <p>Greenbelt release is only permitted by the NPPF in exceptional circumstances. The Green Belt has been assessed and those sites which have been allocated to be removed from the Greenbelt are considered to be the most appropriate to achieve the Council's vision and strategic objectives.</p> <p>The Housing numbers are based on the Council's Population Projections and Forecasts background paper (September 2013).</p> <p>With regards to protected species habitats there is a specific policy SE 3 which relates to the need for survey and mitigation should development have any potential impact on protected species. Where it is known that there is a need for the provision for habitats for Protected Species this has been specifically included with the policy for a site.</p> <p>Note the concerns raised by the Environment Agency in relation to water bodies and their proximity to the strategic sites. There are policies within the plan which protect the environment and within some of the site specific policies constraints such as water bodies are highlighted as a key constraint on the site. It is noted that the Environment Agency object to the use of the word constraint, however this is meant as a way to flag up to a developer that there is something on/adjacent to the site which needs attention, and must be considered and retained.</p> <p>Contributions for infrastructure improvements will be included within the CIL, and contributions for improvements such as Health Services etc may be considered thoroughly when CIL is put in place.</p> <p>Comments in relation to HS2 consider that the plan should not make reference to the proposal given the early stages of the consultation. However given the plan period is for the next 15 years some reference is required and an area of potential impact is now proposed around the existing railway line on Crewe to ensure any future development potential is available. If the HS2 proposal come forward it is envisaged that the Council will produce an Area Action Plan for the potential impact area or it may trigger an early review of the Local Plan.</p>
Recommendation	Reference needed within the 15.7 to include the Pre-submission Core Strategy consultation which has informed the final document – Local Plan Strategy.

Consultation Point	Crewe
Representations received	Total: 30 (Support: 9 / Object: 12 / Comment Only: 9)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support all new housing developments around Crewe, which will help to provide new and better roads/cycle ways in and around Crewe. • Support the policies but consider that National Government will overrule local opinions anyway, along with house builders • Well constructed plan, the additions to allow more housing seem sensible, the green gaps and cycle lanes seem sensible. Suggest a green gap or safeguarded area to the north of Leighton Hospital would be helpful. • Housing for the aging population is required • Support the new green belt proposal to the south and west of Crewe • Support the decision to exclude the area south of Gresty Lane as a site for development and preservation of the Green Gaps • Rope Parish Council support the decision to not include any sites around Rope and this is widely supported by the residents, • Taylor Wimpey UK support the Council's identification of sites in figure 15.1 particularly East Shavington, however land at Coppenhall East which has outline planning permission for 650 dwellings has not been included. • Muller Property Group support the allocation of site CS5 (Sydney Road, Crewe) and also consider that the site could be increased in size. The sites are available for housing. <p>Objection</p> <ul style="list-style-type: none"> • Object to the disproportionate level of housing proposed around Crewe area versus the rest of the Borough. • A number of Pochin Prosperity's sites have not been allocated for development; this puts the Plan in jeopardy of being found unsound. Undeveloped land at Admiral Court on Electra Way should be allocated in the Core Strategy for employment. • Richborough Estates object to the non-allocation of Land off Eastern Road, Willaston for new residential development. Additional housing requirement will be required and this site will deliver a sustainable urban extension supporting the Council's aspirations for the town; • Object to the New Green Belt around Crewe/Willaston/Nantwich Area • Richborough Estates objects to the non allocation of Land off Moorfields, Willaston for new housing which is subject to a current planning application for up to 170 dwellings, • Richborough Estates object to the non-allocation of Land off Crewe Road, Haslington for residential development, which is subject to a planning application for 250 dwellings which includes a parkland edge to the site; this site could be delivered in the short term, sustainable location, the site would not impinge on the gap between Crewe and Haslington; the site is close to employment opportunities;

- Object to the level of proposed residential development in Cheshire East and consider the number of houses proposed around Crewe to be too low;
- An allowance of 250 dwellings from brownfield and windfall sites is not justified and contrary to the NPPF;
- East Shavington and Shavington Triangle housing numbers have been included with the Crewe allowance, however Shavington is correctly identified in the Plan as a Local Service Centre and therefore this allocation should be allocated against the LSC allowance, therefore there is a shortfall in housing for the Crewe area,
- There is no mention of flexibility within the plan which would address the under delivery of housing;
- Wainhomes (Developments) Ltd are promoting a sites at the West of Willaston (52 Acres) for housing on a strategic level
- Wainhomes (Developments) Ltd are promoting a site at Land at Rope Lane, Shavington additional 80 dwellings
- Adam's Planning and Development Ltd support proposals for a relief road on the Western side of the A534– to ensure road infrastructure improvements are delivered inline with the level of residential and employment development proposed. Should be denoted on the Plans like the Congleton Link Road.
- Adam's Planning and Development Ltd support residential development at Poole Meadows, Haslington.
- Object to green gap/green belt around Crewe. The area should be allowed to expand and develop
- Stoke-on-Trent City Council and Newcastle under Lyme Borough Council support the removal of development previously indicated in the plan, located around Junction 16 of the M6 and the formerly included area of search for a new village around Barthomley, is strongly supported. It is considered that the alternative approaches to accommodating growth will allow for development in more sustainable locations and development which will have a lesser impact on the planned regeneration of North Staffordshire. The reduction in development to the south east of Crewe by some 1,000 units is strongly supported.
- The Duchy of Lancaster supports the allocation of housing on land identified in the Crewe Town Map at Crewe Green.
- The Duchy of Lancaster also support in principle the identification of a Strategic Location for housing at South Cheshire Growth Village, - however the allocation should be one of a Strategic Housing Sites and not simply a Strategic Location
- Haslington should be upgraded from a Local Service Centre to a Key Service centre due to its proximity to Crewe Town Centre.
- Adams Planning and Developments Ltd support proposal at Broughton Road, Crewe for residential development.
- Pochin Development support development at Land at Crewe/Gateway for employment development which is currently allocated as an employment site within the Crewe and Nantwich Replacement Local Plan.
- WCE Properties object to the exclusion of land off Clay Lane, Haslington. Site is in easy walking distance to the local facilities and services, transport links to Crewe Town centre, and is not within the Green Gap.

	<p>Comment Only</p> <ul style="list-style-type: none"> • The Crewe Town Council generally welcomes proposals to develop industry and resultant jobs in the Crewe area. • The Crewe Council does not support the development of industry in the North of the Town if it is developed on existing farmland in the green gap. • The Crewe Town Council is concerned about the large number of housing developments planned for Crewe and its surrounding area. It considers there is too much proposed housing on the plan, which has failed to recognise planning applications for housing that have already been agreed. • The Crewe Town Council is pleased that the plan recognises the need to update the infrastructure in and around Crewe. However, it regrets that the developed plans are only for major access roads. The plan offers little detail about how the congestion problems in the town centre will be addressed. • New housing around Crewe should encourage occupants to cycle and walk rather than use unsustainable travel methods such as the car. • Limited employment opportunities within Crewe – Railway engineering virtually gone and Bentley Motors are controlled remotely from Germany • Improvements to the area of Crewe should include Crewe Railway station to include HS2 station; improve the bus station to include Coach station; Airport links, improved bus service, town centre improvements required; improved retail park offering off the A500 with leisure facilities included; new parks and open spaces; improved hospital facilities; new crown court and prisons; education on improving the environment; new housing and businesses around Crewe; tourism improvements. • The plan for Crewe shows houses being built far away from employment. New employment needs to be positioned near areas of deprivation, • Significant amount of new jobs needed in this area; • Crewe will be a business tourism hub • Significant level of affordable housing within Crewe and there is no need for a 30% requirement in the new housing proposal – housing prices are below national average in the area of Crewe • Firmer policies required in relation to the HS2 lines • Persimmon Homes North West have put forward a new site for consideration at Crewe Road, Shavington. • Mactaggart and Mickel support the allocation of the Shavington Triangle within the Core Strategy
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • Create a Master Plan for Green Spaces/Wildlife area • Crewe should be a business tourism hub • Consider new site a Crewe Road, Shavington as a preferred option in the Core Strategy • Remove proposal for extended Green Belt between Crewe/Nantwich/Willaston • Undeveloped land at Admiral Court on Electra Way should be allocated in the Core Strategy for employment. • Consider site at Land off Eastern Road, Willaston, Crewe for 200 dwellings • Site Land off Moorfields, Willaston should be allocated within the Core Strategy for residential development • Site at Land off Crewe Road, Haslington should be allocated within the Core

	<p>Strategy for residential development</p> <ul style="list-style-type: none"> • Remove or justify the allowance for windfall sites, • Allocate additional land to meet and exceed (sufficiently to provide flexibility) a revised, increased housing requirement for Crewe; • Count Shavington allocations against the Local Service centre 'allocation' • Sites at the West of Willaston (52 Acres) for housing should be considered within the Core Strategy • Sites at Land at Rope Lane, Shavington for housing within the Core Strategy • Land should be allocated for a relief road to the north of Crewe • Site at Poole Meadows, Crewe should be allocated as a strategic housing site in the Core Strategy • More growth opportunities • Remove Green gap/green belt proposals • Include land at Coppenhall East within the Core Strategy – site has permission for 650 dwellings at outline. • Land at Broughton Road, Crewe should be allocated as a strategic housing site in the Core Strategy • Land at Crewe Green should be allocated as employment land in line with the designation within the Crewe and Nantwich Local Plan. • Land at Clay Lane, Haslington should be allocated for residential development within the Core Strategy
<p>Council assessment of relevant issues</p>	<p>Crewe is Cheshire East's biggest spatial priority and the Council has developed the 'All Change for Crewe: High Growth City strategy' in response to this and outlined the position Crewe will be in by 2030.</p> <p>A number of sites have been put forward around Crewe and the surrounding the area, most of these sites have previously been discounted and others are not strategic sites and therefore these will be dealt with when the Council produces the Site Allocations and Development Policies Document.</p> <p>Around Crewe to the south and west of the town a new area of Green Belt is proposed, this is to prevent the merging of the Crewe with Nantwich and other surrounding settlements. The detailed boundaries of this new area of Green Belt will be defined through the Site Allocations and Development Policies Document. The details of this proposed Green Belt extension are considered further in Policy PG3 of the Plan.</p> <p>It is acknowledged that the Highway Network in Crewe is heavily constrained, largely due to the limited number of railway crossings. A study has been carried out and mitigation schemes have been produced which will help to manage the level of impact of future development on the highway network. It is envisaged that funding for the works will come through CIL, and funding bids from central government.</p> <p>The Government has announced its proposal for a High Speed Rail Line which links the West Midlands with Manchester and the current proposals will have a potential impact on Crewe. It is therefore considered reasonable to highlight an area around Crewe Railway Station where an Area Action Plan can be developed</p>

	<p>to help mitigate the impact of the proposal should it come forward. The potential impact of HS2 may also trigger a review of the Local Plan.</p> <p>It is accepted that the Strategic sites which are allocated around Shavington (e.g. East Shavington and The Triangle) are considered within the housing numbers the Crewe area, and that Shavington is designated as a Local Service Centre in its own right. This is due to the function relationship between the two settlements and there intrinsic link, in relation to employment opportunities.</p>
Recommendation	New plan and heading included within the 'Crewe' overview to highlight the potential impact area of the HS2 proposals.

Consultation Policy	Strategic Location SL1 Central Crewe
Representations received	Total: 41 (Support: 4 / Object: 3 / Comment Only: 34)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • We support paragraph 15.23 which emphasises the focus for connectivity between the town centre and the Railway Station. • Initiatives to improve traffic flow around Crewe are supported. • Important that open spaces are improved and enable multi-functional uses <p>Objection</p> <ul style="list-style-type: none"> • Primary Shopping Area (PSA) should be defined in the Core Strategy and not deferred until later DPDs. The PSA should be defined to reflect the retail core around the Market Centre, Victoria Centre and Queensway and Market Street. It is important that this is defined in the Core Strategy (as opposed to subsequent DPDs) because it underpins the delivery of retail priorities. Failure to identify the PSA would be contrary to national guidance and would mean that the strategic policy would fail to be effective. • If SL1 does not seek to consolidate retail provision at the heart of the town centre, the trend for poor linkage, disparate uses and lack of linked trips, to the detriment of the health of the town centre, will continue. • Object to the formal provision of 5,000 sq m of retail at Mill Street (point 14). • Object to the wording of paragraph 15.25. Note that it refers to any retail use needing to be complementary, but this is not specific enough and may lead to substantial floorspace being delivered in an out of centre location to the detriment of the town centre. • Question deliverability and viability given outcomes of Council's Viability Assessment and the fact no delivery partner or mechanism has been identified <p>Comment Only</p> <ul style="list-style-type: none"> • Information on 'capacity' should be provided to demonstrate 250 dwellings can be provided within Central Crewe. • Need to retain sufficient parking • English Heritage – expect assessment of town's industrial history in any development proposals. Should also demonstrate that redevelopment proposals will conserve elements that contribute to Listed Building status and their setting. • Pedestrian / cycle links are key and should run throughout the policy.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Reference to development of a cultural offer around Crewe Lyceum should be made in the policy • Reference to pedestrian and cycle links should be added • Hotel and Conference Venue should be referenced • Quality public realm linked to Crewe Rail Heritage • Point 2 should read 'The provision of comparison retail including at least one anchor store in the Primary Shopping Area within the town centre boundary. The plan should confirm the town centre boundary and the PSA and be

	<p>included in the Core Strategy.</p> <ul style="list-style-type: none"> • Point 14 relating to Mill Street, Crewe should be deleted. • Paragraph 15.25 should be reworded to read 'ongoing improvements to Crewe Railway Station with small-scale (300 sq m gross) retail, complimentary commercial and leisure uses will support the role of the Railway Station as a key transport interchange.' • Paragraph 15.29 should be reworded 'The town centre boundary and primary shopping area (PSA) is as defined on the map below'. The map should maintain the town centre boundary as per the proposed Crewe and Nantwich Local Plan and the PSA should focus on the key existing retail areas. • Assessment of towns industrial heritage required • Should also demonstrate that redevelopment proposals will conserve elements that contribute to Listed Building status and their setting.
Council assessment of relevant issues	<p>The Council will further define the boundaries of the Town Centre and Primary Shopping Area through the Local Plan Site Allocations and Development Policies Document. Until that document is adopted, the boundary of the Town Centre is confirmed as that defined in the Crewe and Nantwich Local Plan Proposals Map.</p> <p>The 5,000 square metres of retail use included in the policy relates to a current planning permission for a mixed use scheme at Mill Street in Crewe. This approach is considered appropriate in its approach.</p> <p>The wording in paragraph 15.25 is considered appropriate.</p> <p>The figure of 250 dwellings in Appendix A relates to a windfall allowance in the urban area of Crewe. This will be made clear in Appendix A and is considered achievable and deliverable within the timescale of the Local Plan Strategy. Pedestrian and Cycle links are already referenced in point 8 of the existing policy and is considered sufficient for the Local Plan Strategy. Point 9 of the existing policy refers to appropriately rationalised and improved car parking and is considered sufficient for the Local Plan Strategy.</p>
Recommendation	<p>The following changes to the policy are proposed:</p> <ul style="list-style-type: none"> • Point 5 amended as follows: 'Support for an enhanced cultural offer in particular around the Lyceum Theatre' • Point D has been amended as follows: 'New buildings should be of a high design quality and respond to Crewe's Railway heritage and contemporary living. The new development should sensitively retain and incorporate any heritage buildings and/or structures within them' • Point H has been amended as follows: 'Depending on the location within the town, a cultural heritage desk based assessment of the surviving fabric of the 19th Century Railway town and its industrial heritage may be required; proposals should also demonstrate that redevelopment proposals will conserve elements that contribute to Listed Buildings status and their setting' • Policy Context: National Policy: Delete reference to paras 7 (sustainable development principles) and 17 (planning principles), add paras 100, 101, 102 (flooding). Strategic priorities: add Priority 3: Protecting and enhancing environmental quality. Add: 'Cheshire East Strategic Flood Risk Assessment' to Local Evidence.

Consultation Point	Site CS1 Basford East, Crewe
Representations received	Total: 25 (Support: 4 / Object: 13 / Comment Only: 8)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • The site can perform a strategic employment function <p>Objection</p> <ul style="list-style-type: none"> • Support for the principle of employment development only on the site. As a key gateway location into Crewe • Housing on this site is not consistent with the economic ambitions of the Core Strategy, the Council and Local Economic Partnership • The housing in terms of land take will dominate the site over economic development • Basford East is not a sustainable site as demonstrated by the Sustainability Appraisal • Objection to the indicative site delivery given the infrastructure requirements on the site. Therefore a cautious delivery rate should be given • 1,000 dwellings undermine the overall employment focus • Query deliverability of this site given its constraints – there are better located and more deliverable sites around Crewe <p>Comment Only</p> <ul style="list-style-type: none"> • Concern regarding accesses to A500/A5020 • 1000 should constitute the upper limit for housing for the site • Reference should be to the ability of, and provision for, Weston and surrounding areas to share some of the key facilities proposed within Basford East • Point V – before including the requirement to consider the effects of HS2 on the development, the Council should be satisfied that this is a requirement in law at the time the planning application is submitted. • HS2 phase II proposals will clearly have implications for the development and marketing of housing on the adjacent land • Need to provide viability evidence to support any deviation away from employment led site and the introduction of housing. • Updated evidence is required for revisited habitat and species surveys to ensure development will not cause adverse impact to current biodiversity and landscape of the site in response to changed circumstances. • No biodiversity loss, and gain, should be a key site objective. • Should mention the accessibility of the "pedestrian bridge" to bikes.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Point A relating to phasing is worded too prescriptively. It is understood that to comply with the Crewe Green Link Road ecology mitigation, development towards the north of the site should take place later in the plan period. This should be articulated in an alternative, more flexible way. • Point E could be supplemented to add 'the great crested newt mitigation areas shall be contiguous with that provided for the Crewe Green Link Road, within a zone adjacent to the northern [and western] boundary of the site.'

	<ul style="list-style-type: none"> • Reference to a pedestrian link within the policy over the Crewe Green Link Road should be omitted as a policy requirement. The provision of a footbridge to link both sides of the site will be predicated on viability and land ownership dependencies therefore should not be expressed so explicitly within the policy. It would be more appropriate to state that planning applications should seek to ensure connectivity between uses on the site. • Also in Point A, 'The Council will not permit the development of small portions of the site' is inflexible in its drafting. This should be amended to read 'The Council will permit a phased approach to the submission of planning applications on the site where it can be demonstrated that...' • Point C and D should be supplemented to make it clear that the provision of affordable housing and highways contributions will be appraised having regard to viability. • The residential component of draft policy CS1 evolved as following the provision of a detailed viability assessment which showed that the site could not be delivered purely for employment. It is unclear why the policy now requires the provision of further viability work and at what stage in the delivery of the residential development. The policy requires more precise drafting to reflect this. • Should mention the accessibility of the "pedestrian bridge" to bikes.
Council assessment of relevant issues	<p>The site presents the opportunity for a high quality employment led vibrant and sustainable mixed use development, adjacent to the existing urban area of Crewe with good access to existing transport infrastructure (that is the A500/M6 and Railway). The site performs a strategic economic function in a key location to the south of Crewe. The provision of up to 1,000 homes is appropriately linked to viability evidence in order to deliver the economic and employment intentions of the site. The Council contends that the site is therefore deliverable and developable. The Compulsory Purchase Order for the Crewe Green Link Road South has now been confirmed with construction due to start in 2014 and the scheme expected to be completed by 2015. This will assist the overall delivery of the site. The site is being promoted by a major national conglomerate, with significant land interests.</p> <p>Any future planning application on the site would need to be supported by appropriate ecological assessments.</p> <p>The Council considers that points C and D and the reference to viability in point 2 of the policy are important for the overall delivery of the site and therefore will be maintained.</p> <p>The Council considers that points A and E are worded appropriately in order to deliver appropriate ecological mitigation established as part of the Crewe Green Link Road South Compulsory Purchase Order. Point A is also considered important as to deliver a comprehensive scheme and to deliver the overall objectives of the site.</p> <p>Point 6 and the reference to the pedestrian link are considered a key element of the scheme in respect connectivity of uses and will be maintained in the policy.</p>

	<p>The Hybrid Bill for phase 1 of HS2 has been deposited at Parliament on 25 November 2013. Whilst this only deals with HS2 up to Birmingham, the intention of the Government is quite clear to deliver HS2 and therefore the reference in the policy for future proofing of HS2 impacts is considered appropriate in the policy.</p>
Recommendation	<ul style="list-style-type: none"> • Supplement Point 6 to refer to the need for the pedestrian bridge to be suitable for cycle access • Replace paragraph 15.37 of the Pre-Submission Core Strategy with updated information regarding the Crewe Green Link Road South as follows: 'The Crewe Green Link Road (South) scheme (CGLRS) is a 1.1km dual-carriageway link running north-south between the Weston Gate roundabout on the A5020 Weston Road and the A500 Hough-Shavington Bypass. The scheme was granted planning permission in October 2011. A revised planning application was progressed through 2012, and this was granted in January 2013. A Compulsory Purchase Order (CPO) for the land required to construct, operate and maintain the scheme was made in January 2013, and a CPO public inquiry was completed in August 2013. The CPO was confirmed in November 2013 with modifications. Construction of the scheme is expected to start in the summer of 2014 to be completed in 2015'. • The site plan has been amended to reflect the route of the Crewe Green Link Road South • Policy context: add paras 109 and 112 to National Policy, add Priority 3: protecting and enhancing environmental quality to strategic priorities. Add: 'Cheshire East Strategic Flood Risk assessment' to Local Evidence. • Criterion a. of Site Specific Principles of Development: change compliment to complement. • Criterion e of Site Specific Principles of Development: remove capitalisation from great crested newts.

Consultation Point	Site CS2 Basford West, Crewe
Representations received	Total: 19 (Support: 6 / Object: 9 / Comment Only: 14)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support the principle of employment development at Basford West as the site is well placed to support the Council's "aspirations for employment led growth" (ref. para 8.5) with Crewe as the Council's main spatial priority. • SHLAA site 2909 should be included within Basford West. <p>Objection</p> <ul style="list-style-type: none"> • Basford West is not in a sustainable location. • Allocate for employment use only. • Should the legal agreement not be signed on development resolved to grant planning permission then the housing should not be allocated. • Consider the site not to be deliverable due to impacts of HS2. • HS2 phase II proposals include an infrastructure maintenance depot on the western section of this site. This will lead to a reduction in the developable area and this should reduce the deliverable housing area and not the employment area. • Object to the wording of this policy which is inflexible, is onerous in relation to ecology and landscape issues which have already been secured on the site through recent planning applications and makes no reference to viability and as such could have a detrimental impact upon site viability. • Reference to HS2 is questioned given that HS2 should not be taken into account given the early stage in the consultation process. Consequently, it is considered that this reference within the policy should be deleted in order to be sound. • Consideration needs to be given to the visual impact of the development on existing residents - height restriction to buildings should be considered and adequate screening provided. • Looks like a new settlement. • The delivery of uses is not considered viable / deliverable. <p>Comment Only</p> <ul style="list-style-type: none"> • Should now be considered a committed site. • Viability evidence needs to be provided to justify provision of housing on the site. • The policy offers no flexibility, is very detailed and states "the development will" along with a list of requirements. Some of these requirements are considered to be onerous and should be addressed at the planning application stage when a clear need can be demonstrated. There is also no reference to viability which was a key consideration in planning application reference 13/2874N. • Ecological review required since time elapsed since site clearance began. Updated evidence is required for revisited habitat and species surveys to ensure development will not cause adverse impact to current biodiversity and

	<p>landscape of the site in response to changed circumstances.</p> <ul style="list-style-type: none"> • No biodiversity loss, and gain, should be a key objective of the site. • Speculative development without pre-lets or pre-sales is not currently viable, nor fundable. In this case, the Basford West scheme requires upfront substantial capital outlay on infrastructure for the delivery of the employment units. Goodman have therefore secured a resolution to grant permission for higher value mixed uses, including residential and retail (13/2874N) on the western part of the allocation to bring the wider Basford West site forward and to confirm their contribution towards the Crewe Green Link Road (CGLR), A500 and to provide a spine road through the site as detailed in the draft policy and submission for (13/2874N). As such, this reference to viability should be deleted from the policy as it is inaccurate and is therefore unsound.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Refer to conference facilities when referred to the provision of a hotel • Pedestrian and cycle links should be provided from Crewe to Shavington • SHLAA, site 2909, which lies immediately north of the A500, and to the east of Crewe Road, this site should be included within Basford West (CS2) • The policy refers to “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” however this is considered by to be onerous, prescriptive and should be considered at the planning application stage rather than being such a prescriptive policy. • The wording in reference to the site and floor areas proposed for each use are considered not to be precise. As such, “up to” and “about” should be replaced by ‘approximately’. • With reference to landscaping and the inclusion of the following text in the plan “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.”the Basford West site has been allocated for a considerable number of years as a strategic employment site. It has the benefit of outline planning application reference P03/1071 for employment uses on the site. Furthermore, recent planning applications 12/1959N and 13/2874N have both been submitted with detailed landscaping schemes which have been approved. As such, the inclusion of this text is irrelevant, onerous and renders the policy unsound. Similarly, the inclusion of Figure 15.4 conveying the Ecological and Landscape Areas is inflexible, onerous and not required given that these areas have already been secured through legal agreements attached to planning application references P03/1071, 12/1959N and 13/2874N and therefore it is questioned why this plan has been included at this stage. Consider the inclusion of this plan to be irrelevant, onerous and renders the policy unsound. As such, the policy at present is considered to be ineffective, at odds with recent planning decisions on the site as well as national guidance in relation to viability and HS2 and is therefore unsound. To overcome the objection and address soundness matters, the Council should amend the policy as follows: <ul style="list-style-type: none"> • The development of Basford West over the Core Strategy period will be achieved through: <ul style="list-style-type: none"> • 1. Delivery of approximately 0.16 hectares of B1 employment uses and

	<p>through highway improvements the delivery of approximately 22 hectares of employment uses.</p> <ul style="list-style-type: none"> • 2. Delivery of up to 370 new homes, ancillary to the delivery of employment uses on the site. The delivery of more than 370 new homes on the site will only be permitted if this can be justified by the submission of a viability study. Such a study will be independently evaluated, on behalf of Cheshire East Council, such costs to be borne by the developer(s); • 3. Creation of a new local centre including approximately 1,200 square metres of retail floorspace for local use: • 4. Restaurant / takeaway; • 5. Hotel; • 6. Car showroom; • 7. Protection of the amenity of residential properties along Crewe Road; • 8. Continued access to and servicing of the adjacent railways; and • 9. Incorporation of Green Infrastructure, including: <ul style="list-style-type: none"> • i. A significant depth of native woodland screening and wildlife habitats along the southern and western boundaries, 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. Community woodland; • iv. Open space, separating the residential development from the ecological mitigation areas, including Multi Use Games Area; outdoor gym and equipped children's play space. • Site Specific Principles of Development • A. Where it can be shown to be needed and viable, the development should deliver the following: <ul style="list-style-type: none"> • 1. Contribute towards road infrastructure improvements in the area, including the Crewe Green Link Road South, A500 link capacity improvements, the provision of a spine road; improvements to Junction 16 of the M6 and other traffic management and regulations; • 2. 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. • 3. Fund tree planting at appropriate location • 4. Where appropriate, relevant contributions towards transport and highways, education, health, open space and community facilities • 5. Provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes) • 6. Contribute to improvements to existing and the provision of new public transport links to Crewe railway station, Crewe town centre and local villages • B. The development would be expected to allow continued access to and servicing of the adjacent railways; • C. 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. • D. Development should incorporate Green Infrastructure and reflect 'The
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	<p>Green Infrastructure Action Plan for Crewe' (TEP, 2012), including tree planting; the creation of tree lined boulevards with the provision of greenspaces within new developments. This should include the creation of green spaces, including those linking green infrastructure with safe and secure pedestrian and cycle routes that should be integrated into any development proposals;</p> <ul style="list-style-type: none"> • E. The masterplanning of the site will need to ensure that the development is located within the site in such a way that it will not have any adverse impact on existing and proposed protected species habitat including established Great Crested Newt habitat areas; • Figure 15.4 should be omitted from the plan. • Also further to the objection in relation to Policy EG5, a request is made that a cross reference is included within this Policy that relates to the development of small scale retail development to meet specific local needs at this specific site.
Council assessment of relevant issues	<p>The Council considers that the policy wording in the Local Plan Strategy, alongside the existing planning permissions and legal agreements on Basford West will ensure the delivery of the site. The Council therefore contends that the site is deliverable. This is supported by the resolution to grant planning permission for residential and other mix of uses (13/0336N) on part of the site and the fact that the site has a mix of other employment permissions as set out in paragraphs 15.44 – 15.46 of the Pre-Submission Core Strategy.</p> <p>The current policy wording contained in the Local Plan Strategy is not considered to impact on the deliverability of the site and is considered appropriate.</p> <p>Ecological assessments have been included in recent planning applications on the site. References to viability in point 2 of the policy are considered appropriate to ensure that the employment objectives of the site are delivered.</p> <p>The Hybrid Bill for phase 1 of HS2 has been deposited at Parliament on 25 November 2013. Whilst this only deals with HS2 up to Birmingham, the intention of the current Government is quite clear to deliver HS2 and therefore the reference in the policy for future proofing of HS2 impacts is considered appropriate.</p>
Recommendation	<ul style="list-style-type: none"> • Combine points 3-6 to bullet point list for local centre. • Policy Context: National Policy: add paras 109 and 112 to National Policy, add priority 3: protecting and enhancing environmental quality to Strategic Priorities

Consultation Point	Site CS3 Leighton West, Crewe
Representations received	Total: 27 (Support: 3 / Object: 19 / Comment Only: 5)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support the identification of this site and strong support is given to figure 15.5. • Part G - support is given to a requirement to provide a green buffer on land between Leighton Hospital and Bradfield Green. • Natural England welcome the fact that the site includes 'Provision of habitat for Great Crested Newts and other protected and priority species and habitats as required'. <p>Objection</p> <ul style="list-style-type: none"> • It is not acceptable to build homes to fund infrastructure improvements • Mid Cheshire Hospitals NHS Foundation Trust (MCHFT) - remain deeply concerned that the local infrastructure would not accommodate such large scale housing development and your paragraph 10.8 stating that infrastructure requirements will be assessed on their own merits adds weight to that concern. • MCHFT - concerns about the mini-roundabout on Smithy Lane/Flowers Lane/Minshull New Road - vehicles back up along Smithy Lane at certain times of the day. This creates access issues for inbound and outbound blue light vehicles approaching the hospital from Crewe. We understand that this island will be re-modelled as part of the Parkers Road development but this will not address the issues, and further works will need to be undertaken as part of the Leighton West housing plan. Also concerns in relation to cycle routes where the land ownership for potential routes back into Crewe are not within the gift of either the Council or the Developer. Existing footpath routes should be improved. • MCHFT - the council publish a master infrastructure plan and show where funding is coming from. • MCHFT - the council should undertake a full Traffic Impact Assessment at peak times of the day • The need to minimise development of Greenfield sites has led to increasing the density of this site to 1,000 dwellings from 750 dwellings, without identifying a larger boundary. – this will restrict the quality of development that can be delivered. There is a need to focus on the quality of the environment and new residential neighbourhoods, to help to deliver economic success. • The site should include a range of house types which may not be delivered at the density that is envisaged. • The provision of residential development in locations near key employers such as Bentley Motors and Leighton Hospital can help to support the trend of sustainable travel. • The Fairfield Partnership's adjacent land offers a highly sustainable location for residential development and could play a significant part in the successful Masterplanning of the wider development area, including the delivery of highway improvements and a new primary school.

- Realignment of A530 is not required - The Fairfield Partnership have been advised by Cannon Consulting Engineers, who state that access to Leighton Hospital can be improved with junction improvements and that the accident record does not support this requirement. They do not consider that realigning the A530 would be of any significant benefit in achieving this objective.
- An in-depth accident review should be undertaken by the local authority.
- The Fairfield Partnership understand that the council's highway model has underpinned the Core Strategy, and the traffic studies have shown there to be capacity for at least 1,800 new dwellings at Leighton.
- A joint allocation for the land covered by CS3 and SL2 should be made, to ensure full masterplanning; the delivery of a range of house types; sustainable travel and highway and other infrastructure can be delivered.
- The Fairfield Partnership's view of Soundness is:
 - Not Effective
 - Not Justified
 - Not consistent with National Policy
 - Not Positively Prepared
- Appearance at Examination
 - I wish to appear at the Examination to discuss this issue, as it is key to the soundness of the Core Strategy, and relates to complex and interrelated spatial planning issues, the exploration of which I believe would be useful to the Inspector.
- The developers instructed ecologists to undertake a Great Crested Newt survey on the site this year. This survey confirms no Great Crested Newts were found on the site, nor any other protected species – reference in the Policy should therefore be removed.
- Imposing affordable housing requirements can prevent the deliverability of a site.
- Additional land should be included within the site to support the delivery of a realigned Smithy Lane
- The developers have previously promoted the 2 parcels of land marked A and B on the enclosed plan as future development parcels to support the expansion of Leighton Hospital and provide further deliverable residential development land, along with a new road connecting Middlewich Road with Flowers Lane. Development at this site should include this land.
- Part 10 - highways analysis undertaken by Croft Transport has previously considered the request by Cheshire East Council to realign Middlewich Road This categorically confirmed there would be no safety or highway capacity benefits. This requirement should be deleted.
- Part 11 (and part a) refer to the provision of an improved "emergency portal", it is not clear how this will be achieved, the developers request clarification and highways justification.
- Part B is repetitive – amendment is suggested.
- Part 5 is very specific and the developers do not consider it meets the aspirations of the NPPF, which states policies should be flexible enough to accommodate needs not anticipated in the Plan and to allow a rapid response to changes in economic circumstances – revised wording is suggested.
- It is unnecessary to specify that retail is for local needs only, it is not made

clear anywhere what is considered a local need. Where maximum floor areas are specified, clearly the location of the retail provision within CS3 will serve the existing adjacent residence, the hospital and businesses. Revised wording is suggested.

- The developer's request that part 4 iii is amended to allow greater flexibility at the masterplanning stage, should there be a requirement for more than one public house.
- The Policy wording should reflect the NPPF and ensure flexibility – amended wording is proposed.
- There are a number of significant constraints on the site - highway capacity issues; expansion land should be reserved for the hospital; power lines and a pipeline run through the centre of the site; potential land contamination; amenity issues in respect of the Pym's Lane Household Waste Recycling centre located on the southern edge of this site; Great Crested Newts are also known to be present in the area.
- The Inspector dealing with the Sandbach North appeal cast doubt over whether this site can be delivered - the southern part of this site is SHLAA site 4405 and is considered "not suitable for development" in the SHLAA. This proposed allocation is therefore out-of-step with the Council's own evidence.
- not located in the most sustainable location confirmed in the Council's own Accessibility Assessment, which forms part of Appendix K of the Sustainability (Integrated) Appraisal.
- The total housing allocation should be reduced or removed and we propose alternative potential housing land
- Build rate is too high - the Council's SHLAA (February 2013 update) suggests a build rate of 50 dwellings per year for sites over 200 units. The proposed build-out rate set out for site CS3 is therefore far in excess of that applied in the Council's own evidence. It is also noted that the Inspector in the recent Sandbach Road North decision (appeal ref 2195201) considered "it is more proper to take a cautious and conservative approach to delivery rates." The delivery rate should be calculated at a rate at or below the Council's suggested delivery rates in the 2013 SHLAA
- There are other, more suitable sites available.
- This site is not deliverable, due to constraints and costs.
- 3,500 sqm retail is not justified in retail capacity terms. Is this considered necessary 'for local needs only'? By way of comparison, at Basford East (to serve 1,000 new houses), only up to 1,000 sqm of retail space is suggested 'for local needs only.' Quite why 3,500 sqm is required to serve 250 fewer homes is unclear. There might be a good explanation for this, but that is not set out in the document and we object accordingly. The lack of evidence base for the Plan falls well short; the Plan is unsound.
- Question the need for, deliverability, viability and sustainability of the local centre and community facilities. How has this been assessed / established? There is no way that interested parties can properly consider whether it is truly necessary and object as justification is flimsy and the Plan is unsound.

Comment Only

- Site capacity for the stated preferred levels and types of use is over optimistic given the site constraints.

	<ul style="list-style-type: none"> • Environment Agency - does not mention that Leighton Brook runs through the site in culvert, the removal of the culvert and the renaturalisation of the brook could be a positive outcome from the development of the site. • Bentley factory is on the local list and this needs to be highlighted. • When further brownfield opportunities become available, apparent current need for development here may be ameliorated or removed. • This will extend Crewe in a completely unbalanced way on the side furthest from both the town centre and the station; lack of employment; poor access – road improvements needed; new station should be provided here. • It is envisaged a new bus interchange facility will serve existing residents and new residents not just the hospital.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Refer to Bentley factory as being on the local list • Include reference to the fact that Leighton Brook runs through the site in culvert, the removal of the culvert and the renaturalisation of the brook could be a positive outcome from the development of the site. • Part I - specific reference to Great Crested Newts should be removed. • Text at paragraph H should be amended to read: “the Core Strategy site is expected to provide affordable housing in line with the policy requirements set out in policy CS5 (Affordable Homes), unless evidence is presented through a viability appraisal of the site to justify alternative infrastructure priorities”. • Part E is too ambiguous and does not relate specifically to the delivery of the Core Strategy site. This should be removed. • Part 9 should be revised to read: “9. The widening and/or realignment of Smithy Lane, to provide access to the site and improved access” • The site boundary should be modified to include land shown as ‘C’ on attached plan (PRE4415) to deliver a realigned Smithy Lane • Land marked A and B on the enclosed plan (PRE4424) should be identified for development as part of this site or SL2. • Part 10 should be deleted. • Request clarification of how an improved “emergency portal” will be achieved. • Part B is repetitive it states “... the creation of tree lined boulevards with the provision of green spaces within new developments. This should include the creation of green spaces, including ...” This should be revised to read “... these green spaces will link new green infrastructure...” • It is envisaged a new bus interchange facility will serve existing residents and new residents not just the hospital. It is requested that part 7 is revised to read. “7. A new bus interchange” • Part 5 should be revised to read: “5. The allocation of employment land within the site will be supported, the land will allow for local and inward investment opportunities which may support the advanced/automated engineering and manufacturing industry and may provide land for a science/energy park” • Remove “all for local needs” from point i. • Request that part 4 iii is amended - (iii) public house – should be amended to public house(s) • The developer’s request that part 2 is amended to allow greater flexibility to

	the number of homes, this is in line with the NPPF - "2. The delivery of around 1,000 new homes (at a variety of densities) subject to a comprehensive masterplanning exercise being undertaken;"
Council assessment of relevant issues	<p>Leighton West presents the opportunity to deliver a sustainable urban extension to support and complement the adjacent Leighton Hospital and other major employers including Bentley.</p> <p>The density of development on the site has now been reviewed. To allow a variation of densities and range of house types and to reflect the different uses that are proposed to be accommodated on the site, it is now proposed that the capacity of the site is reduced to around 850 dwellings.</p> <p>Additional land that lies to the north, east and west of Leighton Hospital has been identified as a Strategic Location; the detailed boundaries of which will be established in the Local Plan Site Allocations and Development Policies Document.</p> <p>With regard to the potential presence of Great Crested Newts on the site, it should be noted that the land is within more than one ownership and it is possible that Great Crested Newts may be identified as being present on the site. To ensure that this possibility is covered, it is proposed to retain the clause which will only be of relevance if Great Crested Newts are present on the site.</p> <p>With regard to the provision of affordable housing on sites, the Affordable Homes Policy SC5 includes provision for the viability of development on a site to be demonstrated and alternative provision to be agreed, where it is justified. It is not therefore proposed to amend this Policy in this respect.</p> <p>With regard to the provision of employment land, in part 5 of the Policy, it is envisaged that this will take place upon the land that lies within the ownership of Cheshire East Council, at the southern end of the site. It is proposed that the wording is amended accordingly.</p> <p>With regard to the retail provision on the site, this will be made within a local centre which will serve the new development, along with the hospital and existing nearby housing and major employers. It is proposed that the retail provision is reduced to 2,500sqm, to reflect paragraph 26 of the NPPF.</p> <p>The facilities within the local centre have been proposed by the main site developers and as such they consider that they can be delivered within the development as a whole. The exact mix of facilities to be provided will be established through the masterplanning process.</p> <p>It is recognised that the site does have a number of constraints however an indicative masterplan has been produced, to show how they can be dealt with and incorporated within the site.</p> <p>With regard to sustainability matters, the site is located adjacent to two of the town's major employers; it is proposed that there will be improved cycle and pedestrian links, along with improved public transport and highway links. The site</p>

	<p>will also include a local centre and a primary school.</p> <p>Build rates for all sites have been reviewed, in accordance with the December 2013 SHLAA.</p> <p>Whilst it is recognised that Bentley Motors is on the Local List, it is not considered that the Leighton West development would have a direct impact upon the building. It is not therefore proposed to amend the Policy.</p> <p>All of the sites within the SHLAA have been reviewed. Site 4405 forms part of that review and its details will reflect the current position.</p> <p>With regard to the potential to remove the culvert to Leighton Brook, it is not considered that this would be feasible, due to cost and the fact that the brook runs through the former tipped land.</p> <p>Cheshire East Council is content that the proposed development at Leighton West will be able to be supported with suitable infrastructure improvements to the highway network. The Strategic Housing Manager remains convinced that suitable infrastructure improvements can be achieved to support this development.</p>
Recommendation	<ul style="list-style-type: none"> • Point 2 to read – ‘The delivery of around 850 new homes (at a variety of densities)’. • Last word of point 4 to read ‘including’ instead of ‘comprising’. • Point 4i to read ‘Retail appropriate to meet local needs’ • Point 5 to read ‘About 5 hectares of additional employment land will be provided at the southern end of the site, including a science/energy park which could include advanced/automotive engineering and manufacturing’ • Point 7 – add to the end of the sentence - ‘and nearby residential areas’ • Policy Context: add para 112 to national Policy, add priority 1: Promoting economic prosperity by creating conditions for business growth, and add priority 3: Protecting and enhancing environmental quality to Strategic Priorities. In Local Evidence, delete last item, and insert: Geothermal Energy Potential: Great Britain and Northern Ireland

Consultation Point	Site SL2 Leighton, Crewe
Representations received	Total: 17 (Support: 1 / Object: 13 / Comment Only: 3)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> The developers strongly support the identification of additional land as a Strategic Location SL2 for a new sustainable urban extension. <p>Objection</p> <ul style="list-style-type: none"> Do not support the assumption that it is acceptable to build homes to fund infrastructure improvements Mid Cheshire Hospitals NHS Foundation Trust (MCHFT) - remain deeply concerned that the local infrastructure would not accommodate such large scale housing development and your paragraph 10.8 stating that infrastructure requirements will be assessed on their own merits adds weight to that concern. MCHFT - concerns about the mini-roundabout on Smithy Lane/Flowers Lane/Minshull New Road - vehicles back up along Smithy Lane at certain times of the day. This creates access issues for inbound and outbound blue light vehicles approaching the hospital from Crewe. We understand that this island will be re-modelled as part of the Parkers Road development but this will not address the issues, and further works will need to be undertaken as part of the Leighton West housing plan. Also concerns in relation to cycle routes where the land ownership for potential routes back into Crewe are not within the gift of either the Council or the Developer. Existing footpath routes should be improved. MCHFT - the council publish a master infrastructure plan and show where funding is coming from. MCHFT - the council should undertake a full Traffic Impact Assessment at peak times of the day The need to minimise development of Greenfield sites has led to increasing the density of this site to 1,000 dwellings from 750 dwellings, without identifying a larger boundary. – this will restrict the quality of development that can be delivered. There is a need to focus on the quality of the environment and new residential neighbourhoods, to help to deliver economic success. The site should include a range of house types which may not be delivered at the density that is envisaged. The provision of residential development in locations near key employers such as Bentley Motors and Leighton Hospital can help to support the trend of sustainable travel. The Fairfield Partnership's adjacent land offers a highly sustainable location for residential development and could play a significant part in the successful Masterplanning of the wider development area, including the delivery of highway improvements and a new primary school. Realignment of A530 is not required - The Fairfield Partnership have been advised by Cannon Consulting Engineers, who state that access to Leighton Hospital can be improved with junction improvements and that the accident

	<p>record does not support this requirement. They do not consider that realigning the A530 would be of any significant benefit in achieving this objective.</p> <ul style="list-style-type: none"> • An in-depth accident review should be undertaken by the local authority. • The Fairfield Partnership understand that the council's highway model has underpinned the Core Strategy, and the traffic studies have shown there to be capacity for at least 1,800 new dwellings at Leighton. • A joint allocation for the land covered by CS3 and SL2 should be made, to ensure full masterplanning; the delivery of a range of house types; sustainable travel and highway and other infrastructure can be delivered. • The Fairfield Partnership's view of Soundness is: <ul style="list-style-type: none"> • Not Effective • Not Justified • Not consistent with National Policy • Not Positively Prepared <p>Appearance at Examination</p> <ul style="list-style-type: none"> • I wish to appear at the Examination to discuss this issue, as it is key to the soundness of the Core Strategy, and relates to complex and interrelated spatial planning issues, the exploration of which I believe would be useful to the Inspector. • Part i - there is no requirement for Great Crested Newt mitigation on parcels A and B. Can the Council confirm they have survey information for the other land annotated within figure 15.6 and this confirms Great Crested Newts on this land? Otherwise part i is not required and the developer's request this is deleted, along with paragraph 15.74 of the justification. • The developers have previously promoted the 2 parcels of land marked A and B on the enclosed plan as future development parcels to support the expansion of Leighton Hospital and provide further deliverable residential development land, along with a new road connecting Middlewich Road with Flowers Lane. Development at this site should include this land. • Land marked A and B on the enclosed plan (PRE4423) should be identified for development as part of this site or SL2. • The developers object to the word 'current' in paragraph 15.71. It is not for the Core Strategy allocations to seek to mitigate against current highways issues, future planning applications must only compensate for any impact of the proposed development not seek to rectify mistakes created by past decisions. • Justification - Paragraph 15.69 reads as if the Council own part of the Parkers Road site, this needs to be corrected, the Council do not. • Part I - as addressed in these Representations the developers strongly contest the need for the realignment of the A530 corridor, this is supported by technical highways evidence already submitted to the Council by the developers in 2012. This evidence confirms there are no safety or capacity justification reasons for the realignment of the A530. Revised wording is suggested. • The developers object to the text in part c, this is too ambiguous; contributions should only be made that relate to the proposed development. The developers request part c is deleted. • Imposing affordable housing requirements can prevent the deliverability of a site.
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	<ul style="list-style-type: none"> • Site does not relate well to the existing built up area of Crewe. • Suitable, available and achievable development opportunities exist that are better related to the town of Crewe. • The site is not located in the most sustainable location; this is confirmed in the Council's own Accessibility Assessment, which forms part of Appendix K of the Sustainability (Integrated) Appraisal. • The site is not justified because it does not represent the most appropriate strategy when considered against reasonable alternatives. • The Inspector dealing with the Sandbach North appeal cast doubt over whether this site can be delivered • There are major highway capacity issues associated with site CS3; development of this site will only make this worse. • The presentation of the strategic location is considered confusing; it should form part of a larger Leighton West site (CS3.). <p>Comment Only</p> <ul style="list-style-type: none"> • May cause more congestion and access problems to the major hospital focus. • Could prejudice any needed future expansion of hospital to the detriment of the Boroughs residents. • Elongates the built up area to the north and west remote from town centre. • When further brownfield opportunities become available, apparent current need for development here may be ameliorated or removed. • it distends the town more (is further from the town centre and railway), adds more housing without employment, destroys much virgin countryside, relies even more on the dreadful road links, and is further from any decent road links. • No requirement for affordable housing – too much in this area already.
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • No requirement for reference to Great Crested Newts (see comments above.) • The delivery section states that 100 homes will be delivered during 2020-2025 and 250 homes during 2025-2030 yet part 2 of policy SL2 stipulates the delivery of up to 400 homes. The developers request under the delivery section 250 is replaced by 300. • Land marked A and B on the enclosed plan (PRE4423) should be identified for development as part of this site or CS3. Request the red circle annotating the location of the additional 400 homes is moved further north and east to encompass both Parcels of land. • Delete the word 'current' in paragraph 15.71. • Remove reference to the Council owning part of this site, in paragraph 15.69. • The developers request that part I is revised to read - "...location. In order for the additional land in the Strategic Location to be developed then junction improvements at the Flowers Lane and Smithy Lane junctions will be required." Also request that reference to the realignment of Middlewich Road in Paragraph 15.75 is deleted. • The developers request part c is deleted. • The developers request that part d the following text is amended to read: "The Strategic Location will be expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Housing), unless evidence is presented through a viability appraisal of the site to justify alternative infrastructure priorities."

	<ul style="list-style-type: none"> This site should form part of the Leighton West site (CS3.)
Council assessment of relevant issues	<p>This site lies adjacent to site CS3 Leighton West and comprises additional land that lies to the north, east and west of Leighton Hospital; its detailed boundaries will be established in the Local Plan Site Allocations and Development Policies Document.</p> <p>Great Crested Newts may be identified as being present on the site. To ensure that this possibility is covered, it is proposed to retain the clause which will only be of relevance if Great Crested Newts are present on the site.</p> <p>It is accepted the Cheshire East Council do not own any of the land that is the subject of the Strategic Location. The wording to that effect will therefore be removed.</p> <p>With regard to the provision of affordable housing on sites, the Affordable Homes Policy SC5 includes provision for the viability of development on a site to be demonstrated and alternative provision to be agreed, where it is justified. It is not therefore proposed to amend this Policy in this respect.</p> <p>It is considered that the site does relate well to the built form of Crewe town. The site is located adjacent to two of the town's major employers and immediately adjoins the existing and future built form of Crewe.</p> <p>With regard to sustainability matters, the site is located adjacent to site CS 3 Leighton West which lies adjacent to two of the town's major employers; it is proposed that there will be improved cycle and pedestrian links, along with improved public transport and highway links. The Leighton West site will also include a local centre and a primary school.</p> <p>Build rates for all sites have been reviewed, in accordance with the December 2013 SHLAA.</p> <p>Cheshire East Council is content that the proposed development at Leighton West will be able to be supported with suitable infrastructure improvements to the highway network. The Strategic Housing Manager remains convinced that suitable infrastructure improvements can be achieved to support this development.</p>
Recommendation	<ul style="list-style-type: none"> Delete reference to Cheshire East Council in paragraph 15.69 (now 15.73) of the Justification. Update Figure 15.6 has to indicate the boundaries of the site which will be confirmed in the Site Allocations and Development Policies document. Policy Context: add para. 109 to National Policy

Consultation Point	Site CS4 Crewe Green, Crewe
Representations received	Total: 16 (Support: 3 / Object: 9 / Comment Only: 4)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support development of a larger area than identified - land to the north east (NPS2) between the proposed Sydney Road development area and Crewe Green. • The Duchy of Lancaster welcomes and supports the allocation of this site. The site is some 5 hectares, and there is potential for land owned by the Council, to the north west of the roundabout/south of Hungerford Road to form part of the development site, we would advocate that the capacity of the site be increased. This may also necessitate the site boundaries shown on Figure 15.7 being amended • The Duchy of Lancaster disagree that the delivery of highways improvements are to be achieved before the delivery of housing on the site (as is referenced in the Overview Paper) and also in the Policy itself. This is inconsistent to the approach taken to other Strategic Housing Sites We reiterate our position that if the land is to be made available for highways improvements at Crewe Green Roundabout, this will be subject to permission being already in place for residential development of the Crewe Green site. In addition, development of housing must be commensurate with highway improvements here. • The Duchy of Lancaster state that this site is suitable, achievable and available now for development; there is no reasonable justification for delaying the delivery of this site. • The Duchy of Lancaster disagree with the text within the Preferred Sites Background Paper (2013) page 18 that states: "A key infrastructure requirement of this site is the provision of land to Cheshire East Council to facilitate the delivery of highway improvements at Crewe Green Roundabout. The highway improvements are to be completed before the delivery of housing on the site." The text within the Preferred Sites Background Paper on page 18 be amended. This could be amended to read: "A key infrastructure requirement of this site is the provision of land to Cheshire East Council to facilitate the delivery of highway improvements at Crewe Green Roundabout through the provision of land. Planning permission for the residential development of the site will be secured prior to the highway improvements being commenced." <p>Objection</p> <ul style="list-style-type: none"> • Development on this site would be the 'thin end of the wedge' and allow developers to build anywhere within this gap • This site is a key entrance to Crewe and should epitomise the Green Gap vision of the Council- not destroy it • Sacrificing Green Gap land to improve a roundabout is a flawed and inconsistent argument. • Why has the requirement for this improved roundabout suddenly emerged as a strategic need?

- Site is isolated by its location and poorly related to any other area of development – it is unsustainable.
- Site lies within the historic Green Gap and within the Core Strategy's own Area of Search for Green Belt to prevent Crewe merging with Haslington/Crewe Green - its contribution to Green Belt is critical
- A damaging intrusion into the existing Green Gap area separating the distinct communities of Crewe, Haslington and Crewe Green. Site is located in the narrowest point between the two settlements, with flat topography and a gap of only 550m from Sydney Road, Crewe to Crewe Green Avenue, Haslington. This proposal would lead to a further reduction of this gap to 400m. The Council's own study concludes that there is a risk of Crewe merging with Haslington in this location.
- Taylor Young has independently reviewed the Green Gap around Crewe - this site was identified as an important part of the semi-rural surroundings of Crewe and its development was considered detrimental in terms of contributing to merging of Crewe with Haslington.
- Cheshire East have not published any evidence that demonstrates that the loss of any of this area of Green Gap is required to provide road junction improvements.
- If expert evidence is eventually provided that additional land is required to provide the physical space for road improvements, it would only be a small part of the area
- Duchy of Lancaster should donate any land required to improve the Crewe Green roundabout; a highway solution is required now, not in 10 years time
- Infrastructure will not cope, especially the roads
- The site is sensitive in terms of Landscape and Visual Impact terms
- The site's development would breach the natural development boundary of Sydney Road.
- Development would have a detrimental impact on the setting of the historic assets of Crewe Green Conservation Area and several Listed Buildings associated with Crewe Hall (grade 1 listed) which is also a Registered Historic Garden. Conflicts with Policy SE 7- The Historic Environment.
- The value of the countryside here should be protected and enhanced.
- There are better sites available for housing development.
- Newcastle-under-Lyme Borough Council responded to the previous consultation version of the Core Strategy with concerns re the scale of development to the south and south east of Crewe and suggested that sites to the north and west of Crewe would be more sustainable

Comment Only

- Let the developers get on with it – we need bungalows and we need to sort out the Crewe Green roundabout.
- Was part of Green Gap for a reason. Site should be part of new green belt to protect gradual erosion of the countryside between Crewe and Haslington/Sandbach/Alsager which have their own individual characteristics
- Would add traffic to an already difficult junction.
- Green belt should separate it from Haslington
- Footpath and cycle access to Haslington & the countryside are important to make the site sustainable

List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Delete the site • Duchy request that text at point 1 of the Policy be amended to '150 dwellings minimum' as opposed to 'up to' • Duchy request the delivery of the site, referred to on page 180 of the Core Strategy should be amended to refer to a minimum of 150 dwellings, commencing in the period from 2015. • Duchy state that their position is that if the land is to be made available for highways improvements at Crewe Green Roundabout, this will be subject to planning permission being already in place for residential development of the Crewe Green site. The Duchy of Lancaster cannot make this land available to the Council if this is not the case. Point 2. of the Policy CS4 must be amended to reflect this • Duchy request amendment to Policy CS4 b to recognise that there are other schemes that will contribute funding towards the improvements to Crewe Green Roundabout.
Council assessment of relevant issues	<p>The site at Crewe Green presents the opportunity to provide a high quality residential development at a key gateway into Crewe, whilst delivering improvements to the transport network in particular the Crewe Green Roundabout.</p> <p>It is recognised that the development of this site will result in the loss of an area of land that is currently designated as Green Gap. This is considered to be necessary, to ensure that the highway improvements to Crewe Green roundabout, which is a key piece of highway infrastructure, can take place. The Policy includes requirements that the development that takes place on the site is of a very high quality and design, recognising that it lies within close proximity to Crewe Green Conservation Area and numerous Listed Buildings.</p> <p>It is not considered that it is appropriate to increase the size of this site, as the reason for releasing this land from the Green Gap is to facilitate the highway improvements for the Crewe Green roundabout, whilst also enabling a high quality residential development to take place on this key gateway site to Crewe.</p> <p>The need for improvements to this key piece of highway infrastructure is highlighted in highway studies and the Draft Infrastructure Delivery Plan which states that the roundabout suffers from peak period delays and includes it within the 'Physical Infrastructure Delivery Schedule', with funding sources being developers, Local Transport Plan and Local Enterprise Partnership. In terms of the capacity of this site, it is considered that, to allow flexibility, the wording should be amended to 'around 150 homes'.</p>
Recommendation	<ul style="list-style-type: none"> • Point 1 to read – 'The delivery of around 150 homes.' • Point 4b to read 'The development of the site will assist in the facilitation and delivery of highway improvements at Crewe Green roundabout' • Additional paragraph added to the Justification to read 'This site is a key gateway to Crewe. The development of this site will assist in the delivery of improvements to the Crewe Green roundabout which is a key piece of highway infrastructure and is identified in the Infrastructure Delivery Plan which states that the roundabout suffers from peak period delays and includes

	<p>it within the ‘Physical Infrastructure Delivery Schedule’, with funding sources being developers, Local Transport Plan and Local Enterprise Partnership.’</p> <ul style="list-style-type: none"> • Policy Context: add paras. 109 and 112 to National Policy, add Priority 3: Protecting and enhancing environmental quality to Strategic Priorities.
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Consultation Point	Site CS5 Sydney Road, Crewe
Representations received	Total: 9 (Support: 1 / Object: 7 / Comment Only: 1)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • The site is well contained by existing built development and is within a highly sustainable location. • A planning application (13/2055N) has been approved on part of the site for up to 240 dwellings – it demonstrates that an attractive residential development can be achieved here, providing a mixture of dwelling types and tenures, public open space and retention and reinforcement of key landscape features inducting a buffer along the railway line and at the western edge of the site. • The site should be increased in size, which would allow for further highway improvements. • There are no technical or environmental issues that would prevent the development of the site for housing. • The site is in Green Gap but will not reduce separation between Crewe and Haslington. <p>Objection</p> <ul style="list-style-type: none"> • The allocation cannot be justified – it is a site/area of land for consideration as being allocated as Green Belt. • An application for 240 homes recently was approved subject to S106 which is not yet signed and there is a risk that site will not come forward. • Damaging intrusion into the existing Green Gap between the settlements of Crewe and Haslington • Site should be Green Belt • Infrastructure will not cope; Crewe Green roundabout is a major traffic problem • No employment provided • Development of this site would conflict with the public statements made by the Leader of Cheshire East Council. • The site is highly sensitive in Landscape and Visual Impact terms, and would protrude from established development boundaries, without a strong defensible boundary. • Site is not sustainable as there would be an over reliance on the private car. <p>Comment Only</p> <ul style="list-style-type: none"> • Again, no employment in the most depressed side of Crewe. This is therefore building a slum for the unemployed.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Delete site if legal agreement is not completed. • Remove site from the Local Plan and allocate as Green Belt. • Allocate additional land to meet and exceed (sufficiently to provide flexibility) a revised, increased housing requirement for Crewe. • The site should be increased in size.

Council assessment of relevant issues	<p>A resolution to grant approval of an outline planning application for up to 240 dwellings (ref 13/2055N) on part of this site, was given, subject to the completion of a S106 Legal agreement, at Cheshire East Council's Strategic Planning Board on 9 December 2013. The planning approval includes the requirement to provide a financial Highways contribution for Sydney Road Bridge and/or Crewe Green Roundabout and shows structural landscaping along the railway boundary and the north-east edge of the site.</p> <p>In relation to the loss of this land from the Green Gap, it should be noted that the Green Gap is comparatively wide at this location and it is a relatively small site. Development of the site will not result in the gap becoming any narrower than it is at the existing narrowest point between Crewe and Haslington. The proposal will not result in any loss of, or reduction in, the perception of separation, or of a gap, of leaving one settlement and arriving in another when travelling between Crewe and Haslington.</p> <p>The site is enclosed by existing housing development, the West Coast Main Line, and Maw Green Road, and therefore is well contained, with defensible boundaries and represents a rounding off of the existing settlement rather than a visually divorced incursion into the open countryside and green gap.</p> <p>It is not considered to be appropriate to extend the size of the site any further, as this could result in an adverse impact on the separation of Crewe and Haslington.</p> <p>In terms of transport links and accessibility, it is accepted that the site is well away from the town centre but there are bus services and local facilities.</p> <p>The council contends that this site is deliverable and viable.</p>
Recommendation	<ul style="list-style-type: none"> • Policy context: delete para 9, insert paras 109, 112 and 117 in national Policy, add priority 3 Protecting and enhancing environmental quality to Strategic Priorities, add priority 5 Ensure a sustainable future to SCS priorities. • Add paragraph to justification: The site is subject to a current outline planning application for up to 240 dwellings on the north-western part of the site (13/2055N). The minutes of the Strategic Planning Board held on 9/12/2013 include a resolution to grant permission, subject to a prior legal agreement including highway improvements.

Consultation Point	Site SL3 South Cheshire Growth Village
Representations received	Total: 67 (Support: 3 / Object: 26 / Comment Only: 38)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • The location is highly suitable. • Wardle should also be considered as a strategic location. • The requirement that the site should contribute to the provision of a primary school on Basford East and other highways infrastructure should be retained in the final version of the plan. • Welcome growth at this location, but formal allocation would provide certainty. • Growth above 900 dwellings could be achieved. • The policy requirements for contributions should be reduced due to viability impacts and the phasing should be removed. <p>Objection</p> <ul style="list-style-type: none"> • The green belt location is not sustainable. • No exceptional circumstances to warrant green belt alteration in this location • The majority of the land proposed for development formed the original gardens and parkland to Crewe Hall. The National Register of Historic Parks and Gardens lists 201 hectares as the gardens and parkland and there are several listed buildings. No amount of landscaping or tree/hedgerow retention can soften the impact of the proposed development scheme. • There will be a loss of good quality and productive agricultural land, which should be protected and land of poorer quality should be developed as an alternative. • In the event that policy decides a new village is justified, a more sustainable location can be identified within the vicinity of the Crewe Urban Area which is less destructive and better related to existing local services. • The proposed strategic location does not contribute to a policy which has been soundly prepared or justified. • Contrary to NPPF • No justification has been provided in the Pre-Submission Core Strategy to demonstrate why developing a new settlement is the most sustainable way of delivering additional development. • Query the justification of proposal as the adverse impacts outweigh any benefits in view of housing permissions already granted further west. • Object to the location and size of the proposal. • The site is poorly related to other settlements and is therefore unsustainable. • Local roads already operate beyond design capacity, resulting in significant congestion which would be worsened by this allocation. • The site (village A) is isolated and will not link into an existing centre of critical mass. Its creation will require an entirely new level of transport, power, drainage and services/amenities whose deliverability and costs are questionable. • The location of this site could also suggest new residents have a very easy

option of accessing the M6 and potentially this could see a pattern of out-commuting by car that would be contrary to the principles of sustainable development. It is also important to consider the infrastructure needed to service such a large development as it is already apparent that there are difficulties accessing Crewe at peak times from the south east and the A500.

- The selected site is not as accessible and would have a greater adverse impact in sustainable transport terms than the Gresty Lane site.
- Strategic Location 3 is not a 'sustainable new settlement'; it is in a sensitive location with important assets of Crewe Hall & Green Belt, and its capacity is likely to be 600 dwellings.
- The location is too close to existing edge of town to become a stand-alone settlement, and is too small to adhere to principles of Garden City as required by NPPF.
- Potential adverse residual impacts on historic sites and landscapes.
- Potential impacts on biodiversity and landscape.
- Impacts on strategic open gap between Crewe and Weston.

Comment Only

- Reduce the numbers and density of Village A whilst keeping its boundaries away from Weston, using the railway as a natural break in development.
- Support the efforts of Weston & Basford Parish Council in seeking to reduce the scale and impact of the proposed South Cheshire Village around Crewe Hall.
- Infrastructure is already grossly overloaded with long traffic queues and gridlock in the area particularly at peak times and we are totally opposed to our villages being subsumed into urban sprawl linking them into Crewe.
- The consequent loss of wildlife in what is most attractive countryside will be devastating.
- Undue weight is being given to the proposed housing allocations to the south east of Crewe compared with those in the north of the borough, which seems very much out of balance. If 1000 houses on Basford East along with some housing around Crewe Hall are accepted, there should not be any additional housing development allocated within local villages and request that the Local Plan endorses this point: enough is enough.
- Any residential development here should be low density, quality houses, sensitively designed to fit in with the surroundings.
- There would need to be very strong landscaping reinforcing that Weston is a separate, historic village in a countryside setting.
- The opportunity should be taken to improve infrastructure so that Main Road Weston can be reduced in status and traffic through Weston village be reduced.
- There is no need for retail and other services on this site as it should be an adjunct of Basford East, with pedestrian/cycle links to enable easy accessibility to the services on that site.
- The setting of Crewe Green Conservation Area should be mentioned
- In the Draft Development Strategy (January 2013), this site was identified as a new settlement known as "Village A". In the PSCS however, it is included as an allocation within Crewe. The boundary has been amended and the number

	<p>of dwellings has been reduced from 1,000 to 900.</p> <ul style="list-style-type: none"> • There appears to be no justification as to why this site is no longer proposed as a new settlement or why this site is preferred to other potential strategic sites closer to the existing boundary of Crewe.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Reduction in house numbers allocated to village A, and a reduction in house density planned within the south Crewe/Cheshire location. • Reduction in the size of the development so that it fits in with its surroundings • Setting of Crewe Green Conservation Area should be mentioned • The housing development South Cheshire Growth Village Strategic Location should be removed from the plan as these sites are not sustainable. • In order to address the conflicts and ensure that the Plan is sound the Strategic Location at south Crewe should be deleted. Reference to the South Cheshire Growth Village should also be removed from all other policies. • Redistribute growth to smaller sites. • Reduce the number of houses for Crewe Hall/Village A and ensure the entire Parish of Weston & Basford is protected against further development via a Section 106 agreement or preferably Green Belt status. • Ideally the site should be deleted and failing that a substantial reduction in size and be located to the north of the railway line. • Part or all of site should be considered as Green Belt • Remove, or justify, the allowance for windfalls. • Allocate additional land to meet and exceed (sufficiently to provide flexibility) a revised, increased housing requirement for Crewe; • Count the Shavington allocations against the Local Service Centre 'allocation'. • Allocate land south of Gresty Lane ahead of other, less sustainable and/or suitable alternatives as identified. • Propose alternative potential housing land at Sydney Road, Crewe (as an addition to proposed allocation CS5) and/or Land South West of Crewe. The housing delivery rate should be calculated at a rate at or below the Council's suggested delivery rates in the 2013 SHLAA rates. • The Policy must be 'trimmed' to ensure that reference is made to a master plan being prepared that explores opportunities for infrastructure in terms of highway, education, health, social and community buildings, as opposed to making it a requirement of the Village's delivery. The Core Strategy should be consistent with the NPPF and seek to significantly boost the supply of housing in the Borough, and the phasing of the site should be brought forward to 2015.

<p>Council assessment of relevant issues</p>	<p><u>Remove from Plan and redistribute growth to smaller sites:</u> The site makes a valuable contribution towards meeting growth targets for the area. The proposal offers the opportunity to develop a high quality residential environment in an attractive setting, with a full range of local retail and community facilities. It is considered to be more closely related to the strategic vision and priorities than several smaller sites.</p> <p><u>Give land green belt status:</u> The green belt will be reviewed as part of the Local Plan.</p> <p><u>Reduce dwelling numbers:</u> There are constraints affecting the developable area of the site. Point h of the site specific principles of development states that the land within the Historic Park and Garden and Green Belt will be excluded and account must also be taken of the road and rail corridors through the site. A reduction to 800 dwellings is now proposed.</p> <p><u>Use railway line as southern limit of development to keep the gap between Crewe and Weston.</u> Point l of the development principles states that an appropriate green buffer will be provided between the site and the village of Weston.</p> <p><u>Use railway line as the northern limit of development and/or reduce scale of development close to Crewe Hall (i.e. north of the railway line).</u> Part 5i of the policy requires woodland planting and screening and point h of the site specific principles of development states that the land within the registered park and garden of Crewe Hall and the green belt will be excluded from the site boundary. Point n requires a high quality designed development in view of its location close to Crewe Hall.</p> <p><u>Make reference to the need to preserve setting of Crewe Green Conservation Area.</u> Not a major issue as the CA is well away from site. Weston Conservation Area is nearer but is on the other side of the A500 to the south. Part d of the principles of development refers to a full assessment of the significance of heritage assets affected by the proposal. Not necessary to include a reference to Conservation Areas in paragraph 15.97 as the Conservation areas are not on adjacent land, and land within the HP&G is to be excluded.</p> <p><u>Replace requirements for contributions with the masterplan:</u> the preparation of a masterplan is a requirement under point c of the principles of development, and paragraph 15.96. The requirements for any development derive from other policies of the Core Strategy and are consistent with NPPF. It is right that they should be identified in the policy.</p> <p><u>Bring site forward in programme to 2015:</u> The site is intended to use community facilities and road improvements provided by the Basford east site and should follow on from this development.</p> <p><u>Noise and vibration issues from railway line:</u> this should be mentioned as an issue along with noise and air quality issues with the A500 and other main roads.</p>
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	<p><u>Traffic congestion.</u> Crewe's highway network is heavily constrained, a function of the limited number of railway crossings. Tests were undertaken to understand the level of existing traffic delay compared with the level of delay expected in the future with development. This was then used to shape the level and location of development and any necessary mitigation measures.</p> <p>In order to minimise the level of delay a complimentary list of mitigation schemes have been developed to help manage the level of impact on the highway network.</p> <p>There are committed mitigation schemes at the M6 junction 16, A500 and Basford West, and new mitigation schemes are included in the Local Infrastructure Plan and will be funded through the CIL or central government funding for larger schemes.</p> <p>The residual impact on the highway network with the mitigation in place is considered to be broadly acceptable. Furthermore, targeted mitigation on key growth corridors, such as the Sydney Road / A500 / A530 corridor will ensure that the impact of development on the key transport arteries of the town are prioritised.</p>
Recommendation	<ul style="list-style-type: none"> • Add point 's' to site specific principles of development: • s. Noise and air quality assessments, if required, relating to the railway and main road passing through or adjoining the site. • Reduce allocation to 800 dwellings following clarification of site boundary. • Amend para 15.98 to read: This site will be able to take advantage of the interchange planned at Crewe for the current preferred route for the High Speed Rail 2 network. • Amend para 15.99 to read: The site has good accessibility to the M6 via the A500, which will be improved by the Crewe Green Link Road. • Policy context: add paras. 112 and 117 to National Policy. • The site is now a Local Plan Strategy Site (CS37) as it has defined boundaries. • Additional text added to the justification, regarding landscaping to the southern boundary of the site • Additional text added to justification regarding the provision of a safe and secure environment for children to travel to school with an example approach provided

Consultation Point	Site CS6 Shavington/ Wybunbury Triangle
Representations received	Total: 9 (Support: 1 / Object: 5 / Comment Only: 3)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Landowner supports the identification of site in the Core Strategy which has now been subject to an outline planning application and has a resolution to approve subject to a S.106 agreement. <p>Objection</p> <ul style="list-style-type: none"> The site is not in accordance with the Plan strategy, is not justified and there are more appropriate sites available. The requirements for housing in Crewe should delivered by sustainable extensions to the town itself, as these are more sustainable locations for growth, and are readily accessible by a range of transport modes. There is no clear rationale for site allocation and the requirements set out in the policy including the retail floorspace. Sites in Shavington should not contribute to Crewe's housing figures as it is a Local Service Centre; the development is out of scale with the size of the settlement. Most of the people in the village want to keep the village's identity and not be joined with Crewe, Wistaston or any other neighbouring village. Residents do not want any more roads or schools as there is enough traffic and people and the village will not take any more. The adverse impact of extra traffic in the area is a cause for concern. Site can deliver more than 350 homes. It is considered that the site can accommodate between 400-500 homes. Creation of an undeveloped buffer zone scheme should be re-phrased to 'detailed development proposals to take account of existing properties and distances between new and existing properties via agreed design principles.' This will take account of existing bungalows on Stock Lane and ensure that new houses are set back with rear garden to gardens offsetting the potential for overlooking. Sensible design parameters can assist in this objective being met without the requirement to have undeveloped areas within a site. <p>Comment Only</p> <ul style="list-style-type: none"> There is no reference to community facilities as a requirement (other than play space) such as shops and doctors' surgeries - yet the current schools and surgeries are already nearly fully subscribed. Multiple applications and appeals have been presented to the council that will totally swamp Wybunbury, Hough and Shavington. There is no cumulative flood risk - with particular reference to the Moss, or assessment of cumulative environment transport effects along B roads as well as the route to the M6, as well as cumulative effects on Health and educational services undertaken by planners as each application is treated independently. The result will be total mayhem for the area. The site is already gone to development and represents a significant loss to the community and risk to the Moss.

List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • This housing allocation should be removed and alternative potential housing Land at Sydney Road, Crewe and/or Land South West of Crewe is proposed. • The land should form part of the Green Belt review. • More detail is required of the contributions and the requirement for developer to provide community facilities • Remove, or justify, the allowance for windfalls. • Allocate additional land to meet and exceed (sufficiently to provide flexibility) a revised, increased housing requirement for Crewe;. • Count the Shavington allocations against the Local Service Centre 'allocation' • Allocate land south of Gresty Lane ahead of other, less sustainable and/or suitable alternatives as identified. • Site can deliver more than 350 homes. It is considered that the site can accommodate between 400-500 homes. • Creation of an undeveloped buffer zone scheme should be re-phrased to 'detailed development proposals to take account of existing properties and distances between new and existing properties via agreed design principles.'
Council assessment of relevant issues	<p><u>Remove the major housing allocation within a village/ local service centre:</u> The development of the site will contribute towards the strategic vision for and housing needs of Crewe. The site is just 4km south of Crewe and is surrounded by existing housing.</p> <p><u>Include site in the Green Belt review:</u> the village of Shavington will be included in the Green belt area of search. The site is enclosed by existing development, and will be a maximum of 2 stories, so will not have a significant visual impact on the surrounding countryside. The development will provide for open space and green infrastructure, and maintains a balance of open areas and built development.</p> <p><u>Vary dwelling numbers.</u> The planning application is for a maximum of 360 dwellings. This figure has been determined following consideration of all planning issues and should be taken forward in the Core Strategy.</p> <p><u>Buffer zones and separation distances.</u> It is considered that the principles for development will ensure that it is well-related to existing development.</p> <p><u>Provide more detail of contributions and community facilities requirements:</u> the report to Strategic Planning Board on 20/2/2013 detailed 16 heads of terms for the section 106 agreement. These comply with the principles of development set out in the policy. Outline planning permission for a maximum of 360 dwellings was issued on 23/1/2014 on completion of the legal agreement.</p>
Recommendation	<p>Amend paragraph 15.103: planning permission has now been granted.</p> <p>Policy Context: delete para 18, add paras 112 and 117 to National Policy.</p> <p>No significant change to Local Plan Strategy.</p> <p>Site justification wording has been altered to include; - Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).</p>

Consultation Point	Site CS7 East Shavington
Representations received	Total: 12 (Support: 0 / Object: 11 / Comment Only: 1)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> East Shavington was identified by the previous Crewe and Nantwich Replacement Local Plan (CNRLP) Inspector who stated that, 'The site is not within the Green Gap designation, is close to the Basford employment sites and to Shavington village centre, has good access to Crewe centre by public transport.' <p>Objection</p> <ul style="list-style-type: none"> This development will result in an ad hoc extension into open countryside resulting in the loss of agricultural land without any limits. The site should be removed from the Core Strategy in full and the land form part of the future Green Belt review As a Local Service Centre, Shavington is a third tier location for new development, and any development should be required to meet local needs. A development of this size is not small scale, and is an inappropriate level of development for one Local Service Centre to take. This site will impact on Wybunbury Moss (under Ramsar protection) and the SSSI. Recognise that there is now a resolution to approve the development of the Shavington Triangle for up to 400 houses. Whilst this changes the context in respect of this being treated as a commitment (assuming planning permission is issued pursuant to the resolution) it places greater emphasis on the issues surrounding the proposed East Shavington allocation. Shavington is a separate, lower order settlement from Crewe. The Plan identifies it as a Local Service Centre that is to accommodate only local needs (with a total of 2,500 homes directed to all of the Local Service Centres). It does not form part of, or represent a 'suburb' of Crewe. It does not have the significant infrastructure and facilities associated with Crewe. The scale of additional housing development consented for Shavington is already out of proportion to the size of the settlement and its lower order position in the settlement hierarchy. Existing households in Shavington total 1,728. The residential commitments total around 500 units and will lead to the increase in the total number of households to 2,208, an increase of 27.8%. Factoring the proposed 275 dwellings, the total number of households could increase by 43.7%. This would lead to a growth far beyond what could reasonably be needed to meet its local needs. Facilities within Shavington are limited, reducing the opportunities for sustainable transport and access by green modes. High levels of car use will result here as, for many journeys it is unlikely that walking or cycling will provide realistic alternative to the car Suitable, available and achievable development opportunities exist within and particularly on the edge of the principal urban area, and hence better related to the town of Crewe. It is not a sustainable location and the allocation of the site does not accord

	<p>with the Plan's strategy (PG2 and PG6).</p> <ul style="list-style-type: none"> • This site, by virtue of location may also have a potential impact on regeneration priorities of neighbouring areas in north Staffordshire. It would be easily accessible from the A500 and M6 junction 16 and could attract development that might otherwise take place in Stoke/Newcastle. • No rationale for level of growth or allocations of sites in Shavington <p>Comment Only</p> <ul style="list-style-type: none"> • Should include employment land • East Shavington is a less enclosed site and care should be taken to establish a strong boundary, via GB designation, to contain future development on this side of the village.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Objection to all of the green infrastructure requirements such as the provision of a Multi Use Games Area and provision of allotments. There is no evidence to justify that these should be provided on a development of this scale • Objection to the delivery period being post 2020 for 5 year supply, additional land will be required early in the plan period; the site does not prejudice the delivery of Basford East / West and no evidence has been provided to support this assertion. The early delivery of the site has been accepted by the Council as evidence to support the Congleton Road Inquiry. East Shavington can meet the market and affordable housing needs of Shavington. • The Sustainability Appraisal should be revised to show that East Shavington is a sustainable site.
Council assessment of relevant issues	<p>The site is considered a suitable site on the edge of Shavington presenting an opportunity for high quality residential development that meets the housing needs of the local area and which has a close interrelationship with the facilities provided in Crewe. As such the site is included in the Local Plan Strategy.</p> <p>Comments on the Sustainability Appraisal will be considered separately alongside comments made generally to the contents of the Sustainability Appraisal.</p> <p>The wording of point 'a' in the site specific principles of development is considered to provide appropriate mitigation against any impacts on the Wybunbury Moss Special Area of Conservation.</p> <p>The Green Infrastructure requirements are to the benefit of the scheme and reflect the Green Infrastructure Action Plan for Crewe (TEP, 2012). The provision of appropriate Green Infrastructure will also further reduce any potential impacts on European Designated Sites.</p> <p>The retention of hedgerows and trees as stated within the policy will provide an appropriate definition and boundary of the site.</p> <p>The phasing of the site post 2020 is considered appropriate so as to allow improvements to the surrounding highways network (in particular access into Crewe) to be improved prior to the delivery of the site.</p>
Recommendation	<p>Policy Context: delete para. 18, add paras 100, 112 and 117 to National Policy</p> <p>No other material changes are proposed to be made to the policy</p> <p>Site justification wording has been altered to include; - Details of Construction</p>

	Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).
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Consultation Point	Macclesfield
Representations received	Total: 79 (Support: 6 / Object: 62 / Comment Only: 11)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Consider the plan for these areas is joined up and the objectives interrelated • Like the fact that Green Belt preserved • Look forward to utilising green space in Town Centre • Sites identified make sense from a transport perspective (accessible from the Town Centre) • Brocken Cross roundabout development • South West Macc link rd • Objective of new business growth • Development around station area • Plan addresses all 4 strategic areas • Makes sense as a long-term plan; CE facing up to many issues confronting the Authority for next 20 years • Brownfield first approach • Aims, objectives and aspirations • Authority accepts Green Belt alignment is required to accommodate growth levels • BUT, Link road from Macclesfield-Poynton goes through the London Road/Butley Town Community; will affect the residents of this area; existing road is dangerous and heavy; significant issues with this section of the A523 to Prestbury; Support plan to bring forward construction of Woodford/poynton relief road with link to A6MARR; online improvements will not be sufficient; Close to Line option C preferred <p>Objection</p> <ul style="list-style-type: none"> • Case for new road in South Macc across Green Belt has not been made • No consultation on proposed new road (against national guidance) • Safeguarded land must be preserved as Green Belt • No sound reason for allocating safeguarded land • Ignored Governments revised figures (housing) • Insufficient consideration of windfall sites • No assessment of brownfield sites and therefore case for release of Green Belt land not made • Undermines brownfield regeneration • Contrary to principles of NPPF • Lack of assessment of existing surplus employment land • Fence Avenue site allocated to provide King's School with funds to build a new School; this isn't an exceptional reason to remove land from Green Belt • Detrimental impact on wildlife/nature/biodiversity (contrary to NPPF) • Proposed development sites will increase flood risks and air pollution • Increased traffic congestion, • Loss of quality agricultural land (contrary to NPPF) • Core Strategy deeply flawed – no evidence to show exceptional

	<p>circumstances required for removal of Green Belt land</p> <ul style="list-style-type: none"> • Conflicts with purposes of including land in Green Belt in the NPPF (merges Macc and Lyme Green, results in urban sprawl, encroaches into countryside) • Concern of impact on Conservation Area of site CS9 • Not convinced that King's School could relocate within the timescale of the plan • Sterilisation of mineral deposits (against national guidance) • Flawed evidence for housing, landscape and Green Belt assessments • Don't agree with insertion of cinema complex in Town; suggest it should be on a business park • 97% Sutton Parish say no to Green Belt change • Impact on ASCV • Impact on SBI • Canal forms well defined Green Belt boundary • Lyme Green overwhelmed • Green Belt assessment notes site makes "significant" contribution to GB <p>Comment Only</p> <ul style="list-style-type: none"> • Depict all sites for housing on Map • Join Poynton relief rd with Macc Silk rd or widen A523 • Ensure proposed developments do not impact on Town Centre • Developments (South Macc) not sustainable, as lack of bus services • Road layouts into Town will not be able to handle increased traffic due to restricted road widths • Concern about level (3,500) of proposed housing for Macc, given loss of a major employer in the area (Astra Zeneca site at Alderley Edge) • No development in Green Belt (with exception of the South Macclesfield site) • Brownfield sites should be used first • Empty, derelict buildings (eg. along London rd) could be replaced with new housing • Housing assessment flawed and doesn't meet full objective assessment of housing need for the Borough (or, therefore, Macc) • Macc capable of accommodating more than 3,500 new houses and more than 20 hectares of employment land • Concern regarding deliverability of some Core Strategy Sites and Strategic Locations • Insufficient land allocated for housing • Insufficient consideration to brownfield sites • Proposals with have a detrimental impact on the character of Macc Town (from rural market Town to sprawling 'clone town')
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • Depict all sites for housing on Map • Fund bus services properly; ensure buses can access new developments; produce comprehensive traffic management scheme • Clear empty, derelict buildings (eg. along London rd) and replace with new housing and/or refurbish existing buildings • Increase housing fig for Borough to inc. increase in housing fig for Macc • Increase area of employment land for development in Macc • Allocate more Green Belt for housing

	<ul style="list-style-type: none"> • Include additional site in plan (for care accommodation - PRE 6011) and amend Green Belt boundary • Give more consideration to brownfield sites (eg. Barracks Ln, Gunco Ln, old TA site Chester Rd, site to rear of Tesco's parallel to Silk Rd...) • Drop new road proposal in South Macc • Retain safeguarded land as Green Belt • Undertake assessment of brownfield sites • Do not make any changes to Green Belt • Less employment land around Macc • Strategic review of traffic movements to provide evidence of impact of proposed road changes/requirements • Reassess need for Green Belt land and provide full justification • Design a Town fit for the age – with dedicated cycle and bus ways • Have a policy of using empty housing stock as a first priority • Develop empty commercial buildings to encourage new businesses into the area • Revise housing figs to those given by ONS • Reduce growth targets • Encourage more housing in Town Centre to make it more attractive to live there/more sustainable • More parks and playing fields where development does take place • "Super Stores" to be within ¼ of a mile of residential properties • Removed proposed development sites from Green Belt • Consider a road to the North • Release more land from Green Belt to meet greater housing need • Allocate more dwellings to South West Macc • Site CS32 should not be released in its entirety • Leave sites CS 10, 11, 31 and 32 in the Green Belt • Amend site map 15.12 as titles of CS10, CS11, CS31 and CS32 have been reversed; site CS10 should be described as 'South West Macclesfield'; in para 15.150 change words from 'north to' to 'west of'; below site CS 10 'Land between Congleton Road and Chelford Road, Macclesfield' should twice be corrected to 'Land to the west of Congleton Road, South West Macclesfield'; title of fig 15.16 should be changed from 'Land between Chelford Road and Congleton Road Site' to 'Land South West of Macclesfield, west of Congleton Road', as should the title of Table 14.15; site CS 11 is described above para. 15.156 as 'Gaw End Lane Macclesfield' and should be changed to 'Lyme Green Macclesfield'; below Site CS 11, 'Gaw End Lane Macclesfield' should be changed to 'Lyme Green Macclesfield'; the title of Fig 15.17 should be changed from 'Gaw End Lane Site' to 'Lyme Green Site'; in line 3 of para. 15.159 after 'employment land' delete the semicolon and add 'and'. Delete all after 'dwellings'. • The separate notations for the areas north and south of Gaw End Lane should be replaced by a single notation identifying both areas as a "housing site" on the Macclesfield map. • Provision needed to safeguard a new route for the A523 to the west of London Road between the Silk Road and Bonis Hall Lane
Council assessment	Many of the issues raised/listed above have been addressed within the Council's

of relevant issues	<p>assessment of, and response to, comments related to each of the site specific consultation points, eg. issues such as housing figures, removing land from the Green Belt, brownfield sites first, employment land, impact on the area/wildlife/Conservation Area, etc. A few additional issues that relate specifically to sections 15.118 – 15.121 will be addressed below</p> <p>Mapping and notation – Although individuals may have preferences in respect of presentation format, the Council is satisfied that Fig 15.12 serves its purpose and that the level of detail provided is appropriate for the scale of map</p> <p>Growth targets – These have been established from assessment work undertaken and are considered to be appropriate</p> <p>Roads – Modelling work carried out has shown that a new road (SW Macc) will help address traffic congestion; the Poynton Relief Road and A523 corridor is referred to elsewhere in the document (i.e. CO 2)</p> <p>The expansion of the existing Care Facility at Lyme Green would be dealt with through the Development Management process; at present no circumstances to justify removing land from the Green Belt</p>
Recommendation	No material change required

Consultation Point	Strategic Location SL4: Central Macclesfield
Representations received	Total: 66 (Support: 3 / Object: 20 / Comment Only: 43)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Brownfield sites should be developed first • Support for improved strategic highways links to the north subject to an off-line improvement to A523 between the Slik Road and Bonis Hall lights • Directing appropriate uses to the town centre is in line with NPPF <p>Objection</p> <ul style="list-style-type: none"> • Do not need more retail units in the town centre; strengthening the retail offer should focus on improving quality rather than quantity • Do not need more offices in the town centre • Design will be important in the town centre to retain Macclesfield's identity • No evidence that 850 dwellings can be delivered in the town centre; figure is significantly higher than that proposed previously (300-400); background papers show a capacity for 527 dwellings on brownfield sites in the whole of Macclesfield; SHLAA shows 14 deliverable / developable site in this area with cumulative potential for 764 dwellings but no certainty if and when any of these sites would come forward for development; limited developer appetite for high density housing schemes and no signs this will change soon; high development costs given the need to be sensitive to the historic fabric in central Macclesfield will mean less housing is delivered than envisaged • Policy should acknowledge the threat from online shopping and remote working • Objection to any new road building • Developments should make use of the town centre's proximity to the Peak District and encourage the town's use as a gateway • Should include the old TA Barracks site on Chester Road within the Strategic Location • Objections to the approved town centre redevelopment scheme <p>Comment Only</p> <ul style="list-style-type: none"> • Should the Tesco Hibel Road site be classed as Central Macclesfield? • Policy should include provision for hotel development including conferencing facilities • Policy should require improved links between the town centre and station • Policy should require improved seating in the town centre • Should include provision for demolition of derelict buildings • More efforts needed to reduce congestion • Should prioritise the provision of housing on brownfield sites; new housing will help to revitalise the town centre; maximise the numbers of new dwellings on brownfield sites in central areas • Provision of greenspaces within the town centre is vital • The site's contribution to housing numbers should be clearly stated • Major regeneration sites within the area should be identified and prioritised for regeneration e.g. Barracks Mill, Park Green

	<ul style="list-style-type: none"> • Run-down and unused sites detract from the town centre. Consider owner owners and developers can be incentivised to improve these areas • Views of the surrounding hills are a unique asset of Macclesfield town centre and should be referenced in policy to maintain / enhance views • There are large numbers of designated heritage assets in this area. Any development proposals will need to demonstrate that they conserve those elements that contribute to the significance of listed buildings or their settings and preserve or enhance the character or appearance of conservations areas including their setting (English Heritage) • Consider constraints imposed by topography and highways
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Point 4: should include the words “support for” before “enhanced cultural offer” • Point 16: should read " on the A523 corridor" not " or the A523 corridor"
Council assessment of relevant issues	<p>Central Macclesfield is a sustainable urban location with excellent access to facilities, services and transport links.</p> <p>The Cheshire Retail Study Update shows that there is significant qualitative need and quantitative capacity for additional retail units in Macclesfield. The town centre regeneration scheme is now consented to deliver this additional retail capacity.</p> <p>The strategic location itself does not make an allowance for new dwellings, although a figure has been included in Appendix A to reflect the fact that it will be appropriate to allow for a certain number of units coming forwards on sites within the urban area. This figure is not limited to the central Macclesfield Strategic Location but applies across the town. Whilst the Plan would wish to maximise the amount of development on these sites, it may be appropriate to reduce the figure to ensure that the number of units envisaged can be delivered.</p> <p>The boundaries of the Strategic Location will be fully defined through the Site Allocations and Development Policies document. It is agreed that the Tesco Hibel Road site is not considered to be an in-centre location. The Central Macclesfield Strategic Location refers to the inner area of Macclesfield. It is not the same as the town centre boundary, which will also be defined in the Site Allocations and Development Policies document.</p> <p>It is the intention of the policy to facilitate regeneration and re-use of existing buildings. It may be appropriate for the policy to reference this more explicitly.</p> <p>The policy (under point 15) references a number of schemes that will reduce congestion. Further details are set out in the Infrastructure Delivery Plan.</p> <p>The policy applies across the inner area of Macclesfield and supports the regeneration of the area. It is not considered desirable to identify specific regeneration sites within this, as the policy applies equally to the whole area.</p> <p>The policy does reference the need for landmark high quality design, but further policies related to the setting of listed buildings etc are set out elsewhere in the</p>

	document.
Recommendation	<ul style="list-style-type: none"> • Add additional point to policy to encourage opportunities to bring disused and underused buildings back into use. • Minor wording to point 16 so that it reads properly (change 'or' to 'on') • Add sentence to paragraph 15:129 (now 15.137): 'The need to safeguard and enhance the River Bollin corridor will be an important consideration.' • Policy context: add paras. 109, 126, 132 and 137 to National Policy. Add Macclesfield Conservation Area Appraisal and Cheshire East Strategic Flood Risk assessment to Local Evidence.

Consultation Point	Site CS8: South Macclesfield Development Area
Representations received	Total: 60 (Support: 0 / Object: 25 / Comment Only: 35)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Non-Green Belt site <p>Objection</p> <ul style="list-style-type: none"> • Question appropriateness of further retail / leisure / commercial in an out of centre location; town centre should be priority for town centre uses; impacts on town centre; no requirement for commercial premises • Policy should include provision for hotel development including conferencing facilities • Questions over deliverability of 1100 houses; Capacity of site overstated; question why the capacity has increased from 900 to 1100 dwellings (the addition of SHLAA site 455 into the boundary only accounts for an additional 60 dwellings) • Doubts over the viability of the site given multiple constraints including: <ul style="list-style-type: none"> ○ Difficult ground conditions; waterlogged peat bog; piling needed ○ Requirement to provide the link road (which is not included in the Draft Infrastructure Delivery Plan) plus bridge over the railway line. ○ Multiple ownerships ○ Adjacent to SSSI – needs significant landscape buffer Tree Preservation Order on site ○ Public Right of Way within the site ○ Potential for contamination given the proximity of Danes Moss Landfill ○ Historic landfill in south west corner of site ○ Need for 250mm buffer between any development and the West Coat Mainline • Anticipated rate of housing delivery overly optimistic when considering the significant site constraints • Suggestion that affordable housing requirement will need to be reduced given the warnings in the CIL viability study • Confining development to the north / western parts of the site where ground conditions would avoid the areas with worst ground conditions and allow a more viable scheme of 300 residential units plus the retail development • Increased traffic congestion locally and within the wider town network; would seriously impact on town centre traffic congestion issues; provision of the full link road from London Road to Chelford Road is required to address this. The traffic modelling work carried out for Cheshire East Council supports the proposition that there is considerable benefit to be had from the provision of the full length of the link road. • Objection to the provision of the link road • This is not the most sustainable option; no evidence why this site is better than other greenfield sites to the west of the town • Land acts as a soakaway for neighbouring areas - adverse effects on adjacent areas' abilities to deal with heavy rainfall and drainage

	<ul style="list-style-type: none"> • Why relocate playing fields when they already exist in the area? • Question the need for pub / takeaway / restaurant when they already exist in the area • Question whether there is an indicated need for a health club / gym • Number of new homes will not support new retail and provision on additional convenience retail will adversely affect the viability of local shopping facilities in Thornton Square and Moss Lane; Do not need a new supermarket • Area has significant ecological and biodiversity value and supports several bird species listed and amber or red which will be affected by reduction in habitat; loss of two UK BAP Priority Habitats (Lowland Raised Bog and Lowland Wet Grassland) • Loss of important buffer zone between urban edge and Danes Moss SSSI • Potentially damaging impacts of development on SSSI and the nature reserve • Fragmentation of one of the more extensive lowland raised bogs in Cheshire • Reduce the scale of development • Build on brownfield sites • Proposals will not build a new community <p>Comment Only</p> <ul style="list-style-type: none"> • The operation of a waste management facility within the allocated land will have to be addressed and the waste management site relocated if the development aspirations of this allocation are to be realised. • Scheme should include at least 30% affordable housing; leisure facilities and provision of a facility for religious worship • New development should be well served by public transport • Link road may lead to more difficulties for traffic existing from Moss Lane onto Congleton Road and London Road • Highway benefits of the link road will be negligible and it should be extended around the south west side of Macclesfield to link with Chelford Road • Relocation of playing fields should be part of a co-ordinated plan for the town's leisure facilities • New football ground is not a priority
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Point 3 refers to "Up to 5,000 square meters of retail, the majority of which should be for convenience goods". Soft market testing has revealed a market for up to 7,000 square meters of retail space and policy should be amended to accommodate this. • Modify policy to reduce the anticipated housing delivery over the plan period to 300 homes as 1,100 is entirely unrealistic and unproven in delivery terms • Policy is not strong enough on retaining trees. Points (b) and (h) refer to retaining trees 'where appropriate' which could allow trees to be removed on grounds of expediency rather than altering plans to accommodate them.
Council assessment of relevant issues	<p>This site is an existing allocated employment and retail site in the Macclesfield Borough Local Plan and offers an excellent opportunity to deliver a sustainable residential-led mixed use urban extension.</p> <p>The site includes a long-standing retail allocation to address quantitative and qualitative need for new convenience retail floorspace in Macclesfield. The policy did not specify whether the maximum amount of retail floorspace provision was net or gross so it will be appropriate to clarify that the evidence shows that up to</p>

	<p>5,000 sqm net sales area for predominantly convenience retail will be appropriate.</p> <p>The overall capacity for development on the site is informed following a masterplanning exercise. This shows that in excess of 1,000 new dwellings can be delivered on the site. Consequently, it would be appropriate to reduce the overall number of dwellings to be provided slightly.</p> <p>Alongside the masterplanning work, detailed work on deliverability and viability shows that a scheme is viable and deliverable. The financial appraisal shows that a profitable scheme can be delivered, although there may need to be a slight reduction in the level of affordable housing provision to enable an acceptable developer profit. As with all schemes, this will be negotiated on a site-by-site basis.</p> <p>The site will also provide the benefit of a road linking Congleton Road and London Road, providing local relief from traffic congestion, particularly along Moss Lane. Within Macclesfield, a range of mitigation measures have been tested to mitigate the proposed developments in the town. These focus on improvements to the existing highway infrastructure and with the proposed mitigation strategy in place it is considered that an acceptable level of mitigation can be achieved. A number of schemes will be included in the Infrastructure Delivery Plan and will be part funded through CIL. Larger, more strategic schemes will also be the subject of funding bids for central government funding. Schemes will be prioritised for incremental delivery aligned to the pace and location of development.</p> <p>The site is situated within Flood Zone 1 although the SFRA identified that there may be a risk of surface water flooding. Therefore, a site-specific flood risk assessment will be required focussed on surface water flood risks and management. It will be appropriate to reference this in the policy.</p> <p>Development proposals will be required to retain and enhance existing trees, watercourses and natural habitats wherever possible, as well as providing appropriate Green Infrastructure and additional tree planting. The policy emphasises the importance of retaining tree cover to the southern boundary of the site.</p>
Recommendation	<ul style="list-style-type: none"> • Reduce the number of dwellings to be provided from 1100 to 1050 and amend phasing information accordingly • Policy context: add paras. 109, 112, 117 and 120 to National Policy. • Add reference to requirement for site specific flood risk assessment to the Site Specific Principles of Development • Add clarification to the retail elements of the policy including that the floorspace figure refers to the net sales area (rather than gross internal area) • Add additional explanation to set out evidence and justification for the retail element of the scheme

Consultation Point	Site CS9:Fence Avenue, Macclesfield
Representations received	Total: 240 (Support: 24 / Object: 207 / Comment Only: 9)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • This site meets all four of the strategic priorities set out by the Pre-submission Core Strategy, especially priorities 1,2 and 4 on account of the site's proximity to the centre of Macclesfield • The Fence Avenue site is a sustainable location in terms of the environment and access to facilities and services • The site can provide an area of much needed quality housing close to the centre of Macclesfield, in an environmentally attractive setting. It is very close to the infrastructure required to support the community, providing easy access to the town centre shops and services and to rail and bus travel hubs, encouraging sustainable modes of transport • The development of this site will help to meet the residential development requirements needed within Macclesfield • The site is in single ownership and development is achievable and deliverable • The present status of this area is historically local green belt, but no longer provides the separation of the town from other conurbations in the way in which green belt was conceived • This development will enable the King's School to consolidate its operations at a single location, continuing its important role in Macclesfield as a service provider and a key contributor to both the local economy and social fabric of the town, as an important employer, and providing social, cultural and sports facilities accessible to the wider community • Will provide a range of housing in a quality environment close to the Town centre • Site includes some brownfield areas • Canal represents a good natural boundary to the site • Would greatly increase affordable housing in the area • A worthy development in the overall scheme of Town centre development • The plan address all four priorities and will provide an area close to the town centre • Developed in an attractive and sympathetic way, this area would become an asset to the town and would attract families to settle in the area • Regeneration of this area will help the Town build a sustainable future • This area supports the strategy and its priorities • Site is within a residential area ideally suited to quality housing development • Would provide much needed housing close to Town and local businesses • A sympathetic development that would maintain the character of the area • Will support the local economy <p>Objection</p> <ul style="list-style-type: none"> • Site incorrectly described • ASCV and nature conservation not taken into account • Impact on SBI (Swan's Pool)

- Brownfield sites could be developed rather than this Green Belt site (eg. site near Tesco's, Hibel Rd, Sutton Castings, Park Green); sufficient brownfield sites available
- Conflicts with purposes of including land in Green Belt (NPPF – e.g. urban sprawl, encroachment)
- Exceptional circumstances to justify removal of land from Green Belt not demonstrated
- Undermines regeneration of brownfield sites
- Serious highways constraints
- Macc doesn't need more housing; needs to retain its open, green spaces
- Protected species survey needed
- Visually prominent within Peak Park Fringe
- Northern parts of site susceptible to flood risk
- Loss of AZ site will reduce housing need
- Safeguarding land will cause blight
- Stakeholder Panel rejected rolling back of Green Belt
- Detrimental impact on character and setting of Macc Town
- Allocation of greenfield sites does not make economic sense
- No possibility of developing until King's School have secured a new site
- Should emphasise the green spaces to attract visitors
- 250 units could be accommodated on the King's School footprint without using Green Belt land
- Area forms an important corridor for wildlife between Macc canal and Bollin Valley
- Feasibility will be restricted by infrastructure and affordable housing requirements
- Contravenes SP3 section 15.148
- Contrary to SCS Priority 4
- Unsustainable location
- Fail to understand how the Council can foresee "special and exceptional circumstances" that require the set aside of Green Belt areas from 2030, but they cannot foresee near term events such consolidations necessitating evacuation from Macclesfield of both Astra Zeneca and Kings School
- Planned road (Congleton Rd to Chelford Rd) has been rejected numerous times
- Site not deliverable until King's School source a new location
- Plan doesn't explain why Kings School wish to consolidate; site will only be available if this occurs; too many risks/uncertainties – unless there is evidence to counter this

Comment Only

- Involves 2 Conservation Areas
- Impact on Listed Buildings
- Future development needs to preserve heritage & visual value along canal edge, maintain Conservations Areas, not impact on Listed Buildings
- Impact on Green Belt
- Implications for King's School Cumberland Street site? Where will King's School move to – another Greenfield site?

	<ul style="list-style-type: none"> • No certainty of site being deliverable in plan period; site could not be delivered as quickly as site NPS42 • Need Northern access rd to ease future congestion • Apart from main School building on site other buildings are not suitable for residential conversion • Desk based archaeological study of site required and mitigation proposed as necessary • SHLAA refers to site as 'available' and 'developable', which it isn't • Site performs significant Green Belt functions • Poor access to local facilities/infrastructure
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Make provision for Northern access road • Specify green corridor along canal edge (approx. 20 yards) • Plan needs to explain why development is acceptable given contribution site makes to the area/Green Belt • Amend wording to – number of units to be delivered on the site is 'around' 300 • Apart from ref to the main School building, delete any reference to other buildings being retained on site • Amend to reflect development can commence between 2015-2020 • Do not include site as an allocation (remove from Plan) • Farmland half of the site should be removed from the proposed site • Remove the proposed safeguarded land at South Macc from the Green Belt now and leave CS9 site in the GB (as proposed safeguarded land does not perform as significant a function re protection, eg. from sprawl from Manchester & Stockport) • Redesignate site as a Non Preferred Site • More detailed review and analysis of brownfield and windfall sites required before removing site from Green Belt • Reappraisal of employment land required • Unsound and should be deleted
Council assessment of relevant issues	<p>Impact on ASCV - Development is now to focus on the area that constitutes the School curtilage (which includes the playing fields) and therefore impact on the ASCV will be limited</p> <p>Impact on Conservation Areas and Listed Buildings - An area adjacent to the canal is to be preserved as open space to limit the impact on the Conservation Areas. Impact on Conservation Areas and Listed Buildings also protected by policies within the Plan and National Policy/Guidance</p> <p>Brownfield sites – Council's Assessment of brownfield sites has identified that there is not the capacity across the brownfield sites in Macclesfield to meet the need for the level of development identified/proposed</p> <p>Employment land – The aspiration within the Plan for "jobs led growth" requires the retention of existing as well as additional employment land (and therefore such land not available for residential use)</p> <p>Relocation of School - King's School considering various options re relocation. At minimum, consolidation on the Cumberland Street site is an option and therefore</p>

	<p>development of the site is considered to be feasible within the Plan period</p> <p>Green Belt – Removal of the site from the GB has been informed by the Council's GB Assessment and the need for some land to be removed from the GB to meet development needs across CE</p> <p>Infrastructure & affordable housing - Provision for infrastructure requirements – eg. road improvements - and affordable housing are dealt with by policy (which allow flexibility)</p> <p>Highways - Transport Assessment would be required with any application, which would include consideration of the access requirements and implications for surrounding highway network where appropriate</p> <p>Sites Assessment - Consideration has been given to a range of sites in reaching decision about proposed sites (noting that the Non Preferred Sites have been discounted for sound reasons)</p> <p>Sustainability - Site is within walking distance of the train station, some local shops, a Primary School, etc. Hence, site is considered to be sustainable and policy requires improvements to and/or provision of links to residential areas, shops, schools, etc.</p> <p>Policies within Plan - Policy is consistent with other policies within the Plan Ecological impact – Any application would require an Ecological Impact Assessment and mitigation measures if required</p> <p>Housing need – Level of housing proposed is derived from assessment of need (SHMA)</p>
Recommendation	<ul style="list-style-type: none"> • Development will focus on the School curtilage (which includes the sports fields) • An area adjacent to canal will be retained as open space (which will limit any impact of development on the Conservation Areas and ASCV) • Remove reference in the 'Site Specific Principles of Development' section of the plan re retaining "other existing school buildings". The only building to be retained will be the main School building • Bullet point '1' amended to refer to "around 250 new homes" • Policy Context: add paras. 74, 109, 126, 132 and 137 to National Policy, add: Cheshire East: Local Landscape Designation Study (2013), Macclesfield Canal Conservation Area: Appraisal and Management Proposals (2009), Buxton Road Macclesfield Conservation Area appraisal to Local Evidence.

Consultation Point	Site CS10: Land Between Congleton Road and Chelford Road
Representations received	Total: 593 (Support: 2 / Object: 562 / Comment Only: 29)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • South West Macclesfield is the most sustainable location for development on greenfield land with the least environmental damage and should be allocated for more than 150 homes • Within an area that has the least environmental constraints of any part of the existing Green Belt around Macclesfield • Development at this site would help to meet the overall housing requirements • Was previously proposed as part of a development site in 1990s and approved as such by a planning inspector but subsequently dropped as an allocation following reduction of housing figures • Site is suitable, available and deliverable but a more realistic figure would be for circa 1,000 dwellings during this plan period. <p>Objection</p> <ul style="list-style-type: none"> • Was previously proposed as part of a development site in 1990s but following an inquiry the inspector recommended that the proposal should not be taken forward • This is at the entrance to the safeguarded land meaning that development there is a fait accompli; this is the first step to developing the whole South West Macclesfield area • Loss of prime agricultural land grades 2 and 3a; loss of grazing land would make several small farms unviable • Too distant from Macclesfield town centre; development here would represent urban sprawl; unsustainable location distant from the train and bus stations. • This land is important in acting as a buffer between Macclesfield and the towns and villages to the south • Brownfield sites should be developed instead; adhere to the Government's policy of building on brownfield land first; there are plenty of available brownfield sites in Macclesfield; existing brownfield sites will not be redeveloped if this site goes ahead; an allowance should be made for future windfall sites. • Exceptional circumstances required to remove this land from the Green Belt have not been demonstrated. Local Government Minister Brandon Lewis issued a written statement to Parliament on 1st July 2013 to clarify that the Secretary of State considers that the single issue of unmet demand is unlikely to outweigh the harm to Green Belt and other harm to constitute the very special circumstances to justify inappropriate development in the Green Belt; Green Belt land should not be built on; weak boundaries would not be sufficient to prevent further future encroachment into the Green Belt; Green Belt Assessment does not consider the site on its own and its contribution to Green Belt understated; Green Belt assessment is flawed • The policy references a South West Link Road – but no consideration has

	<p>been given to the effect on traffic on the A537 as a result of this road; the Council leader has stated in writing that there will be no South West Macclesfield Link Road; there has been no public consultation on a potential South West Macclesfield Link Road; para 11.217 of the Local transport Plan states there will be a transport assessment of strategic site proposals to assess the impact of proposed developments on the highways and transport network; there is no need for a link road</p> <ul style="list-style-type: none"> • No transport assessment of the impact of 150 houses has been carried out; additional traffic congestion on Congleton Road • No analysis of flood risk has been carried out; Council's own evidence shows that this site has areas susceptible to ground water flooding; fails NPPF sequential test on flooding • Sterilisation of potential minerals deposits • Residents' views have been ignored including a petition signed by 3000 people in February 2013. • There is an oversupply of employment land and further employment land is not required; • Housing requirement has been overstated • Popular walking area; important amenity use • Important area for wildlife including protected species; biodiversity includes thirteen Red list species, twenty three Amber list species, six schedule 1 species, fifteen species listed in the UK Biodiversity Action Plan and seven identified in RSPB Conservation Targeting Projects; Site of Biological Importance within the site • Area is valuable in landscape terms; part of the historic Cheshire landscape of Higher Farms and Woods; not included in Cheshire East Local Landscape Designation (22) which should be corrected as it has been identified as being important by Natural England. • Would adversely affect the setting and special character of the historic towns of Macclesfield and Gawsworth • Should help existing communities to grown organically rather than imposing large unwanted developments • Development of this site would mean Macclesfield merging with Gawsworth • Other sites have been ruled out on ground that apply equally, or more so to this site • Large number of mature trees on site along with woodlands • Important hedgerows on site as well as ponds and ditches • Overhead high voltage power lines • This is not a logical development site in isolation without the land that is proposed to be safeguarded • Development unlikely to be viable – requirement to provide access road of a standard to form part of any future link road would require scale of infrastructure greatly in excess of that which would normally be required for a development of this size. Scale of development proposed will not support these additional costs therefore the wider site should be allocated for significantly more development and land at both ends of the link road (Congleton Road and Chelford Road ends) should be allocated for development now to enable link road to be progressively provided from both
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	<p>ends ultimately joining in the middle. The wider site is deliverable.</p> <ul style="list-style-type: none"> Without link road, development at South Macclesfield will have a harmful impact on town's road system <p>Comment Only</p> <ul style="list-style-type: none"> Not clear why this section of the south-west Macclesfield site remains as an allocation when the remainder is proposed to be safeguarded, particularly when there are other sites that have been assessed as having less of a significant contribution to the purposes of the Green Belt Every reduction in Green Belt should be compensated by an increase of twice the size The employment element would be better located at South Macclesfield
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Retain land as Green Belt Remove site from plan Re-word policy to read: "The development of land between Congleton Road and Chelford Road over the Core Strategy period will be achieved through: <ol style="list-style-type: none"> The delivery of between 1,500 and 2,000 dwellings; The delivery of 10 hectares of employment land; Incorporation of green infrastructure; Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; Onsite provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities; Provision of the South West Link Road; Provision of [x] hectares of safeguarded land; A new mixed use local centre comprising: - <ol style="list-style-type: none"> Up to 1,500 sq m of retail; new primary school; Community facilities; Public house/takeaway/restaurant; and Healthclub/gym. <p>Site Specific Principles of Development</p> <ol style="list-style-type: none"> The development will be expected to contribute towards appropriate road infrastructure improvements in the area, including the provision of the South West Link Road from Congleton Road to Chelford Road. To assist the timely delivery of this new strategic route, development of the Strategic Site will commence from both the north (Chelford Road) and south (Congleton Road) ends of the site; Any development must not prejudice the future comprehensive development of safeguarded land within the overall allocation; The development will be expected to provide improvements to existing and include the provision of new pedestrian, cycle and public transport links to existing and proposed residential employment areas, shops, schools and health facilities; The Core Strategy Site is expected to provide affordable housing in line with the policy requirements set out in policy SC5 (Affordable Homes); The development should deliver compensatory habitats on site as required;

	<p>and</p> <p>f) A desk based Archaeological Assessment is required for the site, with targeted evaluation and appropriate mitigation being carried out if required. Special measures will be taken to ensure the protection of the Cock Wood Site of Biological Importance.</p> <p>g) A Masterplan/Development Framework will be required in advance of any planning application, to guide the future comprehensive development of the Strategic Site, including the appropriate provision and phased implementation of necessary infrastructure.”</p>
Council assessment of relevant issues	<p>This site represents an opportunity for a well-connected sustainable urban extension to help meet the housing needs arising in Macclesfield.</p> <p>The adjacent Safeguarded land is not allocated for development at the present time and can only be allocated in the future through a review of the Local Plan if there is a need for further development.</p> <p>A whole range of factors need to be borne in mind re appraisal of the site's sustainability, such as access to public transport, public rights of way, leisure opportunities, local shops and facilities and employment opportunities</p> <p>Infrastructure - Provision for infrastructure requirements – eg. road improvements, school places, etc. - are dealt with by policy, which allows flexibility</p> <p>Brownfield sites – Council's Assessment of brownfield sites has identified that there is not the capacity across the brownfield sites in Macclesfield to meet the need for the level of development identified/proposed</p> <p>Exceptional circumstances to justify releasing land from the Green Belt are dealt with under the Green Belt policy.</p> <p>The site makes no provision for a south-west Macclesfield link road but it will be important that the development does not prevent provision of the link road, should it be included in policy in any future Local Plan.</p> <p>Housing levels – The proposed level of housing has been informed by the CE Housing Needs Assessment (SHMA)</p> <p>Employment Land – the proposed level of employment land provision has been informed by the Cheshire East Employment Land Review.</p> <p>Ecological impact – It is noted that the 'Site Specific Principles of Development' requires the delivery of compensatory habitats if required</p> <p>Development of the site would not lead to Macclesfield and Gawsorth merging.</p> <p>Given the reduction in the amount of housing considered realistic as part of the Central Macclesfield Strategic Location, and the reduction in the area of the adjacent safeguarded land, it may be appropriate to increase the number of houses on this site to aid its viability and to make a sufficient contribution to the</p>

	overall need for new housing in the town/
Recommendation	<ul style="list-style-type: none"> • Increase the site area to accommodate 300 new dwellings • Addition of requirement for a landscaped buffer between any development and the rear of properties on Hillcrest Road. • Policy Context: add paras. 109, 112, 117 and 120 to National Policy

Consultation Point	Site CS11: Gaw End Lane, Macclesfield
Representations received	Total: 290 (Support: 3 / Object: 271 / Comment Only: 16)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Given the potential for development proposals to incorporate the existing Council depot into a future scheme • The nature of the site is such that it would require little adaptation given its layout and existing features • Site could lend itself to a range of commercial uses <p>Objection</p> <ul style="list-style-type: none"> • Not easy to commute to other Towns from South Macc (eg. Stockport, Manchester) • Area of natural beauty • Lack of facilities for people in Lyme Green • Would prevent regeneration of brownfield sites • Would increase traffic problems • Insufficient evidence provided to justify exceptional circumstances required for change of Green Belt status • Sufficient land identified in SW Macc for housing, therefore not necessary to remove this site from GB • In survey 97% of local residents rejected any change to Green Belt boundaries • Serves a number of purposes – preventing merging of Macc/Lyme Green/Sutton, prevents encroachment into countryside and ASCV • Contains Canal Conservation Area • Contains SBI • Impact on Lyme Green infrastructure • Little public transport • Impact on ASCV • Increased traffic, congestion, restricted narrow (protected) canal bridge • Ample brownfield sites available in Macc • Not sustainable development • Site forms well defined Green Belt boundary • Potentially contaminated land • Impact on wildlife (inc. protected species such as great crested newts) • Need Noise impact assessment • Need Travel Plan • Contrary to purposes of including land in Green Belt (NPPF) • Encroaches into countryside • Land performs significant Green Belt function/makes significant contribution to GB (see GB Assessment Report) • No justification or need for amount of safeguarded land at Lyme Green • Local School could not accommodate more pupils • Decreased demand for houses given closure of Alderley Park (AZ)

	<ul style="list-style-type: none"> • Loss of Green Belt boundary between Macc & Sutton • Would result in unrestricted sprawl • Will destroy setting and character of Lyme Green <p>Comment Only</p> <ul style="list-style-type: none"> • Develop brownfield sites before Greenfield • Site affects a number of heritage assets – Canal Conservation Area, Listed Buildings – these need to be preserved if site developed • Heritage assessment required • Desk-based archaeological assessment required, inc. mitigation if required • Better to have employment more central, so should swap this aspect with CS10 site
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Swap employment land proposal in CS9 with CS10 site • Retain site as Green Belt • Reconsider use of part of NPS40 • Focus development on SW Macc • Suggest a comprehensive approach to include the proposed safeguarded land to the south to be considered for inclusion • See PRE 4886 – proposed larger site concept plan
Council assessment of relevant issues	<ul style="list-style-type: none"> • Sustainability/local facilities – A whole range of factors need to be borne in mind re appraisal of the site's sustainability. At present, for example, there is a bus stop across the road from the site, a Public Right Of Way along the adjacent canal, a Playing Field approx. 250m from the site, a convenience store within 1K of the site, a Primary School approx. 1.2K from the site, a post box within 50m of the site and the Lyme Green Business and Retail Park is located on the northern side of the canal. Within the context of the proposed Plan, the South West Macclesfield Development Area, for example, includes residential, playing fields & leisure facilities, retail and employment uses. There is also a link road proposed between London Rd and Congleton Rd and the proposed development sites include requirements for improved infrastructure/vehicle/cycle and pedestrian links. Hence, the development of the site is considered to be sustainable. • Infrastructure - Provision for infrastructure requirements – eg. road improvements, school places, etc. - are dealt with by policy, which allows flexibility • Brownfield sites – Council's Assessment of brownfield sites has identified that there is not the capacity across the brownfield sites in Macclesfield to meet the need for the level of development identified/proposed • Housing levels – The proposed level of housing has been informed by the CE Housing Needs Assessment (SHMA) • Ecological impact – It is noted that the 'Site Specific Principles of Development' require a buffer zone of semi-natural habitats to be provided adjacent to the Canal SBI; any application would require an ecological impact assessment to include mitigation measures if required • Impact on Conservation Area and neighbouring Listed Buildings/Structures - Conservation Area and Listed Buildings are protected by policies within the Plan and national Policy/Guidance; the Site Specific Principles of Development require development to be sensitive to the CA and any neighbouring Listed Buildings/Structures

	<ul style="list-style-type: none"> • Impact on ASCV - The proposed site is to included in the Plan to provide an additional and/or alternative site to the other proposed development sites in the south Macclesfield area, thereby providing some flexibility in terms of securing delivery of development • Highways – A Transport Assessment would be required with any application, which would include consideration of the access requirements and implications for surrounding highway network where appropriate • Assessment of Sites - Consideration has been given to a range of sites in reaching the decision regarding the proposed sites (noting that the Non Preferred Sites have been discounted for sound reasons) • Ecological impact – Any application would require an Ecological Impact Assessment, to include mitigation measures where/if required • Green Belt – Removal of the site from the GB has been informed by the Council's GB Assessment and the need for some land to be removed from the GB to meet development needs across CE generally, including the Macclesfield area • Contaminated land & archaeology – Any application would include consideration of contaminated land issues and any archaeological assessment requirements.
Recommendation	<ul style="list-style-type: none"> • The Council Depot is to be removed from the site (though this will still be taken out of the Green Belt to be used as Employment Land). Hence, the site plan will be amended accordingly • The site is to be used solely for housing, around 150 dwellings (i.e. no employment land within the amended site area). Therefore, any references to Employment removed from this section, i.e.: i) sentence “potential exists for development proposals to incorporate the existing Cheshire East Council depot into a future scheme...” removed; ii) Local Evidence ref to ‘Employment Land Review’ deleted; iii) ref to “promoting economic prosperity by creating conditions for business growth” deleted from ‘strategic priorities’ refs; iv) ref to SCS priority 2 – ‘create conditions for business growth’ – deleted. • Ref to National Policy (‘Policy Context’) add paras.: 109, 112, 117, 126, 132 and 137.

Consultation Point	Alsager
Representations received	Total: 30 (Support: 0 / Object: 21 / Comment Only: 9)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> No support expressed during consultation <p>Objection</p> <ul style="list-style-type: none"> No new employment opportunities but significant increase in housing. Significant increase in traffic without the infrastructure to cope effecting existing and future residence. Level of development appears unsustainable. Existing schools (particularly primary), medical facilities etc would not be able to cope with increase in local population. Alsager cannot support the level of development planned for it under these proposals without significant investment in infrastructure, services and employment. The Infrastructure Delivery Plan provides evidence that there is no coherent investment plan for Alsager to provide the 'right new infrastructure' to support the Core Strategy proposals. Commuting will increase as no local job opportunities. Will change nature of the community from market town to dormitory town. Much development is a significant distance from railway station removing the option of commuting via train. Housing numbers contradict those in the democratically agreed Town Strategy. Previous consultation which took place between March and April 2012 arising from which the new housing limit for Alsager was established at 1000. This figure is increased to 1,700 houses with an additional 350 without any real consultation and against the expressed wishes of the Alsager community. The plan does not reflect public opinion, neither does it reflect the originally published data which indicates the housing requirement for Alsager as a whole. Strategy has ignored the facts and historical data on house development in Alsager. Plans are ill thought through. Infrastructure by way of roads, drainage and essential services cannot be effectively provided as an afterthought. There are sufficient brownfield sites in the area which should be used before greenfield sites are. White Moss is a completely inappropriate strategic location for housing and could even have health hazards related to the proximity of the M6 motorway. The proposals are far in excess of the infrastructure, in all aspects, of the Town of Alsager to cope with. White Moss Quarry is subject to a legal restoration agreement which will return it to greenfield status. The effects of draining it for house-building could have serious effects on the Oakhanger Moss RAMSAR site to the west, as well as Alsager Mere. Hydrological surveys have not covered a wide enough

area.

- Building on White Moss Quarry would make the fields to the east very vulnerable to "infill" development applications.
 - The former MMU site should be creatively developed to preserve its existing sports facilities for community use and these should not be 'transferred' to Crewe.
 - The limit from the Town Plan for the Former Manchester Metropolitan University Campus is 300 not 350. The Inspector determined that 150 was the maximum level because of the inadequate infrastructure.
- Alsager is an area of restraint because of its proximity to Stoke-On-Trent and Newcastle Councils, this is demonstrating no restraint and is an abdication of Cheshire East's duty to consult and co-operate with its neighbouring Local Authorities.
- Land to the west of Close Lane, Alsager is available, achievable and deliverable within the next five years; as such it should be considered preferable to the residential allocation suggested in Alsager. The site will provide a mix of tenures of housing and local jobs. *(Harris Lamb on behalf of Muller Property Group)*.

Comment Only

- Proposals will result in the creation of an unsustainable commuting dormitory town and lead to increased in traffic problems.
- Insufficient evidence has been presented to support new proposals, consultation period has been limited.
- The "creation of sustainable urban and rural communities that locate developments in places close to jobs" is clearly at odds with what is proposed for Alsager in this document.
- Recent employment has been lost (MMU and most of the arms factory at Radway Green and Twyfords).
- No foreseeable improvement in this condition outlined in this document.
- Alsager needs much more employment, including manufacturing, not only new housing. Already insufficient employment for its population.
- Housing has been added without any employment increase and far from the railway station. No thought to upgrading road links.
- Existing infrastructure is inadequate. The extent of proposed provision will create social problems given the low level of investment in facilities and infrastructure.
- Highways improvements are essential to protect existing residents of Oakhanger, particularly those close to the B5077. An improved link to Crewe must be provided that reduces the traffic speeding past existing housing.
- Proposals are contrary to core strategies objectives concerning such as carbon footprint and reduction of emissions.
- Health, well being and recreational issues cannot be achieved by planning large development next to overstretched motorways, building on greenfields, increasing journeys to go to work, loss of countryside.
- Land off Crewe Road, Alsager should be included in the plan as a strategic development location. Site is very well related to Alsager town centre, existing and proposed employment areas, the urban area and new housing

	<p>development. The site can meet the shortfall in deliverable housing land. (<i>Sedgwick Associates on behalf of Hollins Strategic Land LLP</i>).</p> <ul style="list-style-type: none"> • Support development on land south of Hall Drive, Alsager. The site should therefore be included within the existing commitments for Alsager. (<i>Emery Planning Partnership on behalf of Renew Land Developments Limited</i>)
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Remove White Moss as a Strategic Location for housing. • Reduce the number of houses proposed around Alsager. • Give recognition and commitment to infrastructure improvements particularly roads. • A complete rethink and production of a joined up plan for Alsager drawn up by working group made up of representatives from the Town and Cheshire East Councils, ARAG, Sports Clubs, Chamber of Trade and local resident with assistance to seek appropriate funding for infrastructure. • Infrastructure challenges to be properly addressed. Could include new by-pass and car/pedestrian friendly environment similar to Poynton. • Development to be restricted to the available brownfield sites. • MMU site should retain an educational function, include preservation of sports facilities and pitches as well as an independent living environment for the elderly. • Any viability assessment for affordable housing undertaken by the Council MUST be Independent and open to public scrutiny; • Land off Crewe Road, Alsager should be included in the plan as a strategic development location. • Include land to the west Close Lane. • Land south of Hall Drive, Alsager should be included within the existing commitments for Alsager.
Council assessment of relevant issues	<ul style="list-style-type: none"> • Many of the issues raised/listed above have been addressed within the Council's assessment of, and response to, comments related to each of the site specific consultation points, eg. issues such as housing figures, infrastructure improvements, brownfield sites first, employment land, impact on the area/wildlife/RAMSAR sites. • Alsager is a Key Service centre which lies in close proximity to Crewe and is close to the Potteries conurbation, and is well connected by the M6 motorway, Bus routes and a train line. Infrastructure improvements are included within the site specific policies. • The committed sites have been updated and include Hall Drive and Land of Crewe Road, Alsager. All other sites have been considered within the document and no additional sites are required to be allocated for Alsager over and above those which have been allocated.
Recommendation	No material alterations proposed.

Consultation Point	Strategic Location SL5: White Moss Quarry
Representations received	Total: 52 (Support: 1 / Object: 45 / Comment Only: 6)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • CPRE can support the principle of development <p>Objection</p> <ul style="list-style-type: none"> • <i>Unacceptable existing site constraints and inadequate infrastructure</i> <ul style="list-style-type: none"> ○ Site lies between a high pressure gas pipeline and a munitions factory with part of site falling within the blast zone area of the BAE Systems at Radway Green. ○ Noise from the M6 motorway across this site is acknowledged to be in excess of WHO, National and EU limits. (Levels well in excess of 72 dB have been registered) ○ Air pollution levels from the M6 motorway is above WHO, EU and national limits exacerbated by prevailing westerly wind. ○ Serious danger of flooding when the original levels are restored. Site was classed as a low lying peat marsh with high water table. Now huge areas of water and water logged areas, 7m deep in parts ○ The circle on the map also appears to include the RAMSAR site by going to the west of the motorway. ○ The area supports a wide range of protected amphibians and reptiles. ○ Proposed creation of new Local Centre and community facility is spatially incompatible with Site Specific Principle of Development g. – ‘protection of, and enhancements to, the existing SBI in the southwest of the site’ ○ Will be an unacceptable burden on Alsager’s inadequate infrastructure. ○ Under the Infrastructure Delivery Plan, Table 4 of the document reveals that CEC has no coherent strategy nor income sources allocated for investment in the infrastructure of Alsager. ○ The allocation has not been positively prepared and does not meeting objectively assessed development and infrastructure requirements. ○ Current infrastructure is not able to cope with water, sewage, roads health care and education will already be stretched with the planned increase of housing in Alsager. ○ The proximity of the level crossing to a development of this size is likely to cause unacceptable congestion. ○ Core Strategy includes no suggestions or proposals for improving Alsager’s infrastructure so that the Town can cope with ANY additional development(s). • <i>Loss of agreed quarry restoration</i> <ul style="list-style-type: none"> ○ This site is very close to a RAMSAR site and when it is restored, it will contribute to the ecological viability of the surrounding area. This would

be damaged by developing in excess of 1,000 houses.

- Site is subject to a legally agreed restoration plan. The recreational facilities and the environmental benefits to be delivered by this plan belong to the Community of Alsager and should not be discarded
- The site is in open countryside and is part of a buffer between the M6 and Alsager. As a quarry with restoration conditions, some of which have been part implemented it will not be a derelict site in the future but a restored and landscaped area.
- Most of the remainder of the site, far from being agricultural, is one of the largest remaining virgin wetland moss sites in the south of Cheshire and an important site for wildlife.

- **Conflicts with policy**

- The site does not comply with other policies in the Strategy namely: (a) Sustainability, (b) Employment , (c) Minerals, (d) Environmental/ Ecology, (e) Open Countryside, (f) infrastructure.
- Allocation conflicts with the arguments used by Cheshire East in the recent rounds of appeals and will undermine future appeals. If accepted it will open the door to judicial review on Sandbach Road North.
- Does not comply with the Employment Site policy. EG 3. Alongside the quarrying activities there is an an aggregate recycling plant, a concrete product producing plant and a couple of commercial developments including the Garden Centre. It falls into none of the exempt categories and therefore should be discounted.
- Does not comply with the minerals policy. (SE10) A Housing development including the quarry would cause unnecessary sterilisation of the ground.
- Location does not comply with Policy PG5, open countryside policy. Para 4. states that any development in the open countryside must comply with all relevant policies in the Local Plan. Greenfield sites have been included in this allocation, violating policy PG5
- Will result in loss of local employment. The employment currently provided on this site from it's quarry, concrete production and aggregate recycling should be retained.
- New inhabitants will need to commute to Alsager and Crewe for work, retail and leisure facilities working against the objective of reducing the need to travel as outlined in Policy SD1

- **Question of need**

- Fundamental objection raised to the assertion that it would 'meet a significant proportion of employment and housing needs of Alsager and Crewe'. This distant site could not make any reasonable contribution to meeting Crewe's needs.
- The proposed development will not contribute to meeting unmet housing need arising from Crewe.
- The assertion that the development at the proposed Strategic Location will contribute to any shortfall of housing needs in Crewe, on this basis, is insufficiently evidenced. In common with the South East Crewe

Proposed New Settlement, and in particular the previous locations identified in closer proximity to the M6 (no longer in the Draft Local Plan), development of the White Moss Quarry site will serve a wider market area due to its proximity to Junction 16 of the M6.

- ***Expansion of Alsager***
 - Site violates the settlement zone lines and will create infill. It will intrude and damage the nature of the countryside and the included greenfields.
 - Recent planning permissions and current applications around Crewe Road mean that if progressed, the site will be joined to Alsager physically by built development.
 - Location cannot be classified as a new settlement. However designed, it will be nothing more than urban sprawl on the Alsager Town boundary.
- ***Disregard of public opinion/flaws in the planning process***
 - Site has been imposed on people of Alsager with strong objections from the Community and the Town Council being ignored.
 - By adding this location to its draft Local Plan, Cheshire East has knowingly added weight to the developer's planning application, despite objections from residents and the Town Council.
 - Site totally ignores sensible and legitimate concerns in favour of the vested interests of the council leader and cabinet members.
 - Site discriminates against the residents of Alsager who will have to live with the consequences of a badly thought out plan imposed for the convenience of Cheshire East when considered against reasonable alternatives.
 - The description of the site is confusing. In this section it is described as a sustainable village whereas elsewhere it is classed as an extension of Alsager and in Appendix A is included in the Alsager Allocation.
 - The site was not adequately consulted on. Its inclusion solely on the small number of people in favour cannot be justified and the validity of the Additional Sites consultation could be questioned.
 - Alsager's allocation of homes has increased to 1700. This is not acceptable, the town strategy said 1000 and there has already been windfall "quantities on top of that
 - It is wrong that this development has been added to the current core document when it was not previously considered in earlier documents.
 - The Village B New Settlement has effectively been replaced by Strategic Location SL 5 (White Moss Quarry, Alsager), which is proposed to deliver 750 dwellings during the plan period. This site did not appear in a SHLAA prior to it being consulted on as Site A within the 'Possible Alternative Sites' document (May 2013). It was presented in that consultation as a site which the Council had no opinion on, with nothing but a scant site description and redline provided for stakeholders to comment upon. The fact such a major site only came forward in this manner supports our earlier representations that the process of selecting Preferred Strategic Sites was seriously flawed.

- ***Objections from neighbouring LPAs/Duty to Co-operate***
 - Plan states that we should ensure to cater for our own housing needs, whilst limiting any impacts of this on the adjoining authorities' ability to regenerate their own urban housing areas. The nearest Authority in this case is Newcastle Borough Council. They have already indicated in recent planning applications that sites in this area impact on their Local Regeneration plans.
 - Alsager is defined as within the area of restraint for housing development in relation to the CEC proposals owing to the proximity to North Staffs/ Newcastle region and their plan for regeneration. Newcastle council has already objected to the proposals on greenfield sites.
 - CEC has, under the requirements of the NPPF, a duty to cooperate with neighbouring local authorities. A recent recommendation, in an Inspector's Report, has urged caution in relation to Alsager and its housing developments in this respect.
 - Adjoining Councils explicitly objected to the White Moss Quarry site; its proposed allocation raises questions about how effectively the Duty to Cooperate is being met
 - This site could render the whole of our Core Strategy unsound if the inspector found that the Duty to Cooperate has not been satisfactorily addressed.
 - Provision of housing and employment uses in this location will in reality have a stronger bearing on the development and regeneration plans of Stoke-on-Trent and Newcastle-under-Lyme with the functional market relationships evidenced as strong between these areas and Alsager. The implications of this relationship, noting the comparatively fragile nature of housing markets in Stoke-on-Trent in particular, will require further consideration through the Duty-to-Cooperate than is currently suggested
- ***Unsustainable location***
 - There is complete lack of evidence of any jobs led growth in relation to Alsager. Development does not promote economic prosperity, it is purely a housing development with no provision for employment land and there are no associated plans for jobs growth for Alsager.
 - The core strategy pre-submission document recognises limited employment opportunities in Alsager. It is recognised the significant level of out commuting from Alsager as it already stands; adoption of this site will simply turn Alsager into a large commuter town.
 - As an out of town development that is not within walking distance of local facilities in Alsager. It does not give priority to walking as it is too far from local amenities and the train station. There is no station nearby, so nearly all residents will be expected to go to work by car, mostly via the M6. Car use will simply increase from development in Alsager as there is not any real viable alternative for commuters
 - Site unlikely to encourage a reduction in car-borne commuting. As shown in GVA report, this could actually lead to increased longer-

distance commuting to employment opportunities in other larger centres to the north and south. It will encourage the existing migration of workers from the Potteries who will then commute back to there by car. Cheshire East will have the burden of the increased population whilst barely benefiting from their economic activity

- Transport critique prepared by SKTransport, identifies that: 'The White Moss Quarry site is poorly related to major trip attractors and growth areas in Crewe. These locational characteristics of the site will result in high levels of car dependency. Opportunities for trips to be made by sustainable modes of travel are extremely limited and the measures proposed as part of the development are not expected to influence this to a significant degree. These factors cannot readily be overcome and will lead to high levels of car use associated with development in this location.'
- There is no evidence that the necessary infrastructure will be provided to support this development. It has already been identified that Alsager's road network is operating above capacity with no scope for improvement

- ***Alternatives have not been considered***

- Site not justified because it does not represent the most appropriate strategy when considered against reasonable alternatives. There are better located, more sustainable sites available for housing development.
- The Reasoned Justification to the emerging policy admits that the site is in a rural setting. This no better sums up the unsustainable nature of the site. Building 900 - 1,000 homes in a rural area when there are better urban extension sites available.
- Other alternative brownfield sites should be developed first. Alsager is in the unique position of having two brownfield sites that are capable of delivering Alsager's actual housing needs.
- Proposals for Alsager should concentrate on the brownfield sites of former Twyford, a smaller proposal for the MMU and other, known brownfield sites available now or in the future in Alsager, Crewe and Arclid.
- Saying it will "Meet a significant proportion of the employment and housing needs of Alsager and Crewe" may be the case for Alsager but a strategy of meeting a "significant" proportion of Crewe's needs on a site some 4 miles from its outskirts is quite frankly ridiculous, unsound and not the most appropriate strategy when considered against reasonable alternatives.
- White Moss Quarry only meets 3 of the Council's maximum standards. Site at Close Lane, Alsager, is located near the White Moss Quarry, but is better related to the settlement and is nearer to Alsager town centre and local services and facilities (*made by Muller Property Group*).
- White Moss Quarry should not be considered in preference to Fanny's Croft which is far more sustainable than any of the other sites shown on the map at Figure 15.18 of the Core Strategy (*made by Raleigh Hall*

	<p><i>Properties Ltd).</i></p> <ul style="list-style-type: none"> • Other issues <ul style="list-style-type: none"> ○ Maladministration by Cheshire East on 11 counts in relation to the unauthorised use of 'The Triangle Field' has been referred to the Ombudsman and needs to be resolved and the field returned back to its Greenfield status <p>Comment Only</p> <ul style="list-style-type: none"> • Site has a legally agreed restoration plan, which Cheshire East is obliged to enforce. • Benefits delivered by this restoration plan belong to the Community of Alsager and should not be discarded. • Newcastle-under-Lyme and Stoke-on-Trent have specifically objected to development. • Noise and air pollution limits from the M6 motorway across this site is acknowledged to be in excess of WHO, National and EU limits • Site is very close to a RAMSAR site and when it is restored, it will contribute to the ecological viability of the surrounding area • Principles of the development of White Moss Quarry to include a contribution or provision of a bridge to replace the existing Radway Green Level Crossing. This is a critical piece of infrastructure that needs to be delivered to accommodate the increased traffic if the development of White Moss Quarry goes ahead. • Any surviving peat needs to be assessed for further analysis and/or preservation on palaeoecological grounds. • A high pressure gas pipeline FM04 Audley – Plumley runs to the west of the proposed allocation • Strategic Location supported but objection to the exclusion land to the north of the site. Consultee is putting forward a new site of 7.9ha bounded by Close Lane, Nursery Road and White Moss Quarry for residential development. <i>(made by How Planning on behalf of East Cheshire Engine of the North)</i> • Site broadly acceptable subject to the indicative phasing contained within the Pre-Submission Core Strategy, important to ensure that high levels of development in this location do not have a negative impact on the delivery of the regeneration of North Staffordshire <i>(made by Stoke-on-Trent City Council & Newcastle-Under-Lyme BC).</i> • Site close to the Radway Green blast zone, is not within walking distance of facilities in Alsager and proposals for SL5 are at odds with the policy at SP4
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • Site should be discounted/deleted/withdrawn from the Plan (multiple responses) • Commit to restore White Moss as a community recreational facility. • Return Alsager's allocation to 1,000 or less. • Reduce the size of the development to allow it to be more sustainable and other local brownfield sites to be considered first. • The site specific principles of development need to be more explicit and set out the requirements needed to come forward with any future planning

	<p>application.</p> <ul style="list-style-type: none"> Any surviving peat needs to be assessed for further analysis and/or preservation on palaeoecological grounds. Remove any assertion that such a proposal would serve to meet Crewe's housing needs. Include the new site of 7.9 ha at Nursery Road and Close lane within the SL5 policy designation and therefore amend Figures 15.18 and 15.19. Request the following changes to part 1 of the text to policy SL5: The delivery of a sustainable village comprising in the region of 1200 new homes in the plan period (at a density of between 25 and 35 dwellings per hectare); the sustainable village can be brought forward in phases, including infrastructure requests sought by this policy. The provision of any infrastructure requirements detailed within this policy will be shared by all promoters of the Strategic Location, the amount provided on a pro-rata basis. The text to part 4 is justified or removed The justification text is amended to read: The site has potential capacity for in the region of 1200 new homes delivered within the Core Strategy Plan Period. The Site.... The Delivery section should then be amended to read: approximately 500 homes expected during the first part of the plan period (2015-2020); approximately 350 homes expected during the middle part of the plan period (2020-2025); approximately 350 homes expected towards the end of the plan period (2025-2030). Dwellings should be redirected to Alsager (and Crewe). If this does go ahead, <ul style="list-style-type: none"> 1. A right turning filter lane will need creating from Crewe to Radway Green. 2. A left filter lane for at least 1/4 mile along Crewe Road east of the lights. 3. A filter lane will be needed southbound into the factory. 4. The station will need to be reopened for local trains, for commuting to Stoke, Crewe and beyond. 5. The road needs to be taken over the railway via a bridge. 6. Footpaths and cycleways will need creating on both sides of Crewe Road (all the way into Alsager) and the Radway Green road (as far as the motorway bridge, to accommodate walkers on the rights of way, as well as workers). 7. Much more land needs to be devoted to wetland moss habitat, with a much smaller housing allocation. 8. The developers need to contribute towards the upgrading of Alsager's facilities such as extending the free car park, providing more schools, increasing medical and similar provision, etc. Remove any assertion that such a proposal would serve to meet Crewe's housing needs. Propose an alternative housing allocation on land to the west of Close Lane, Alsager.
Council assessment of relevant issues	<p>It is considered that by reducing the proposed housing numbers on the Strategic Location to 350 and significantly reducing the area of the site to be subjected to development, this will limit potential impacts and seek to address the key</p>

	<p>objections of the allocation.</p> <p>It is acknowledged that considerable constraints are present within and around the location most notably: the M6 motorway and associated air and noise pollution; known major hazardous installations (Audley – Plumley high pressure gas pipeline and BAE Systems munitions factory at Radway Green); an SBI/Local Wildlife Site (and proximity to RAMSAR), peatland/wetland and its supported ecology; and flood risk.</p> <p>Any development on the location will be expected to be sited with full regard to these constraints and any impacts properly and adequately addressed through the development management process with full regard to the relevant Core Strategy policies.</p> <p>It is acknowledged that development on the location will have implications on existing infrastructure. Through a reduction in the number of houses it is sought to reduce this impact. Proposed development will be expected to make proportionate contributions towards identified highways improvements in/around Alsager.</p> <p>It is accepted that development on the existing consented quarry site could result in loss of the previously approved restoration scheme and the environmental benefits /Green Infrastructure this would provide. Siting development proposals to the south east of the location will be expected to minimise this loss of the agreed restoration of worked areas.</p> <p>Potential for the sterilisation of mineral resources by (non-mineral) development on the location. This should be fully considered by development proposals and factored into the development management process.</p> <p>It is acknowledged that the proposed quantity of housing is higher from that agreed in Alsager Town Strategy is the subject to multiple objections. It is also acknowledged that the scale of proposed development defies previous agreement with Potteries LPAs. Housing numbers on the site and expected scale of development have been reduced in response.</p> <p>Alternative sites suggested are to be considered as part of the Site Allocations and Development Policies DPD.</p>
Recommendation	<p>Amend Strategic Location allocation and supporting policy text to:</p> <ul style="list-style-type: none"> • Reduce size of Strategic Location on maps • State that proposed development will be focused on the south eastern part of this location allowing for the wider existing worked areas to be effectively restored. • Reduce the number of dwellings that the Strategic Location would be expected to provide from 750 to 350 • Deletion of the provision up to 1000 metres squares (including convenience) and replacement with appropriate retail provision to meet local needs

	<ul style="list-style-type: none"> • Amend to the provision of a small scale community facility • Remove provision of new pedestrian footbridge • Add the expectation for development proposals to fully assess and mitigate any potential adverse impacts of development in line policy requirements of Policy SE12 to the Site Specific Principles of Development • Refer to the provision of Green Infrastructure in the Site Specific Principles of Development • Remove requirement to provide bridge to replace existing Radway Green Level crossing • Remove references to supporting economic growth of Crewe • Add reference to the granting of outline planning consent at adjacent site to the east of the Strategic Location • Remove reference to potential capacity for 900 homes • Amend indicative site delivery from 375 homes in the middle and 375 in the end of the Plan period to 175 • Policy context: add paragraphs 100, 117, 120 and 143 to National Policy • Site justification wording has been altered to include; - Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).
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Consultation Point	Site CS12: Twyfords and Cardway, Alsager
Representations received	Total: 39 (Support: 2 / Object: 5 / Comment Only: 32)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Proposal for small-scale retail on site • Principle for development • Agree with proposed small-scale retail of 200-300 sqm <p>Objection</p> <ul style="list-style-type: none"> • Concern about traffic safety and congestion • Alsager unsustainable as a Key Service Centre due to lack of employment available <p>Comment Only</p> <ul style="list-style-type: none"> • Re-use of outmoded employment site for housing seems reasonable; density aimed for may be optimistic, given site constraints • Retention of rail access desirable • Questionable if the site is viable given requirements for infrastructure and affordable housing • Protection of green spaces, trees and hedgerows is essential, as is a full archaeological assessment of the site and access to any key features identified • Alsager needs more employment in the area and therefore employment land • Concern about parking and access • Concern about the volume of housing and impact on Alsager • Impact on character of Alsager – loss of “small town” feel • Considered not to be deliverable within 5 years
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • A new footbridge over the railway is likely to be required (to serve SL5) • Site shouldn't be subject to such a scale of obligations and policy burdens that threaten its viability • Site will not contribute to economic growth • Retail should be restricted to convenience • Extra play/recreation facilities should be rectified • Council should be minded to relax infrastructure and/or affordable housing contributions (to ensure site is deliverable) • At least 10 hectares should be designated for employment use • Various cycle and footpaths should be created and cycle/foot bridge • Provide separate access for Cardway site & mitigate for green space and traffic movements • Treat the 2 areas of land north and south of the railway as separate sites • Reassess highways/access issues • Include 2 ha of employment land on Cardway site • Reduce housing allocation on sites to 500 • Site should be retained for employment use only
Council assessment of relevant issues	Open Space - The existing open space area (Cardway site) will not be developed; open space facilities are to be retained and enhanced

	<p>Housing - Level of housing deemed appropriate for size of site (note that there is already planning permission on the Twyford's site for 350 dwellings); no requirement to deliver within 5 years (to be delivered within the plan period)</p> <p>Rail Access - As manufacturing use isn't being retained on site there is no need to retain rail access</p> <p>Traffic safety & Congestion - The site is already in use for manufacturing purposes and as such already generates a degree of traffic. Applications would require a Transport Assessment (which would include appropriate access, cycle and footpath links, parking, etc.).</p> <p>Footbridge - No need identified for link between the two sites</p> <p>Employment Land - Brownfield sites at Radway Green are being retained for employment uses and approx. 3,000 sqm of office use being retained on this site; as the open space is to be retained on the Cardway site the remaining land area is required for housing</p> <p>Retail provision – This aspect is not a requirement of the policy – bullet point 5 states “potential to include”...(care development and small scale retail)</p> <p>Infrastructure & affordable housing - Provision for infrastructure requirements – eg. road improvements, pupil school places - and affordable housing are dealt with by policy (which allow flexibility)</p> <p>Assessments re arboriculture, ecology, archaeology to be submitted with applications as required.</p>
Recommendation	<ul style="list-style-type: none"> • Remove existing bullet point 'b' (Site Specific Principles of Development) from the Plan • Insert a bullet point under 'Site Specific Principles of Development' stating that the existing open space on the Cardway site will be retained (not built on) and improved. • Policy Context: delete paras. 7 and 19, insert paras 110, 120 and 126 from National Policy. Add priority 6: Prepare for an increasingly older population in SCS priorities.

Consultation Point	Site CS13: Former MMU Campus, Alsager
Representations received	Total: 56 (Support: 3 / Object: 23 / Comment Only: 30)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Redevelopment of a brownfield site that has become an eyesore • Development of mixed use • Principle of development <p>Objection</p> <ul style="list-style-type: none"> • Site provides an excellent opportunity for the proposed college of higher education that is currently pencilled in for Crewe • Elsewhere in the plan you note Alsager's lack of health club facilities and usage, so this would be an outstanding opportunity to redress the balance • Some of the former sports laboratory facilities could be converted into a third medical practice for Alsager, to cope with the growing population • Many local residents and local MP want a UTC • Schools won't cope with influx • Impact on highways system • Core proposals for Alsager should concentrate on brownfield sites • Will not lead to sustainable communities • Current proposals do not retain the best aspects of this site and overdevelop it <p>Comment Only</p> <ul style="list-style-type: none"> • Disregards campaign for Mixed Used Development • Questionable whether this site is deliverable given the Council's requirements re contributions towards infrastructure and affordable housing
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Redevelopment of site as mixed use site to include University Technical College, residential, exercise/leisure facilities, care community village and social club • Section 15.185 needs clarifying/is ambiguous (says that facilities will be provided in Crewe) – playing fields are in full use by local groups and must be retained. Changing rooms will still be needed in Alsager and sports hall and gym should be retained & made available for local use • 15.190 talks about enhancing existing sports facilities (does this contradict 15.185?) • Council should relax requirements re contributions towards infrastructure and/or affordable housing • Other beneficial uses for the site, inc. Higher Education, Health Club, Medical Practice • Increase in traffic will require improvements to the junctions of Close Lane, Hassall Road and Church Road with Crewe Road, and also an improved route from there to Sandbach • Suggestions that there should be no more than 150, 200 or 300 dwellings on the site • Retain sports facilities and sports fields (for public and sports club use) • Include educational provision on the site • More robust policy to protect/retain sports buildings and pitches

	<ul style="list-style-type: none"> • Remove requirement for retail, take-away, public house, etc. on site • Remove word 'commercial' when discussing sports facilities • Protected Open Space notation should not be retained • Principles of development are not appropriate in a Core Strategy; they should be re-worded: *Providing an appropriate balance of housing and outdoor sports facilities to meet future housing and recreational needs of the population of Alsager; *Protecting existing residential amenity through the suitable design and layout of facilities; *Mitigating the impact of development through appropriate design solutions such as SuDs and S106 contributions • Should include some employment use on the site • Should be retained for employment use only • Sports facilities should be made available to Alsager School • Retention of trees and hedgerows is essential as is connectivity to rest of the Town
Council assessment of relevant issues	<p>Higher Education use (inc. UTC) – Plan needs to be evidenced. No evidence submitted from appropriate bodies indicating suitability/need/viability of such a use</p> <p>Medical Practice use – As above, no evidence submitted to indicate the need for an additional practice</p> <p>Care, retail, community facilities and/or public house/take away/restaurant – Policy states (bullet point '3') that the development "could also include" such facilities, policy doesn't say that all such facilities have to be included</p> <p>Sports facilities – Sports pitches will be retained in accordance with required national standards of Sport England; some out-dated sports facilities may not be suitable to retain but the development of the site overall has to include sports/leisure facilities</p> <p>Employment land/uses– Employment land for Alsager provided elsewhere in Plan (eg. part of existing Radway Green site, Radway Green extension site, part of Twyfords & Cardway site retained); any uses in addition to Housing on site would provide small levels of employment</p> <p>Arboriculture/landscape – Arboricultural & Landscape Assessments/proposals would be required with any application; "strong boundaries around the site" and "Green Infrastructure" are requirements of the policy</p> <p>Highways – Transport Assessment would be required with any application, which would cover eg. access, parking and any surrounding road improvement requirements</p> <p>Brownfield land – Majority of the site is brownfield; sports facilities (inc. outdoor space/sports pitches) are included as part the policy/development of the site</p> <p>Infrastructure & affordable housing (viability) - Provision for infrastructure requirements – eg. road improvements, pupil school places - and affordable housing are dealt with by policy (which allow flexibility)</p>

Recommendation	<ul style="list-style-type: none"> • Policy Context: delete para. 7, insert para 110 to National Policy. Insert priority 6: Prepare for an increasingly older population in SCS priorities. • Site justification wording has been altered to include; - Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites). • No other material change required
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Consultation Point	Site CS14: Radway Green Brownfield, Alsager
Representations received	Total: 39 (Support: 35 / Object: 0 / Comment Only: 4)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Agree with site and support development of industry/commercial in this area • Support regeneration and redevelopment of the site on existing footprint • Road system needs some improvement – close level crossing and put in a new bridge on another site; improvements to the M6 junction 16 • Consideration should be given to re-opening the Radway Green Station - sustainable form of transport – particularly useful if HS2 come through the area • Will create good employment opportunities for the local community • Support use of Brownfield first approach as opposed to use of green field sites • Site is within walking distance of the town/sustainable location • Level of contaminated land remediation will be a costly procedure therefore there is an opportunity to designate a Greenfield site adjacent for residential which will help to contribute towards this cost • This is a sound and logical proposition • Good employment site adjacent other M6 • Improved cycle links should be proposed from site to Alsager – for example following the line of Alsagers Brook to Well Lane and connecting into the developments and to Close Lane <p>Objection</p> <ul style="list-style-type: none"> • None received <p>Comment Only</p> <ul style="list-style-type: none"> • Question the need to use Green Belt land for employment given the reduction of level of employment proposed on the Basford Sites, Crewe • Whilst Alsager would benefit from additional employment opportunities there are good links with the Basford sites from Alsager • Desk based archaeological assessment is required for this site due to Cold War interest, to assess whether there are any original buildings and structures which require preservation or recording • Development site need to have due regard to the proximity of the level crossing • Area of land available will be reduced for bridge approaches • Placing of buildings may be affected by Explosives Regulations due to proximity of Ordnance factory nearby • No mention of the potential use of the siding on the south side of Railway
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Require a desk-based archaeological assessment • The need for some 'enabling development' should be recognised in the pre-submission document as a potential solution to overcoming the constraint of contamination at this site • Provision of sustainable transport should include a station with local pedestrian access, parking and cycle facilities • Radway Green train station should be re-opened

	<ul style="list-style-type: none"> • Incentives should be offered to business to open there
Council assessment of relevant issues	<p>It is considered that the policy as currently drafted in the Pre-Submission Core Strategy is appropriate to achieve the vision and objectives of the Local Plan. The Employment Land Review identified the area adjacent to this site as well-established, attractive to the logistics sector and in a good commercial location.</p> <p>It is considered that with the incorporation of Green Infrastructure for the purposes of screening and environmental improvement to site will sit comfortably within its setting.</p> <p>With regards to the highways and infrastructure improvements issues raised it is clear within the policy that re-development of the site will include the requirement for contribution towards relevant transport and highways infrastructure improvements, including the M6 junction. The highway improvements are detailed in the Infrastructure Plan and are likely to be funded through CIL/S106 contributions.</p> <p>The land owner has proposed some 'enabling' residential development due to likely costly contaminated land issues of development the existing site. However, the plan clearly sets out a sufficient level of residential development within Alsager and therefore there is no further need to allocate additional Green Belt land in this area for housing.</p>
Recommendation	<ul style="list-style-type: none"> • Include an additional requirement for a desk based archaeological assessment to assess whether there are any original buildings and structures which require preservation or recording. • Policy Context: delete para 7, insert para 110 to National Policy. • Site justification wording has been altered to include; - Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).

Consultation Point	Site CS15: Radway Green Extension, Alsager
Representations received	Total: 48 (Support: 3 / Object: 43 / Comment Only: 2)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> The Developer agrees with the allocation and consider it should be extended further to include the small triangle of land between the road, motorway and railway Newcastle Under Lyme Borough Council supports the delivery of the Radway Green Extension Site providing it is phased in the last 5 years of the Plan period – would object to releasing the land earlier than 2025 <p>Objection</p> <ul style="list-style-type: none"> Object to construction of industrial buildings on green field land in the Green Belt, no exceptional circumstances have been advanced to prove the need Question the need for the amount of employment sites needed given the reduction proposed on the Basford sites which have been allocated for solely employment uses for many years Loss of good agricultural land and associated farming jobs and local produce There are sufficient industrial buildings in Stoke, Newcastle and Crewe Employment site at Basford is more sustainably located, adjacent to motorway and train station and would not impact on the Green Belt If there is an need for such development it should be created in Towns and Cities not in rural areas The proposed development was not positively prepared There is insufficient infrastructure to support this industrial development Local Road networks need improvement Proposal will create, noise, vibration and light pollution to the local residents No exceptional circumstances demonstrated to permit the alteration of the Green Belt in this position – not in accordance with the NPPF Improvements to the M6 junction area will be required – all ready very congested Initiatives to regenerate Crewe, Newcastle and Stoke would be adversely effected by development this close to the M6 Junction 16 Employment proposal on the existing Radway Green site is sufficient Unsustainable location Green Belt review concludes that any changes to the boundaries would be inappropriate The type of business development which will use the site will be distribution and haulage firms which will add to the existing traffic situation in the area Site should not be safeguarded for future use Impact on the environment Phasing of the site is appropriate to ensure that the existing Radway Green site is developed first Provision of employment land has to be accompanied by a coherent plan to achieve growth and this is not evident in the Core Strategy

	<p>Comment Only</p> <ul style="list-style-type: none"> Although use of green field land is unfortunate it would appear to be a sensible solution to extend the site if there is need for such employment land Access to the site need improving Level crossing should be closed and a bridge constructed If site is approved and taken out of Green Belt, the properties of Oak Tree Barn and Rose Trees Farmhouse on Radway Green Road should also be removed from the Green Belt and left as open countryside or designated as part of the industrial estate; the land would no longer serve any strategic function associated with Green Belt; and the land may be needed for access or as part of the site
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Remove site from the plan Remove Oak Tree Barn and Rose Trees Farmhouse from the Green Belt if the farm land that surrounds them is also removed to create an extension of the Radway Green Industrial Estate Include the small triangle of land between the Road, motorway and railway.
Council assessment of relevant issues	<p>It is considered that the policy as currently drafted in the Pre-Submission Core Strategy is appropriate to achieve the vision and objectives of the Local Plan.</p> <p>This proposal is a logical and sustainable extension to the existing Brownfield site, and will be brought forward as a phased development, which will continue beyond the plan period. The site is close to Junction 16 of the M6 motorway.</p> <p>There is an area of land to the rear of the existing Radway Green Brownfield site which was not previously included within the Green Belt and is now proposed to be included within the Green Belt. This will help to mitigate for some of the loss of greenfield land for the Radway Green Extension site. This will be considered further within the Site Allocations and Development Plan Document stage.</p> <p>The future development of this site is conditional upon contributions towards highway infrastructure improvements are made, notably link capacity on the A500, an upgrading of Junction 16 on the M6 and improvement to the A5020 Weston Road junction and the Crewe Green Link Road. It is also envisaged that improvements to public transport, pedestrian and cycle access to the site will be carried out. Funding for highways improvements will be sought through CIL/S106 contributions.</p> <p>With regards to the impact the employment site would have on regeneration in other Crewe, Newcastle and Stoke, it is considered that there is a need to supply employment around the Borough close to existing and future residential areas. Furthermore as it can be seen in the Newcastle Borough Council consultation response there is support to the proposed site extension, subject to the extension site being brought forward in the latter part of the plan period.</p>
Recommendation	<ul style="list-style-type: none"> No material changes are proposed to the policy wording however the allocation of this site will require an adjustment to the Green Belt boundary. However, it is intended that the Site Allocations and Development Policies document will review the detailed Green Belt boundary to the south west of the existing Radway Green area to include this area within the Green Belt.

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| | <ul style="list-style-type: none">• Policy Context: delete para 7, insert paras 83, 110, 120 and 126 in National Policy. |
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Consultation Point	Congleton
Representations received	Total: 52 (Support: 4 / Object: 35 / Comment Only: 13)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • The general idea of an urban extension to Congleton along with the link road seems sound. • Needs to be a genuine employment led initiative. • Development should be planned and not haphazard and we feel that the adoption of the plan, albeit with more safeguards for the green areas and some further clarification of the impacts, is the right approach. <p>Objection</p> <ul style="list-style-type: none"> • Objections to Congleton Link Road • Objections to the focus of the Congleton Link Road to the north of the Town. It should instead connect to A34 and take into account north – south traffic flows through the town • The increase in Congleton's housing stock by over 30% in twenty years (actually 3,500 houses over 17 years at the date of this consultation) is ambitious by any standards and would seem unrealistic for a town of Congleton's size, infrastructure and needs – needs justification • The proposed sites do not have a good relationship to the existing town and without genuine employment led growth there is a risk that they will become isolated, dormitory estates with a massive increase in commuter traffic • Infrastructure provision is unclear and inadequate • Concern that Congleton Link Road will not be delivered • Comprehensive transport assessment required • It is necessary to ensure that housing development is not held back by the requirement to deliver employment sites first. Policies should support complementary growth in this area through appropriate smaller sites. This is an important consideration given that (subject to the Manchester Road sites) the delivery of the identified strategic sites is dependant on the location of the Link Road, which is still being consulted upon. As this approach is heavily reliant on timing, the Council needs to ensure it has a range and choice of sites available in case of slippage. • The Corridor of Interest is far too large and will result in enormously disproportionate development on the one side of town. Instead, the link road should pass through the middle of the designated development areas • Impacts negatively on good quality agricultural land that has capacity to support sustainable food production for the future. • Concerned about the effects of the loss of such a large green area on the visual and economic aspects of the town and feel that there are no adequate safeguards to preserve those amenities such as fields, hedgerows and trees which are so highly valued by the community. • A more proportionate and realistic growth plan for Congleton is required • The Non-Preferred Site at Congleton West (NPS36) should be identified as a Strategic Site to deliver housing growth in Congleton

- The Non Preferred Site at Congleton West (NPS36) should be expanded to include land to the south west of Holmes Chapel Road and land at Sandy Lane/Sandbach Road, and allocated as part of a Strategic Site to deliver housing growth in Congleton.
 - Forecasts for housing, population & job growth are unrealistic.
 - Build on brownfield sites first.
- Comment Only**
- Site submitted for consideration, Boundary Lane, Congleton – 39 Dwellings
 - Adequate safeguards in relation to noise, air quality and environmental impact are required
 - Need cross town bus routes
 - A strategic gap between Congleton and Marton / Eaton / Astbury is required
 - Masterplan required for the whole town which considers the interrelationship between the sites and link road.
 - Retail provision in the allocations will have to be carefully considered so as to not impact on the vitality and viability of the town centre.
 - Traffic congestion concerns as there may be problems in Padgbury Lane and Wall Hill Lane
 - Road and employment needs to be delivered before the housing
 - Significant numbers of permissions being granted in absence of Local Plan
 - Feasibility, viability and deliverability study needed to sit alongside allocations
 - Steps need to be taken to ensure that the employment areas are delivered no later than (and preferably prior to) the housing
 - The route for the link road is not clearly defined.
 - There needs to be a strategic plan for the internal road system of Congleton
 - A clear infrastructure plan should be included delivery timetable required
 - Congleton Bypass corridor of interest includes the Church of St Michael and Brickhouse Farmhouse, Hulme Walfield -both listed. Stables at Home Farm and Icehouse, Eaton Hall, Eaton to south of corridor of interest but setting could be impacted upon. Sites do not directly affect designated heritage assets.
 - The delivery rates for the Congleton sites are optimistic.
 - There is no phasing for the “Site Allocations”, this phasing should be provided so that the house building for the plan period can be fully understood
 - The Local Plan acknowledges that there is an aging population yet there is no mention of the provision of homes/care for the elderly.
 - Have the likely impacts of fracking in the Congleton area been considered?
 - Has Cheshire East taken into consideration what the new high speed rail network means for Congleton?
 - The development of the five new sites would appear to split the town into two distinct areas. It is not at all clear how the sites will be good for the town centre. Retail outlets already exist on Barn Road and each of the new sites will have a small retail site.
 - There are areas that are known to present a flood risk (i.e. Dane Valley). What measures and funding will Cheshire East put in place to ensure that flooding will not occur and residents are able to insure their properties at reasonable costs?
 - Dane Valley: The River cuts a deep wooded path through the town, forming

	<p>the primary green corridor of Congleton. Industrial development has already had a considerable impact to both north and east. Further building will only devalue an amenity. The river should be preserved as a central feature and sensitive planning could mitigate the impact on the landscape around this area. We note that a corridor along the river Dane is subject to some protection and believe that any development in the areas identified in the local plan along this route should be well back from the river banks and should be adequately screened from view from the river side.</p> <ul style="list-style-type: none"> • Habitat and ecological surveys are needed. • Feasibility and demand survey needed on employment provision on the site • It is not clear if the proposed number of houses is 2700 or 2922. • The identified sites require a higher provision of employment land and development should be genuinely employment-led. • Concerned over impact on Astbury and its Conservation Area • Loss of open countryside and impact on agricultural land - visual and economic impacts. • No consideration of whether sufficient primary, secondary or nursery or care for elderly is to be provided through the plan • Land at Waggs Road is well suited to accommodate part of this growth, being capable of accommodating over 100 dwellings. • Build a tram link from the Railway station to the town centre and out to the new developments. • Insist all new buildings have solar panels.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Comprehensive transport assessment required • Link Road should run to the A34 • References to Link Road removed and growth scaled back • Build on brownfield sites and do not destroy the countryside. Keep Congleton as a market town not a giant housing estate. • Section should support complementary growth in respect housing and employment • Change wording to remove 'employment led' growth. • Additional / alternative sites in Congleton identified • Strategic Gap required to surrounding parishes • Justification for high growth in Congleton needed • Road should be built before any housing estates.
Council assessment of relevant issues	<p><u>Highways</u></p> <p>The Congleton Link Road will meet a number of objectives including the reduction of town centre congestion, supporting the regeneration of Congleton and improving access to Congleton Business Park and Radnor Park Trading Estate. It is also considered that the reduction of traffic through the town centre will improve air quality in the town. It is considered that the proposed routes to the north of the town will meet the overall objectives stated above and are therefore is the most appropriate scheme for the town at this time.</p> <p>Congleton's highway network is congested at peak times, a function of the limited number of river crossings and the convergence of several main roads in the town, this has resulted in the declaration several Air Quality Management Areas. Tests were undertaken to understand the level of existing traffic delay compared with</p>

the level of delay expected in the future with development. This was then used to shape the level and location of development and any necessary mitigation measures.

In order to minimise the level of delay and deliver wider benefits, a mitigation scheme has been developed to help manage the level of impact on the highway network. This involves improvements to the existing A34 corridor through the town.

As an alternative to the local mitigation strategy the council is promoting a new link road between the A536 and A534. This has wider benefits over and above the base mitigation strategy, including improving access to employment, addressing Air Quality management areas, reducing community severance on existing routes and improving strategic highway links across the Borough.

The new single carriageway Congleton Link road to link the A536 Macclesfield Road to the A534 Sandbach Road will mitigate the proposed development impact on the highway network, provide an improvement over the existing operation of the highway network and provide a range of wider benefits.

The schemes above are included in the Local Infrastructure Plan and will be part funded through the CIL. The majority of the scheme funding for the new A536 – A534 link road will be the subject of a funding bid for central government funding.

Public Consultation, scheme development and funding bid success will assess the likelihood of the link road scheme proceeding. If not, the base mitigation strategy will allow the proposed development to be delivered without severe highway impacts.

The nature of the existing observed movements in the Congleton area is such that public transport is not a viable alternative to the private car for most trips. However, targeted travel planning and investment in Local Public Transport will be investigated, to achieve a reduction in the number of new vehicle trips on the highway network.

There is a committed scheme for the M6 junction 17 improvements (new roundabout on northbound slip and signals on southbound slip).

The Corridor of Interest has been replaced by the representation of the different route options being consulted upon.

Scale of development

Congleton is expected to deliver in the order of 24 hectares of employment land and 3,500 new homes to deliver inward investment and employment led growth in the town. The approach for Key Service Centres has been to encourage inward investment to sustain the vitality and vibrancy of the area and deliver infrastructure and services in the town. It is important to note that the figures are intended as a guide and is neither a ceiling nor a target.

In respect the delivery of sites – a range of sites have been included in the Local Plan Strategy in Congleton to enable delivery throughout the plan period including

	<p>Strategic Locations to be delivered towards the end of the plan period and Local Plan Strategy Sites such as Giantswood Lane South which are intended to be delivered in the early / middle part of the plan period.</p> <p>It is considered that each site will be appropriately masterplanned and designed in order to mitigate impacts on surrounding parishes / the open countryside.</p> <p><u>Other points</u></p> <p>It is also considered that the retail provision set out on the sites is for local convenience retail and will not significantly impact on the town centre.</p> <p>It is appreciated that the River Dane should be considered a central feature of the scheme and its flooding impacts mitigated appropriately.</p> <p>The Local Plan Strategy accepts that there will be development of greenfield sites to meet housing targets and employment needs.</p> <p>There are no current proposals for fracking in the area. Minerals policy is outlined in policy SE10.</p>
Recommendation	<ul style="list-style-type: none"> • The introduction to the Congleton section to be updated to reflect progress on the Congleton Link Road and the consultation on route options. The explanatory text, figures and maps to be updated as appropriate. • Add text to this section to note that the preferred route of the Congleton Link Road will form the northern boundary for the strategic locations at Back Lane / Radnor Park, Congleton Business Park and Giantswood Lane to Manchester Road Strategic Locations.

Consultation Point	Strategic Location SL6: Back Lane / Radnor Park, Congleton
Representations received	Total: 19 (Support: 3 / Object: 12 / Comment Only: 4)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support principle of the Link Road and identification of site for mixed use • Comprehensive development of the site will facilitate the construction of the Link Road • Should be a Core Strategy site with defined boundaries • Delivery of site will meet market and affordable housing requirements • SHLAA 2538 is capable of delivering 500 dwellings • Represents a sustainable and appropriate location for growth subject to sensitive treatment of and provision of Green Links to the River Dane Site of Biological Importance • The area to the northwest of Congleton is: outside the floodplain of the River Dane; is not within the Green Belt; is within an area of lower-level topography and landscape character and provides an opportunity to develop a sustainable urban extension to Congleton for a mix of uses, without significant impact on designated wildlife sites. • A landowner of part of the Strategic Location supports this draft allocation to promote an exemplar development including the provision of areas of good quality open space, including natural and semi-natural habitat and wildlife corridors, within the strategic masterplanning of this area, to promote and enhance the biodiversity and nature conservation potential within the proposed development as a whole. • Leisure Hub is supported <p>Objection</p> <ul style="list-style-type: none"> • Noise and traffic pollution impacts by increasing the size of the Radnor Park by 10 hectares seems unjustifiable to existing residents as well as new residents • Traffic congestion in the town does not justify the Link Road / allocation • Positioning of the Link Road will mean an increase in traffic in the town from the south (A34) • The new development should have an effective barrier (buffer zone) from the existing housing estate • The rural parishes should not be subsumed into Congleton. • Need to ensure employment uses are compatible with adjacent residential areas • SL6 is so large because of the overly ambitious growth plans for Congleton; furthermore it is sized to deal with additional housing beyond the plan horizon and it is not clear how this can be justified. • There will be market saturation in Congleton that impacts on delivery • Object to loss of agricultural land • Unsustainable location • Object to 20 hectares allocated for employment / leisure use. This should be

	<p>10 hectares</p> <ul style="list-style-type: none"> • Residential capacity should be increased to approximately 1,100 – 1,255 dwellings, should be phased to bring forward allocations early and then leave later phases as a strategic location • Fixed boundaries required for the site rather than being a strategic location • Support for NPS36 (Padgbury Lane) as a more suitable location • Concerns over feasibility and deliverability of the sites • Dane Valley is a designated Wildlife Corridor and a flood plain • Does not fit with the proposals set out in the Congleton Town Strategy • The potential of the site for a wide range of adverse impacts has not been established and therefore decisions made are not evidence based • Impacts on Site of Biological Importance and protected Wildlife Corridor • Site layout and viability considerations dictate capacity and therefore flexibility should be introduced into the policy. Masterplanning will dictate the final number which will be influenced by the Link Road. Suggest 750-1000 plus a minimum of 10 ha of employment land during the Plan period. • Delivery mechanism needs to be considered in particular in relation to Leisure Hub concept. Contributions will be required from other sources and / or potentially CIL as a funding mechanism • Delivery mechanism required for Primary School, costs of delivery should not fall to development only. • Reference in justification for additional 500 units beyond the Plan period is an unnecessary limitation. • Policy SE 14 needs to be mentioned in the policy context and included as a separate point within the 'site specific development principles' • Negative impact on Town Centre • No information provided on secondary schools, hospitals or other infrastructure • Rural parishes should not be subsumed into Congleton <p>Comment Only</p> <ul style="list-style-type: none"> • Phasing for the delivery of the site should be removed • Need effective buffers between edge of proposed development areas and ancient woodland / Site of Biological Importance. • The western edge of the Back Lane and Radnor Park Site strategic Site should not cross Black Firs Lane to maintain a buffer between Somerford & Congleton. • Boundaries are unclear in particular whether Somerford Triangle is included within the boundary of the site • Significant care needed to protect the landscape value of land on edges of proposed site • The Link Road needs to be provided as a whole early in the process otherwise even greater problems will exist with traffic routes through the town and deflect new employment interest from the town. • The allocation should be limited to land within the line of the Link Road which should define the boundary of the built up area. • External funding will be required • Greater proportion of employment land should be allocated • Western edge of the Back Lane and Radnor Park Site strategic Site should
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	<p>not cross Black Firs Lane to maintain a buffer between Somerford & Congleton.</p> <ul style="list-style-type: none"> • More information required on the proposals and there implications on such matters such as infrastructure provision • Environment Agency - The Back Lane and Radnor Park site contains ancient woodland and is near to the River Dane Site of Special Scientific Interest, both features have been missed from the site information.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Need to define boundaries of the Strategic Location – should be considered a Core Strategy Site rather than Strategic Location • Should require an extensive archaeological field study • Reduce land allocated for employment / leisure use • Need to introduce flexibility into the policy and remove reference to additional 500 dwellings in justification • Need to refer to delivery mechanism for the proposals set out in the policy • Buffers should be referred to between uses (existing and proposed) including the River Dane and Ancient Woodland • The Back Lane and Radnor Park site contains ancient woodland and is near to the River Dane Site of Special Scientific Interest, both features have been missed from the site information. • Remove site and do not build Congleton Link Road
Council assessment of relevant issues	<p>The Strategic Location to the north of Congleton presents the opportunity to deliver a high quality extension to Radnor Park Trading Estate alongside prominent leisure and recreational uses. Residential development will support this sustainable community.</p> <p>The boundaries of the Strategic Location are dependent on the preferred route of the Congleton Link Road and therefore its treatment as a strategic location is considered appropriate. The proportion of employment and leisure uses allocated to the site meet the sites overall objectives. The policy as currently worded is clear on the need for a comprehensive approach to the delivery of the site and the need to integrate with adjacent uses and locational assets of the area.</p> <p>The site is considered to be deliverable within the Local Plan Strategy period. A planning application has been submitted on part of the site (13/2746C relating to land between Black Firs Lane, Chelford Road and Holmes Chapel Road, for the erection of up to 180 dwellings, public open space, green infrastructure and associated works) and this will demonstrate the delivery of units early in the plan period as the detail on the remaining parts of the site are confirmed.</p> <p>The reference to a desk based archaeological study is considered appropriate and will identify where and if further more extensive work is required.</p> <p>Highways issues relating to the proposed Congleton Link Road have been responded to in the Congleton section (CP 84).</p>
Recommendation	<p>The following material changes are proposed to the policy:</p> <ul style="list-style-type: none"> • Point 3 amended as follows: 'the delivery of 10 hectares of employment land adjacent to Radnor Park Trading Estate' • Point J added to 'Future masterplanning should have reference to the River Dane Site of Biological Importance and Ancient Woodland'. • Point K added to 'Future development should also have consideration to Policy SE14 (Jodrell Bank)' • Paragraph 15.217 has been amended to read 'the preferred route of the

	<p>Congleton Link Road will form the northern boundary for the site’.</p> <ul style="list-style-type: none"> • Paragraph 15.218 from the Pre-Submission Core Strategy – ‘Additional development land beyond the plan period will be identified in the Site Allocation and Development Policies document for 500 dwellings’ has been deleted from the policy alongside reference in the indicative site delivery section. • Reference to Planning application 13/2746C relating to land between Black Firs Lane, Chelford Road and Holmes Chapel Road, for the erection of up to 180 dwellings, public open space, green infrastructure and associated works has been submitted on a section of the Strategic Location has been added to the site justification for this policy. • Point B amended as follows: ‘The provision of a network of open spaces for nature conservation and recreation, including access to and enhancement of the River Dane Corridor’. • Policy Context: add paras 109, 112 and 117 to National Policy. Add Priority 3: Protecting and enhancing environmental quality to Strategic Priorities. Add Cheshire East Strategic Flood Risk Assessment to Local Evidence.
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Consultation Point	Strategic Location SL7: Congleton Business Park Extension
Representations received	Total: 11 (Support: 1 / Object: 7 / Comment Only: 3)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • There is a need to address the problems of Congleton including the satisfying locally generated housing and employment needs as well as providing the link road to resolve the severe traffic congestion in the town especially on the A34 and its junctions. • There is an excellent opportunity to create sustainable communities through a clearly articulated, co-ordinated and comprehensive approach, delivering the principle infrastructure elements and the quantum of development expected, which is entirely in step with the National Planning Policy Framework. • Strategy needs to set the scene for a well ordered stream of individual planning applications which can come forward in due course, delivering housing, employment land and infrastructure when it is required <p>Objection</p> <ul style="list-style-type: none"> • Unsustainable and the site is too large • Object to loss of open countryside and agricultural land • Object to destruction of wood to the east of Mount Pleasant Farm • Negative impact on Hulme Walfield • Object to potential for housing sprawl • Justification for the Link Road and therefore this site is unconvincing • Traffic congestion in the town does not justify the Link Road / allocation • Positioning of the Link Road will mean an increase in traffic in the town from the south (A34) • Support for NPS36 (Padgbury Lane) as a more suitable location • Site flanks Forge and Radnor Woods, which are ancient woodland and an SBI, part of the Dane valley. Buffer zone between the proposals and these uses and existing / proposed development is inadequate • Site is indicative and information should be clearer on proposals • Proposal not included as part of the Congleton Town Strategy work and this proposal is not evidence based • The road and this site may not be deliverable • The emerging Cheshire East Local Plan anticipates that 2500 houses and 25 ha of employment land are accommodated to the south of the route of the Congleton Link Road. The reality is that this alignment will become the northern boundary to future growth and it is therefore absolutely vital that the development capacity of the encompassed land is confirmed through the Core Strategy, the underpinning evidence base and further discussion with interested parties. • Negative impact on Town Centre • No information provided on secondary schools or hospitals or other infrastructure • Rural parishes should not be subsumed into Congleton

Comment Only

- Important to conserve the best of the existing landscape and add to it to soften the impact on the surrounding countryside which is within the Dane Valley Area of Special Landscape Value and described in the supporting document "Local Landscape Designations" as having special qualities. If any reduction in requirements for development in Congleton should arise then this site designation should be reconsidered.
- Proposals need to include feasibility and environmental assessment
- The line of the Link Road should define the extent of the settlement boundary and this site. External funding would be needed whichever option for the line of the road is chosen as contributions from the proposed development could not fully fund the scheme.
- Such a by-pass needs to be extended as far as the A527 Biddulph road. However the developments are all on a single side of town, far from the centre, making the town less balanced and nuclear than if the developments had been to the south and south west of the centre.
While it is good that some employment land is designated, this should be in greater proportion.
- The employment parts of the developments should be as central to Congleton as possible, to minimise the need for commuting by road: central locations would enable considerable travel to and from work on foot.
- The "Congleton Link Road Corridor of Interest" is far too large and will result in enormously disproportionate development on the one side of town. Instead, the link road should pass through the middle of the designated development areas, which will also vastly reduce the amount of virgin countryside / excellent farmland required.
- Full cost of Link Road cannot be funded viably by the development sites alone.
- Alignment and routing of the Congleton Link Road: to provide sufficient land footprint to deliver the housing, employment and community uses expected in the area, recognising both the physical and natural constraints of the landscape and the technical constraints that such infrastructure introduces in its own right. In some instances such an alignment may not be optimal in terms of highway design;
- Location of Access Points: as part of a flexible access strategy in order to avoid ransom positions in order for land to deliver the housing, employment and community uses expected in the area. Again in terms of junction positioning, such a strategy may not be optimal in terms of highway design;
- A mechanism to fund the new link road at an appropriate and viable time, without prejudicing any particular landowner or their ability to make planning applications within the framework of the emerging Local Plan. This may require the consideration of an incremental phasing plan depending on funding availability, coordination of infrastructure delivery and mechanisms to remove blockages to development delivery.
- The development can only be justified to help fund the Link Road which will enhance the employment prospects of the town and reduce traffic bottlenecks though at a price of severe detriment to the Dane Valley ASCV.

List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Strategy needs to set the scene for a well ordered stream of individual planning applications which can come forward in due course, delivering housing, employment land and infrastructure when it is required • Comprehensive and co-ordinated development • Needs to refer to Jodrell Bank policy and any landscape designations • Site flanks Forge and Radnor Woods, which are ancient woodland and an SBI, part of the Dane valley. Buffer zone between the proposals and these uses and existing / proposed development is inadequate • Clearer boundaries of the site required • Need to consider landscape impacts • Remove site and do not build Congleton Link Road
Council assessment of relevant issues	<p>The Strategic Location to the north of Congleton presents the opportunity to deliver a high quality extension to Congleton Business Park alongside other uses. The boundaries of the Strategic Location are dependent on the preferred route of the Congleton Link Road and therefore its treatment as a strategic location is considered appropriate. The policy as currently worded is clear on the need for a comprehensive approach to the delivery of the site and the need to integrate with adjacent uses and locational assets of the area.</p> <p>The site is considered to be deliverable within the Local Plan Strategy period alongside the preferred route of the Congleton Link Road. Further detail will be included in the Site Allocations and Development Policies Document.</p> <p>Highways issues relating to the proposed Congleton Link Road have been responded to in the Congleton section (CP 84).</p>
Recommendation	<p>The following material changes to be made to this policy:</p> <ul style="list-style-type: none"> • Point 3 - The delivery of 10 hectares of land for employment and commercial uses adjacent to Congleton Business Park; • Additional point J Future masterplanning should have reference to the River Dane Site of Biological Importance and Ancient Woodland. • Additional point K -Future development should also have consideration to Policy SE14 (Jodrell Bank) • Removal of reference to additional land being allocated beyond the plan period presented in the indicative site delivery section <p>Policy Context: add paras 109, 112 and 117 to National Policy. Add Priority 3: Protecting and enhancing environmental quality to Strategic Priorities. Add Cheshire East Strategic Flood Risk Assessment to Local Evidence.</p>

Consultation Point	Site CS16: Giantswood Lane South, Congleton
Representations received	Total: 13 (Support: 0 / Object: 9 / Comment Only: 4)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • If required to support the link road this site seems a logical place to have new housing development. <p>Objection</p> <ul style="list-style-type: none"> • 'Least bad' option for Congleton future development but should be phased for later in the plan period on the basis that brownfield sites will be available by then reducing the need for development here. • Negative impact on Town Centre • No information provided on secondary schools or hospitals or other infrastructure • Negative impact on infrastructure and traffic congestion • Rural parishes should not be subsumed into Congleton • Conserve this site not develop it • Impact on open countryside and agricultural land • Overdevelopment of the area • Impact on landscape, local character and represents urban sprawl • Site will imbalance the pattern of development in Congleton • Density of site should be increased to mitigate the consumption of agricultural land on other sites in Congleton • NPS 36 is a more appropriate and sustainable site • Should be no requirement for contribution to the Link Road – S.106 contributions to the link road would not fairly and reasonably relate to the development itself and would not be compliant with CIL regulations. • No contribution to Link Road was requested to land on the southern part of site CS17 (approved in outline in July 2013). • Comment Only • Access can only be achieved from Manchester Road • Increase the density of housing on this site. • Contributions from the sites along its line, whichever route is chosen cannot fully fund the scheme. • A desk-based archaeological assessment is required for this site, with appropriate mitigation, if required. • Any development would require sympathetic tree planting • Such a by-pass needs to be extended as far as the A527 Biddulph road. However the developments are ALL on a single side of town, far from the centre, making the town less balanced and nuclear than if the developments had been to the south and south west of the centre. While it is good that some employment land is designated, this should be in greater proportion. • The employment parts of the developments should be as central to Congleton as possible, to minimise the need for commuting by road: central locations would enable considerable travel to and from work on foot.

	<ul style="list-style-type: none"> The "Congleton Link Road Corridor of Interest" is far too large and will result in enormously disproportionate development on the one side of town. Instead, the link road should pass through the middle of the designated development areas, which will also vastly reduce the amount of virgin countryside / excellent farmland required.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Increase site density Desk based assessment required on landscape / historic character Sympathetic tree planting required Remove site from the Local Plan Strategy Provide more detail in terms of layout
Council assessment of relevant issues	<p>The site is considered deliverable within the early part of the plan period as it can be delivered without the construction of the Congleton Link Road. Information on infrastructure is provided through the Infrastructure Delivery Plan. The density of the proposed site is considered appropriate with wording designed to deliver an appropriate scheme in its landscape setting. This delivery of this site is considered the first element of a larger scheme and as such contributions to the Congleton Link Road are considered appropriate as the delivery of the Congleton Link Road will mitigate some of the highway impacts of the development. Additional details of the development will be provided in the Site Allocations and Development Policies document.</p>
Recommendation	<p>The following material changes to be made to this policy:</p> <ul style="list-style-type: none"> Additional point 'J' added: Future masterplanning should consider the use of SuDs to manage surface run off from the site Additional Point 'K' added: A desk-based archaeological assessment should be undertaken, with appropriate mitigation, if required Additional Point I added: Future development should also have consideration to Policy SE14 (Jodrell Bank) Additional point m added: contributions to education and health infrastructure. Additional point m added: contributions to education and health infrastructure. Additional point m added: contributions to education and health infrastructure. Policy Context: add paragraphs 50, 112 and 117 to National Policy, add Priority 3: Protecting and enhancing environmental quality to Strategic Priorities.

Consultation Point	Strategic Location SL8: Giantswood Lane to Manchester Road, Congleton
Representations received	Total: 10 (Support: 0 / Object: 8 / Comment Only: 2)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • If required to support the link road this site seems a logical place to have new housing development. <p>Objection</p> <ul style="list-style-type: none"> • Site is too large and would represent an overdevelopment of the area • Brownfield development should be the priority close to industry • Negative impact on Town Centre • No information provided on secondary schools or hospitals or other infrastructure • Negative impact on infrastructure and traffic congestion • Rural parishes should not be subsumed into Congleton • Conserve this site not develop it • Adverse impact on open countryside, wildlife and agricultural land • Impact on landscape, local character and represents urban sprawl • Site will imbalance the pattern of development in Congleton • Density of site should be increased to mitigate the consumption of agricultural land on other sites in Congleton • NPS 36 is a more appropriate and sustainable site • Ensure buffer is maintained with surrounding parishes. <p>Comment Only</p> <ul style="list-style-type: none"> • Increase the density of housing on this site. • Contributions from the sites along its line, whichever route is chosen cannot fully fund the scheme whichever option for a route is chosen. • A desk-based archaeological assessment is required for this site, with appropriate mitigation, if required • Any development would require sympathetic tree planting • More detail of development is required in terms of layout and wildlife and countryside impacts.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Increase site density • Desk based assessment required on landscape / historic character • Sympathetic tree planting required • Remove site and do not build Congleton Link Road • More information required on Link Road and infrastructure provision
Council assessment of relevant issues	<p>The Strategic Location to the north of Congleton presents the opportunity to deliver a high quality sustainable community set in ample green space. The boundaries of the Strategic Location are dependent on the preferred route of the Congleton Link Road and therefore its treatment as a strategic location is considered appropriate, as is its density. The policy as currently worded is clear on the need for a comprehensive approach to the delivery of the site and the need to integrate with adjacent uses and locational assets of the area.</p>

	<p>The site is considered to be deliverable within the Local Plan Strategy period alongside the preferred route of the Congleton Link Road. Further detail will be included in the Site Allocations and Development Policies Document.</p> <p>Highways issues relating to the proposed Congleton Link Road have been responded to in the Congleton section (CP 84).</p>
Recommendation	<p>The following material changes to be made to this policy:</p> <p>Site Specific Principles of Development:</p> <ul style="list-style-type: none"> • Additional point i added: requirement for affordable housing. • Additional point j added: Future development should also have consideration to Policy SE14 (Jodrell Bank) • Additional point k added: Future masterplanning should consider the use of SuDS to manage surface run off from the site • Additional Point l added: A desk-based archaeological assessment should be undertaken, with appropriate mitigation, if required • Policy context: add paragraphs 100, 109, 112 and 117 to National Policy, add priority 3: Protecting and enhancing environmental quality to Strategic Priorities.

Consultation Point	Site CS17: Manchester Road to Macclesfield Road, Congleton
Representations received	Total: 9 (Support: 1 / Object: 5 / Comment Only: 3)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • A logical extension to the settlement boundary and can take access to Manchester Road (A34) on one of its less congested stretches <p>Objection</p> <ul style="list-style-type: none"> • 'Least bad' option for Congleton future development but should be phased for later in the plan period on the basis that brownfield sites will be available by then reducing the need for development here. • Negative impact on Town Centre • No information on associated infrastructure such as schools and hospitals • Allocation is too large • Not enough information provided on the sites • Traffic congestion impact • This development will imbalance Congleton • NPS 36 Padgbury Lane is a more suitable and sustainable site • More information required on Link Road, infrastructure provision and ensure buffer is maintained with surrounding parishes. • Need to ensure businesses do not have detrimental impact on local area. • The housing allocation for Congleton is so large in relation to the size and area of the town that development may spill over into the surrounding rural parishes. The rural parishes should not be subsumed into Congleton. • Proposals will completely destroy one of the most rural and agricultural parts of this area. Other brown sites could also be utilised and concentrations of new housing reduced for all areas <p>Comment Only</p> <ul style="list-style-type: none"> • A desk-based archaeological assessment is required for this site, with appropriate mitigation, if required • Increase density of housing on the site • Ensure buffer is maintained with surrounding parishes • The full cost of the Link Road cannot viably be met by contributions from the identified development sites, which includes this one. • The developments are all on a single side of town, far from the centre, making the town less balanced and nuclear than if the developments had been to the south and south west of the centre.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • A desk-based archaeological assessment is required for this site, with appropriate mitigation, if required • Increase density of housing on the site • Ensure buffer is maintained with surrounding parishes • The link road should pass through the middle of the designated development areas, which will also vastly reduce the amount of virgin countryside / excellent farmland required.
Council assessment	The site is considered a sustainable and logical extension to Congleton. Its

of relevant issues	<p>phasing is considered appropriate given that it is proposed as a Local Plan Strategy site and not a strategic location and has defined boundaries. Information on infrastructure is provided within the Infrastructure Delivery Plan. The policy states that the site should integrate with its surroundings and therefore the site will consider its relationship to surrounding parishes and open countryside. It is considered that the delivery of the site will not have a negative impact upon Congleton Town Centre as the provision of 300 square metres of retail uses relates to convenience retail for local use.</p> <p>Highways issues relating to the proposed Congleton Link Road have been responded to in the Congleton section (CP 84).</p>
Recommendation	<p>The following material changes to be made to this policy:</p> <ul style="list-style-type: none"> • Additional point 'J' added: requirement for affordable housing • Additional point k added: Future masterplanning should consider the use of SuDS to manage surface run off from the site • Additional Point 'l' added: A desk-based archaeological assessment should be undertaken, with appropriate mitigation, if required • Additional point 'm' added: Development proposals should positively address and mitigate any impacts on the adjacent Cranberry Moss • Policy Context: add paragraphs 100 and 112 to National Policy, add Priority 3: Protecting and enhancing environmental quality to Strategic Priorities.

Consultation Point	Handforth
Representations received	Total: 7 (Support: 0 / Object: 4 / Comment Only: 3)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • None registered <p>Objection</p> <ul style="list-style-type: none"> • The development planned for Handforth is not sustainable or necessary • Creating two Handforths will affect the community identity and the area will become part of Greater Manchester • New community will be too far from the railway station • Additional traffic congestion • Handforth is part of Wilmslow and the Local Plan should reflect this • There are numerous brownfield sites available for development • Need to maintain the Green Belt between Wilmslow / Handforth / Dean Row and Greater Manchester • Handforth is a Key Service Centre but no strategic sites have been identified; this fails to recognise sites classed as developable in the SHLAA (e.g. site ref 3527) which would be a sustainable urban extension • Not clear why the North Cheshire Growth Village has been selected over sites in the existing settlement • The North Cheshire Growth Village site is on perhaps the most valuable piece of Green Belt in Cheshire East. Not clear why other, less valuable sites have not been selected for development (including the proposed safeguarded land at Wilmslow) • The fundamental purpose of Green Belt in North Cheshire is to prevent urban sprawl from Manchester into Cheshire. It would make sense to use other areas such as south west of Macclesfield (identified as safeguarded) rather than land at Handforth which is adjacent to the conurbation. • with natural meadows, ponds, grazing land, great biodiversity including protected species, landscape value with views to Pennines, • The amount of housing proposed at the North Cheshire Growth Village is way in excess of the identified need for Handforth. Will meet the needs of other communities but take up all of Handforth's open spaces • The need for housing in Handforth is primarily for social rented housing <p>Comment Only</p> <ul style="list-style-type: none"> • No indication where the 200 houses for Handforth (in addition to North Cheshire Growth Village) would be located. Suggest the sites L, K, J and G from the Handforth Town Strategy are appropriate, sustainable and would support the local community
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Strategic sites should be included for Handforth instead of the North Cheshire Growth Village • Delete the North Cheshire Growth Village proposal
Council assessment of relevant issues	Specific issues regarding the North Cheshire Growth Village are addressed in the report for that site and specific issues regarding Green Belt are addressed in the

	<p>report for Green Belt policy. Sites have been selected following consideration of all the evidence available. The findings of the Green Belt Assessment are important but not determinative. The needs arising from within Handforth will be adequately met from sites within the settlement plus a proportion of the development at the North Cheshire Growth Village. Any sites required to meet the housing requirement figure for Handforth over and above the existing commitments and completions in Handforth will be identified through the Site Allocations and Development Policies document.</p>
Recommendation	No material changes

Consultation Point	Knutsford
Representations received	Total: 26 (Support: 4 / Object: 16 / Comment Only: 6)
Relevant issues	<ul style="list-style-type: none"> • Support • We support CEC's local plan, and have aligned with other Knutsford Community Groups. We insist that the final Local plan includes: No commercial or Employment land in NW Knutsford (proposed in site B); and reduction of the size and scale of Safeguarded land (removal of site B from this proposal). • Support for the current proposals in the Local Plan with some caveats. • Proposals broadly supported with essential safeguards on location, design, density and landscaping to preserve the quality of life and visitor economy of the town. Safeguarded land is excessive and should be distributed more evenly. Improvements in road, public transport, educational and sports provision, health are essential requirements integral to development • There should be an absolute overall cap of new dwellings of 600. The number of new dwellings in the Green Belt should be limited to 300 wherever they are situated. • The 230 dwellings on the brown field site are supported as are 70 in the town centre with the possibility of adding other new housing units by refurbishment of existing premises or change of use to residential. the provision of affordable housing to be within striking distance of town centre and meet residency criteria • The 150 dwellings proposed for the north east side of A50 Manchester Rd [Site C] should be screened by judicious arborial planting and landscaping to retain the rural nature of the northern approaches to the town on the A50 and Mereheath Lane • The existing sports and playing field facilities should not only be retained but enhanced by relocating and enlarging • Egerton Primary School and its playing fields on the adjacent housing site in the process of solving the underprovision of primary places in north Knutsford. This would provide the opportunity not only to strengthen the underprovided sports and physical activity provision for the town as a whole but also to provide community accommodation for pre-school and youth organisations and replace the meeting space now lost to the Curzon Cinema. The houses provided should follow a design brief that complements the existing vernacular architecture of the rest of the town • The choice of site is acceptable for the other 150 houses proposed in the Green Belt for N Knutsford on the Northwich Rd [Site A]. They should receive similar screening and landscaping treatment • The area allocated to the 300 houses in the Green Belt is generous. It should be used to the full to create green corridors, pleasant green spaces. House should not be bunched in one area to offer developers further build opportunities • The recent proposal for 150 houses on Booths Park should be considered

within the overall cap of 600 houses and 150 on Green Belt land.

- Highways improvements in the town centre
- Improvements to educational provision and medical and health/medical provision before development
- Support protected open space and housing plans - oppose extent of safeguarded land and employment development

Objection

- Some indicated development areas are subject to high levels of Aircraft Noise. As such development may be contrary to the NPPF, Noise Policy Statement England, and government Policy on Aircraft Noise and in conflict with the sustainable Communities (Pollution) part of the Local Plan.
- The proposed housing numbers are too high and infrastructure will not cope.
- Safeguarded land is too focused to the north
- Justify the scale of safeguarding given the growth expectations for the plan period The northern Employment Site and Housing Site are too far north and extend Knutsford in a linear fashion northwards.
- The employment site is too far from the centre for most people to commute on foot or by bike, thereby encouraging increased car use, congestion, emissions and other pollution.
- Protect the agricultural land of North West Knutsford
- Use land swap to free up Brownfield sites for development.
- Toft Road, Knutsford. A Masterplan and Vision document (attached) has been prepared which demonstrates that a sustainable scheme of up to 50 dwellings on this site in Knutsford.
- Objection is registered to the proposed employment land development around the existing car showrooms. This constitutes ribbon development and urban sprawl on the Green Belt - the very purpose for its designation as Green Belt in the first place. In addition it would place housing closer to the relocated Egerton School.

Moreover, the re-designation of Site B as safeguarded land opens the door to retail park development in the future - the type of development that has so damaged the approach to Nantwich on the Middlewich Rd. The location and scale of 41 ha of safeguarded land is unsupported by evidence of need.

Reversion to Site B for housing and safeguarding of, say, 20 hectares on Sites A , F and east of Longridge would spread the allocation more evenly across the town and provide more flexibility of response to future needs. No further employment land should be safeguarded over and above that already available

Comment Only

- CEC should continue to investigate the distribution of any new additional housing spread evenly throughout the town taking note mainly of the impact on road infrastructure, but also utilities and health/education services. It is essential to give more detail to the plan for not just a new or replacement school/relocation of Egerton Primary School but the consideration of additional pre-school and primary school places that this plan will generate
- Drastically minimise loss of Green Belt.

	<ul style="list-style-type: none"> • Support residential development at car park at Moorside, Knutsford. Detailed site information attached. • Site A is subject to surface water flooding [see Environment Agency Flood Risk assessments].
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • More even distribution of housing on all available sites including detailed consideration of Booths Park. Dairy Farm Field and Parkgate east • Details of traffic infrastructure improvements that need to be approved and consulted upon and then implemented before the new houses are built. • Specify types of housing appropriate to the needs of Knutsford including affordable housing, houses for single people and housing for the ageing population. • Removal of Employment and Commercial Site B from the plans. • Reduction in safe guarded land for future development (Site A and B) • Remove Safeguarded land from North West Knutsford • Recognise Knutsford as an historic town-needs special protection. Impose strict design code on developers regarding housing etc. Avoid soulless mass-produced estates. • Preserve views on approach roads esp A50 north/south. • Justify amount of safeguarded land (too much). • Discourage cars, manage traffic better public transport. • More even distribution of housing on all available sites including Booths Park. • The best option for a nuclear town would be to build to the west and south west of the centre either side of the railway line. Such developments could also be supported by a new by-pass (within the developments, not at the edge of them, so as to minimise countryside taken up) to alleviate congestion both along the A50 and on the Northwich Road. • There needs to be a recognised constraint on development based on the Airports Noise Contours and the latest Government Guidance. • Numbers reduced, • Limit the number of houses to 600. • Parkgate Extension, Knutsford The northern section of this site is NOT "a natural extension to an existing residential and employment area", but is instead a greenfield development that distorts still further the shape of Knutsford. Better to build to the west of this industrial area, alongside the railway line • There is also infill land to the south of Parkgate and the main road, though at least half of it should remain as parkland. This infill development should incorporate more employment areas. • Cannot constitute the "exceptional circumstances" warranted to redraw the green belt boundaries around our town. This must be removed from the plan. • Local groups support development on the understanding that the plan is changed to remove safeguarded land from Knutsford, remove employment land from NW Knutsford Consider a strategic land swaps with infrastructure requirements i.e. schools and health using precious Greenbelt and houses backfilling into those sites in town. Rather than pushing the boundary of Knutsford out it could bring more people into the centre which is good for business and reduces car journeys. • Toft Road, Knutsford. A Masterplan and Vision document (attached) has

	<p>been prepared which demonstrates that a sustainable scheme of up to 50 dwellings on this site in Knutsford.</p> <ul style="list-style-type: none"> • I am able to confirm that the site 4389 SHLAA 2013 is available and can be brought forward for development within the next 5 years as opposed to the timescale envisaged in the SHLAA. There is an inadequate supply of housing land as evidenced in recent appeal cases and the Council cannot demonstrate a 5 year land supply.
Council assessment of relevant issues	<p>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 important to the prosperity of the Borough as a whole.</p> <p>A number of Local Plan Strategy sites and safeguarded land has been identified around the town to deliver appropriate sustainable economic growth up to 2030.</p> <p>The comments on individual sites relate to the Local Plan Strategy sites (CS) and Strategic Locations (SL), or to Non Preferred Sites (NPS). They are dealt with in more detail in the response to those consultation points.</p> <p>The Local Plan Strategy includes an Infrastructure Delivery Plan which deals with education and other infrastructure requirements required to support the delivery of the sites noted in Figure 15.31.</p> <p>Other issues raised are either covered in more detail elsewhere within the Core Strategy or are not appropriate for inclusion in the Knutsford consultation point</p>
Recommendation	<p>Figure 15.31 has been proposed to be amended to include Booths Hall as a Strategic Employment Area within the Green Belt and changes are proposed to be made to the boundaries, extent and use proposed at the North West Knutsford Site.</p>

Consultation point	Site CS 18:North West Knutsford
Representations received	Total: 35 (Support: 1 / Object: 23 / Comment Only: 11)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Accept the need for housing but no more than 300 dwellings in the Green Belt. Sports facilities and protected open space are enhanced and retained. Dwellings at Parkgate to be high quality design and access improved here. Restrict further commercial development around A50. No additional safeguarded land. Development to complement Knutsford's historic nature and support its visitor economy. North Knutsford Community Group support this Local plan. Cheshire East have engaged effectively with ourselves and we are pleased with changes to the Local Plan following this engagement. We welcome further discussion. We do however continue to object to two areas of detail: <ul style="list-style-type: none"> - location of employment land in NW Knutsford - scale of safeguarded land in NW Knutsford and removal of site B from this proposal <p>Objection</p> <ul style="list-style-type: none"> The amount of safeguarded land is excessive and unnecessary and evidence scant.(enough for 1200 plus homes) Ribbon development should be avoided as in CS18 proposals should be on the western side of the town to enhance its nuclear shape and be closer to its station, and incorporate a by-pass to the current A50 to improve traffic in the town With the release of employment land at Parkgate East, opportunities in the Town Centre with the Egerton school move and proposed plans for the development at Booths Park there is really no need for Manchester Road. Traffic is already at saturation point, infrastructure improvements needed first Oppose taking land out of Green Belt. Land is agricultural land grades 2 and 3. Sites CS19 and NPS50 are of lower agricultural quality. There are no exceptional circumstances to justify an amendment to the Statutory Green Belt and consequently Policy CS18 is also not consistent with National Policy. Why has there been a change from the original intention for Area A which is now scheduled for housing development along Northwich Road, behind the Red Cross/Fire Station and extending alongside the allotments behind Warren Avenue. The original plan assumed such development on Area B <p>Comment Only</p> <ul style="list-style-type: none"> Likely to be most acceptable site for housing but not for employment. Knutsford may require more housing development to meet local needs Booths Hall houses should be included in the allocation for Knutsford

	<ul style="list-style-type: none"> • Need to demonstrate impact on listed buildings and heritage assets (Tatton Park) • no more than 300 new dwellings are constructed in the Green Belt and that they are of a design and construction quality, positioning and landscaping that preserves the rural northern approaches to Knutsford • Take part in a real environmental assessment before continuing. • The council seems to have come up with this plan so that the developers can make maximum profit and not for the needs of the populace. and have therefore gone against the majority of there aims and principles within this document, and the wishes of the local populace, this includes ignoring the August 2012 consultation, and therefore wasting Tax payers money • Site is sequentially preferable to others in Green Belt review. Bolster Site Attributes and Location section. Improve Green Belt Assessment conclusions by referencing The Crowns review. Why push back 125 homes to latter plan period? Scale of development may be insufficient to support listed infrastructure - lack of list at CS19 is unreasonable. Both sites could jointly provide, if need is evidenced.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Policy CS18 should be deleted from the Plan. The proposed housing and employment site • Change the numbers of housing units to bring us in line for expected growth within Cheshire East, this would be in the region of 410 units. • Get rid of protected development sites to enable free markets to continue in the future • Set into place a timetable for infrastructure improvements that run in front of or alongside housing developments • Put into consideration reusing empty properties and brownfield sites, including those that may come on stream during this period • Take out any business development within these sites except those that may be of use to the populace, a small local shop • apply the documents aims and principle, and not what's cheapest for the developers to make more profit • Increase the number of allotments on safe and secure sites • Please add 'contribute to the economic sustainability of heritage and cultural assets or landscapes • Consider moving employment allocation to Parkgate extension • LP requires 30 hectares but allocates 65, why? • No evidence that there is a need for an additional 5ha of employment land on Manchester Road. • Reduction in use of Green Belt for safeguarded land as not justified • Site B should be taken off the Knutsford local plan for Safeguarded Land as the amount allocated land is excessive • Need to demonstrate impact of allocations east of A50 on heritage assets (the site boundary is adjacent to a Grade II* registered Parks and Garden Tatton Park) • The western housing site does support nuclear development of the town, and should incorporate a by-pass (within the development area) from the A537 Northwich road to the A50 north, to alleviate town centre congestion • the remainder of Site A should be allocated for development post 2030

and in addition to Site A a small extension to Site C should also be included. This would give the town enough land for future development and would just fit within the the current infrastructure limitations. Site B is not needed and is excessive and development along Manchester Road would destroy Knutsfords rural aspect as you enter the town along this major thoroughfare.

- Delete the proposed housing development adjacent to Northwich Road Knutsford from the proposals
 - Developments in Knutsford should be on the western side of the town to enhance its nuclear shape and be closer to its station, and incorporate a by-pass to the current A50 to improve traffic in the town
 - Remove Employment Site from North West Knutsford
 - The Crown Estate welcome the level of growth afforded to Knutsford. However if the Inspector was minded to increase development towards the settlement, then this equally would be supported.
- ii) Furthermore, Policy PG1 housing requirements are a minimum. For consistency and clarity, reference to dwellings in PG18 page 258 should also be minimal.
- iii) Core Strategy could be improved by presenting how the division of additional infrastructure related developments will be achieved through the development of two housing sites at NW Knutsford. The policy should give guidance on this.
- iv) The phasing of land at NW Knutsford should be bought forwards to 2015-2020 and 2020-2030.
- Preferred Sites Background Paper:
- i) Add to the text within the Site Attributes and Location section:
 “The allocation of land at NW Knutsford forms an extension to an existing residential and employment area adjacent to the northern western settlement boundary of Knutsford. The site is well contained by existing landscape features (woodland and Tabley Hill are located to the west) and existing development is to the south.
 With the provision of appropriate infrastructure and services, this development can form a sustainable extension to Knutsford contributing to the Core Strategy Strategic Priorities.”
- ii) The site is also sequentially preferable to other sites identified by the Council in their review of the Green Belt. This should be included within the recommendation section of page 49.
- Re Employment allocation - In respect of the infrastructure contributions, the Policy needs to be given further consideration and re examined alongside Policy CS19 (Parkgate).
- With regards to phasing, the text should be reworded to remove the reference to the employment being provided in tandem with the residential development. The text should allow for the employment land to be delivered independently.
- Why has there been a change from the original intention for Area A which is now scheduled for housing development along Northwich Road, behind the Red Cross/Fire Station and extending alongside the allotments behind Warren Avenue. The original plan assumed such development on Area B

Council assessment of relevant issues	<p>The site at North West Knutsford is considered to represent the opportunity for a high quality, sympathetic low density residential development</p> <p>The Council contends that there are exceptional circumstances to justify the allocation of this site and adjustment to the Green Belt boundary.</p> <p>The provision of safeguarded land at the site has been reviewed – please refer to comments on site CS 33 (North West Knutsford).</p> <p>The policy as worded refers to the importance of respecting nearby designated heritage assets.</p> <p>The phasing and indicative delivery of the site is considered appropriate and meets evidence contained within the Strategic Housing Land Availability Assessment.</p> <p>Booths Hall has been identified in the Local Plan Strategy as a Strategic Employment Area within the Green Belt and its boundaries identified in Figure 15.31</p> <p>Other issues raised are either covered in more detail elsewhere within the Core Strategy or are not appropriate for inclusion in the North West Knutsford consultation point</p>
Recommendation	<p>The policy has been proposed to be amended as follows:</p> <ul style="list-style-type: none"> • 5 hectares of employment land removed and reallocated as safeguarded land • Reference to small scale retail changed to 'appropriate retail provision to meet local needs' • Remove the 20 hectares of safeguarded land south of Tabley Road and retain its Green Belt status. • Reduction in the northern most extent of the protected open space (0.75 of an acre) to the south of Tabley Road to reflect the extent of the proposed housing land and the removal of the safeguarded land. • Paragraph 15.250 amended to read: 'As with all new development, any ecological constraints should be considered and respected, and where necessary the proposal should provide appropriate mitigation.' • Policy Context box: references to paragraphs 7, 17 and 19 of the NPPF proposed to be deleted. Paragraphs 72 and 117 proposed to be added to the policy context box to reflect the NPPF. An additional Priority 3 added to the policy context box: Protecting and enhancing environmental quality to Strategic Priorities <p>Additional paragraph added to site justification as follows: - Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).</p>

Consultation Point	Site CS19:Parkgate extension, Knutsford
Representations received	Total: 25 (Support: 10 / Object: 8 / Comment Only: 7)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • 6 ha proposed employment land at Parkgate is supported • Proposed residential development at Parkgate North could make a significant contribution to the requirement for new homes • The south eastern section of this site is good infill development. • Tatton Estates Land to north of Parkgate Ind Estate for phased provision of 250 new homes. Planning application has been submitted and hoped to be determined early 2014. Tatton Estates supports the principle of allocation of said land under CS19 for 250 homes but would like to comment if this changes. • CPRE can support the principle of development. Additional access to the Parkgate area under the railway line is required, but is not included in the draft Infrastructure Plan; enhanced retail to cater for local needs and reduce the need to travel. <p>Objection</p> <ul style="list-style-type: none"> • The northern section of this site is NOT "a natural extension to an existing residential and employment area", but is instead a green field development that distorts still further the shape of Knutsford. Better to build to the west of this industrial area, alongside the railway line • Developments in Knutsford should be on the western side of the town to enhance its nuclear shape and be closer to its station, and incorporate a by-pass to the current A50 to improve traffic in the town. • The proposed Parkgate Housing and Employment Extension would put too much pressure on the already horrendous Brook Street traffic bottleneck. • It would also be too near to Tatton Park and obscure views from there towards the Peak District. • Dairy House Farm would no longer be a viable agricultural unit • Alternative sites for housing and employment land around Knutsford should be identified which do not utilise agricultural land • Before this site is considered there should be a second route in, and the present bridge should be strengthened • Why has the change from the original intention for Area A which is now scheduled for housing development along Northwich Road, behind the Red Cross/Fire Station and extending alongside the allotments behind Warren Avenue. The original plan assumed such development on Area B <p>Comment Only</p> <ul style="list-style-type: none"> • Loss of employment land to housing in this location seems irrational. How will site be accessed? No mention of crossing the railway line as in previous plans?

	<ul style="list-style-type: none"> • granting of planning permission conditionally for residential development if a comparative evaluation of this and other sites, and objective evidenced need, demonstrates the site's preferred suitability • The site boundary is adjacent to a Grade II* registered Parks and Garden Tatton Park. The site affects a number of designated heritage assets proposals for this site will need to demonstrate that that they will conserve those elements • Developable area will be reduced by the area set aside for bridge and approaches over or under Altrincham-Chester railway. If railway is bridged, need sufficient headroom for electrification if not already installed at time of development. • Such development would interfere with the natural drainage away from the nearby flood zones. • Completely develop the Parkgate site (East now and West in the future) to raises the status, facilities and amenity value of the eastern side of Knutsford. Include a second access to the Site. • Support growth in town but Parkgate lies in the Egerton catchment area. There is no mention of moving the catchment lines so the new homes lie within Manor Park's catchment (makes more sense geographically) but, with numbers at the max,. now, Manor Park would need to expand to accommodate. • Do not object to growth in Knutsford as a whole. Concerned that the approach to development at Parkgate is disproportionate re required infrastructure. Support more joined up thinking regarding meeting town's infrastructure, without compromising viability.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Remove the proposed Parkgate Extension from the Core Strategy as it impacts too much on traffic and drainage and is too near Tatton Park. • Reduce the number of houses proposed for the Parkgate employment site. Specifically exclude the green belt Parkgate Site F site from development or designation as safeguarded land. • Add Site F (Parkgate West) as a potential Housing site. • Consider swapping the employment allocation in NW Knutsford to this site and the housing allocation to N.W.Knutsford and secure the crossing of the railway line. • Before this site is considered there should be a second route in, and the present bridge should be strengthened. • Developments in Knutsford should be on the western side of the town to enhance its nuclear shape and be closer to its station, and incorporate a by-pass to the current A50 to improve traffic in the town. • It is essential to resolves and future proof the current infrastructure issues prior to any further development being permitted. • A more realistic appraisal of Knutsford's infrastructure requirements • NT ask that "Provision of a landscape buffer and appropriate security measures to the boundary of the Tatton Park Estate to the north and west of the site and between the employment site to the south." • A more consistent approach towards social, physical and environmental infrastructure to be achieved within Knutsford as a result of the growth of minima 650 new dwellings.

	<ul style="list-style-type: none"> Why has the change from the original intention for Area A which is now scheduled for housing development along Northwich Road, behind the Red Cross/Fire Station and extending alongside the allotments behind Warren Avenue. The original plan assumed such development on Area B
Council assessment of relevant issues	<p>Site CS19 is considered to form a natural extension to the existing residential and employment uses on the edge of Knutsford, forming an appropriate location in which to meet the identified needs of the town.</p> <p>The site is allocated within the Macclesfield Local Plan as employment land. By virtue of its location, it is considered that this site presents a rare opportunity, within this part of the Borough, for a sustainable development within the existing settlement boundary of a key service centre.</p> <p>The policy as worded seeks to ensure a high quality design and the provision of an appropriate landscape buffer to the Tatton Park Estate</p> <p>The number of houses proposed at the site has been reduced in order to allow more land for acoustic mitigation from the adjacent industrial site.</p> <p>Other issues raised are either covered in more detail elsewhere within the Core Strategy or are not appropriate for inclusion in the Parkgate Extension consultation point</p>
Recommendation	<p>Proposed Changes</p> <ul style="list-style-type: none"> The number of houses proposed has been reduced from 250 to 200 due to the need to allow more land for acoustic mitigation from the adjacent industrial site. There are currently planning applications for housing and employment already being considered. <i>Para 15.259</i> – last sentence amended to read ‘There is a waste water treatment plant on the eastern boundary of the proposed employment site with the Birkin Brook.’ <i>Para 15.264</i> – additional text added to paragraph to read ‘The floodplain of the Birkin Brook must be excluded from development’. Policy context box has been amended to update references to the NPPF and an additional Priority 3 ‘Protecting and enhancing environmental quality to Strategic Priorities’ Additional reference to evidence base added to the policy context box – Strategic Flood Risk Assessment Additional paragraph added to site justification to read as follows: Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).

Consultation Point	Middlewich
Representations received	Total: 8 (Support: 0 / Object: 5 / Comment Only: 3)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> No comments made. <p>Objection</p> <ul style="list-style-type: none"> Displacement of business at Brooks Lane will be harmful to economy The bypass is a priority and should not be left until the latter stages of the plan for implementation Link between Middlewich Town Strategy and Local Plan is not clear A new link from Booth Lane over the canal A number of strategic employment sites at Mid point 18 have not been allocated – this puts into jeopardy the growth targets of the plan. Richborough estates object to the non-allocation of land a Croxton Lane Housing requirement across CEC is at least 9000 dwellings too low – more housing should be allocated at Middlewich <p>Comment Only</p> <ul style="list-style-type: none"> Although no sites are now in the CWAC area, CWAC will continue to work closely and effectively with Cheshire East to plan for future sustainable development in and around Middlewich, eg. to feed into CWAC Local Plan (Part 2) Middlewich Lagoons should be allocated for around 750 dwellings as it is a sustainable, suitable, brownfield site (SHLAA Ref 2318). The site is contaminated and a Site of Biological Importance, however, these factors wouldn't prevent delivery of a scheme. Site is more sustainable than Glebe Farm site Middlewich already highly developed/grossly distorted in shape. Proposed will make it worse (particularly the Glebe Farm site) If housing required should be on in-fill sites Town needs a railway station – which would help reduce Co2 emissions. No mention of cycleways. Site SL9 should be for employment If SL9 given to employment then large parts of SL10 can be housing Should build bridge over canal to join industrial estate east of site Link between Town Strategy and Local Plan not clear Housing & employment sites don't contribute to Town centre investment in Local Plan Brook Lane plans to move businesses are ill thought out Areas discounted for housing now have permission as such A number of Pochin Property's important sites, including the strategic employment land at Midpoint 18, Brooks Lane (for Residential/Mix) and Warmingham Lane (Residential), have not been allocated for development. This puts Plan in jeopardy of being found unsound Object to the non-allocation of Land off Croxton Lane for housing – CE needs

	<p>more housing in Middlewich</p> <p>Council should identify additional deliverable development opportunities in Middlewich to achieve housing targets, without placing heavy reliance on the strategic sites coming forward in this Plan period, particularly in the north of the settlement. Site at Centurian Way provides a sustainable location for housing needed in North of settlement.</p> <ul style="list-style-type: none"> • 1600 dwellings identified target for Middlewich – only 850 allocated • Middlewich is highly developed and new allocation create a distorted urban form
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • A greater scale of strategic allocations to reflect the requirements of Policy PG6. Without this, it is considered that the target of delivering 1,600 dwellings in Middlewich by 2030 cannot be met. • Allocate Middlewich Lagoons (SHLAA Ref: 2381) as a strategic housing site, which is capable of delivering in the region of 750 dwellings • Build train station • Housing should be allocated to in-fill sites (not Glebe Farm) • Need cycleways to Town and Mid-point 18 • Don't use SL9 for housing (use for employment and use part of SL10 for housing) • Middlewich eastern by-pass should pass through the site • Build bridge over canal • Mention contributions to Town Centre from proposed developments • Don't displace • Area south of Brooks Lane would make a good area for housing, Marina and Shops • Create link over canal • Allocate former Tesco site for housing • Provide cycle and walking routes into Town centre • Protect land between Middlewich and Elworth / Sandbach to clearly define the areas • Pochin Property's sites in both Middlewich and Crewe to be allocated to ensure that the Core Strategy is found sound at Examination (see PRE3998 for details) • Warmingham Lane, Middlewich (Phase 2), this should be allocated for 165 dwellings. Please see attached Masterplan (PRE5108) • The emerging Core Strategy should allocate Land off Croxton Lane (A530), Middlewich for 60 dwellings • Need to demonstrate duty to cooperate with C West and Chester to be able to deliver on strategic issues in Middlewich • Identify additional development opportunities in Middlewich to achieve housing targets; site at Centurian Way should be allocated
Council assessment of relevant issues	<p>The Local Plan Strategy establishes how and where it will meet the objectively assessed need to deliver 27000 new homes over the plan period. This is done through Chapter 8 Planning for Growth and principally through policies PG1, PG2 and PG6.</p> <p>Changes have been made to the Town Map. Responses to comments regarding</p>

	<p>individual sites are made in following proformas.</p> <p>Further allocations for Middlewich will be considered during the next stage of the plan making process through the production of the Site Allocations and Detailed Policies Document</p> <p>Details of the full extent of proposed cycleway, green infrastructure and all other details of site specific development will be established through either the submission of a planning application with masterplans for sites, and/or further detail submitted to the production of a Site Allocations and Detailed Policies Document.</p> <p>Chapter 2 'Duty to Cooperate' outlines the key areas where Cheshire East Council has engaged neighbouring authorities. This is an ongoing process throughout the plan period.</p> <p>Making best use of contributions from development to improve services and facilities in the town (including investigations into canal links and rail services) will be achieved in conjunction with Middlewich Town Council through the S106 regime and in future through the establishment of a Community Infrastructure Levy.</p> <p>Middlewich Town Strategy has significantly informed both the vision for the town and selection of sites which will contribute to delivery of that vision</p>
Recommendation	<p>Figure 15.34 has been amended to show the Borough boundary, route of Middlewich Eastern Bypass, existing Strategic Employment Area and Committed Strategic Sites.</p>

Consultation point	Site CS20: Glebe Farm, Middlewich
Representations received	Total: 14 (Support: 2 / Object: 7 / Comment Only: 5)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • New investment in poor quality and under utilised land • High quality development creating an attractive southern gateway • The boundaries of this site should be drawn to match field boundaries in order to preserve priority habitat hedges and maintain the landscape 'grain'. <p>Objection</p> <ul style="list-style-type: none"> • Most of site is in Moston Parish Council – no mitigation for additional population within the parish • Contrary to Local and National Planning Policies. It is in Moston not Middlewich and will destroy a greenfield site within a Strategic Open Gap in open countryside. • It will place an unacceptable burden on the lanes and infrastructure of rural Moston. • No new local services proposed to support the development • Site supports flora and fauna and is greenfield • Allocation of site not considered most appropriate when considered against reasonable alternatives. Cledford Lagoons are a reasonable alternative • Serious concern that proposed approach will not deliver houses or economic development as per growth aspirations of the plan • Lack of consistency with national policy • Site not sustainable • Cledford Lane Lime Beds is a SBI, may not withstand disturbance <p>Comment Only</p> <ul style="list-style-type: none"> • English Heritage: The site boundary is adjacent to the Trent and Mersey Canal Conservation Area. It also affects a two Grade II listed buildings. The NPPF considers that any substantial harm to or loss to a Grade II listed building should be exceptional. Therefore, any development proposals for this site will need to demonstrate that they will conserve those elements. • Extending town south is broadly unsustainable in terms of access to facilities and services • Future development must consider impact on historic environment • Site is Greenfield, if housing needed, infill preferable • No mention of internal detail of site (cycleways etc) • 400 homes may be optimistic given existing site constraints • Full archaeological assessment needed • Site may not be viable given expectations in regard to contributions, infrastructure and affordable housing •

List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Demonstrate how site will not harm historic setting and include reference to Trent and Mersey Canal Conservation Area and listed buildings. • Detail cycleways to both town and Mid-point 18 • Remove site, allocate Cledford Lagoons • Allocate land at Warmingham Lane as an extension to Glebe Farm site • Remove site from plan • Include site NE of Booths Lane as an allocation • Amend policy to require provision of 10% intermediate housing and no financial contributions • Significantly more detailed scale of justification required to support inclusion of site • Include buffer zone between Cledford Lane SBI and site
Council assessment of relevant issues	<p>Middlewich is identified as a Key Service Centre and the vitality and growth of the town contributes to the prosperity of the Borough as a whole. The site represents an opportunity to deliver a high quality, sustainable residential development whilst supporting delivery of key infrastructure through financial contributions to the Middlewich Eastern Link Road.</p> <p>The parish boundary is less important as a constraint than the Council Boundary and natural features such as the river corridors and floodplains.</p> <p>The development will be integrated to the existing residential areas and the town through strong pedestrian and cycle links.</p> <p>Cledford lane is some distance to the east.</p> <p>Further details of the proposals, including links and consideration of ecological issues, will be provided in the Site Allocations and Development Policies document.</p> <p>The site is separated from the canal by Booths Lane but the setting of the conservation area will be respected in any development proposals.</p> <p>The allocation is considered to be viable.</p>
Recommendation	<ul style="list-style-type: none"> • The boundary of site is to be expanded to west to meet Warmingham Lane. • Add to end of paragraph 15.272: To the east of the site on the other side of Booth Lane lies the Trent and Mersey Canal conservation area, which also includes the listed Rumps locks. • Add criteria h and i to site specific principles of development: • h. The Local Plan Strategy Site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes). • The development proposals adjoining the Trent and Mersey Canal Conservation Area and associated listed buildings must reflect the location and be of a high standard. • Policy Context: add paragraphs 112, 117 and 126 to National Policy, add priority 3: protecting and enhancing environmental quality to Strategic Priorities.

Consultation point	Strategic Location SL9: Brooks Lane, Middlewich
Representations received	Total: 37 (Support: 2 / Object: 3 / Comment Only: 32)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Marina can provide link into town and facilitate reopening of Middlewich train station • Welcome marina development • Total transfer from industrial to residential is difficult given issues of contamination • Measures should be in place to facilitate and encourage relocation of small businesses <p>Objection</p> <ul style="list-style-type: none"> • Brooks Lane should not be developed for housing. • Bridge should be built to connect canal with industrial estate enabling traffic to bypass centre of town • Plans to move businesses are ill thought out • No mention of investment into the town centre • Draft plan only delivers 50% housing requirement of Middlewich as per PG6, to deliver housing need Brooks Lane site should be extended to include land at salt lagoons to the south • Allocation of site contrary to NPPF and objectives of the Plan • Site has barriers to deliverability including contamination and land assembly issues • There are other sustainable sites which have been identified which could meet housing need in Middlewich • If site allocated there may be serious implications for existing operators and may impact on future business expansion <p>Comment Only</p> <ul style="list-style-type: none"> • Provision of 400 homes may be optimistic given existing site constraints • English Heritage: Full assessment of impact on historic environment required and impact of development on Conservation Area, Grade II listed buildings and Scheduled monuments. A framework to assess value of historic environment must be in place. • Full archaeological assessment required • Questionable whether site is viable given expectations regarding contribution to infrastructure, affordable housing etc • For site to be viable landowners would need to accept reduced profit • Of all sites included in plan this is the one that should be reserved for employment due to its easy access via sustainable means
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Brooks Lane should not be developed for housing. • Bridge should be built to connect canal with industrial estate enabling traffic to bypass centre of town • Detail cycleways • Remove site from allocation and protect for future economic use

	<ul style="list-style-type: none"> • Identify contributions to town centre and other investment • Do not disperse existing business at north of Brook Lane • South of Brook Lane would make a good area for housing • Improve link from Booth Lane over canal • Consider existing sites in town centre for housing development • Identify cycle and walking routes in town • Protect open land between Middlewich and Sandbach
Council assessment of relevant issues	<p>Middlewich is identified as a Key Service Centre and the vitality and growth of the town contributes to the prosperity of the Borough as a whole.</p> <p>The site represents an opportunity to deliver a high quality, sustainable residential development with leisure and community facilities on a brownfield site, which will also support the delivery of key infrastructure through financial contributions to the A54 through Middlewich.</p> <p>The development will be integrated to the existing residential areas and the town through strong pedestrian and cycle links.</p> <p>Further details of the proposals, including links and consideration of ecological issues, will be provided in the Site Allocations and Development Policies document. The impact on Cledford Lane Lime Beds has been identified as a principle of development.</p> <p>The improvement of existing and provision of new cycle and footpath links is a requirement for the development.</p> <p>The impact of the development on the Trent and Mersey Canal conservation area will be a positive one.</p> <p>There will be an impact on local businesses currently operating on the site, but this proposal is supported by the allocation of up to 70 hectares of employment land at Midpoint 18 (SL10).</p>
Recommendation	<ul style="list-style-type: none"> • Add to paragraph 15.278: There is potential to expand the site into the salt lagoons in the future. • Add to point b of Site Specific Principles of Development: The development proposals adjoining the Trent and Mersey Canal Conservation Area and associated listed buildings must reflect the location and be of a high standard. • Policy Context: delete paragraphs 20 and 156, insert paragraphs 110, 117 and 127 in National Policy. Add Priority 3: Promoting and enhancing environmental quality to Strategic priorities.

Consultation point	Strategic Location SL10: Midpoint 18 Extension, Middlewich
Representations received	Total: 7 (Support: 2 / Object: 2 / Comment Only: 3)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Logical approach to future employment needs in Middlewich and will help to procure the Eastern By-pass • Will help deliver more jobs, improve local economy, improve connectivity and drive greater town centre usage <p>Objection</p> <ul style="list-style-type: none"> • Oppose the allocation of this site. It should not be allocated for development now or safeguarded for future development. It is in a fundamentally unsustainable location and / or located in very sensitive area of Green Belt where its contribution to the purposes of including land in the Green Belt is absolutely critical. <p>Comment Only</p> <ul style="list-style-type: none"> • National grid pipelines runs to east of proposal – access must not be sterilised and pipeline should be protected from uncontrolled development in the vicinity. • If SL9 used for industrial, large parts of SL10 can be used for residential with eastern by-pass running through the site. • Middlewich is a distorted urban form and such developments exacerbate this. • The Middlewich Eastern by-pass should pass through the site. • There is no mention of cycleways, either into town or into Brooks Lane - both of which should be built, to improve non-vehicular access, benefitting both CO₂ emissions and local health.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Include Hotel Development with conferencing facilities in future development • Mid point 18 including land at Cheshire FRESH, to be allocated as a strategic employment site • Site is unsustainable, remove site from plan
Council assessment of relevant issues	<p>The site will deliver a significant contribution to the Local Plan Strategy Objectives and Vision by promoting economic prosperity and contributing towards the provision of associated infrastructure.</p> <p>The site adjoins existing development and will provide good pedestrian and cycle links to the town. The delivery of the Eastern bypass is a key piece of infrastructure vital to the future prosperity of Middlewich, Cheshire East and the wider region. Therefore the proposal supports the Local Plan Strategy of providing sustainable, jobs-led growth.</p> <p>Further details of the proposals, including links, suitable uses on the site and consideration of ecological issues, will be provided in the Site Allocations and Development Policies document.</p>

Recommendation	<ul style="list-style-type: none"> • Minor alteration to justification - insert reference to Midpoint 18 as strategic employment site • Corrections 15.286: • Change 'importance' to 'important', and between by pass and enhance, insert 'and'. • Amend point d of site specific principles of development: 'Future development should safeguard the river Croco and other watercourses and deliver significant ecological mitigation areas for protected and priority species and habitats on site; and' • Policy Context: delete paragraph 156, insert paragraphs 100 and 112 in National Policy. Add Cheshire East Strategic Flood Risk Assessment to Local Evidence
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Consultation Point	Nantwich
Representations received	Total: 5 (Support: 1 / Object: 4 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Nantwich Town Council re-iterates its support for the strategic sites (preferred sites) (site CS 21, site CS 22, site CS 23) in and around the Nantwich area. It notes that the overall supply of housing land in the plan period will be increased above the totals indicated in the core strategy by the commitments such as Queens Drive that have recently received permission. <p>Objection</p> <ul style="list-style-type: none"> Concern that building houses will make traffic congestion worse and increase pressure on infrastructure e.g. doctors and schools. Object to the increase to 1,850 dwellings proposed in the PSCS as a matter of principle. Concern that the allocation for Nantwich has inexplicably risen from 1,500 to 1,850 houses. There has already been significant development within the area over the last 10 years and the Town cannot take this sort of increase. As an area we do not have the infrastructure, particularly the roads, school and hospital/GP places. As a historic town this increase in the number of places is not sustainable. <p>Comment Only</p> <ul style="list-style-type: none"> none
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> There is no need for any residential sites at Nantwich. There has already been significant development within the historic town over the last 10 years and the town cannot take this sort of increase. Increased pressure on schools, transport and services.
Council assessment of relevant issues	<p><u>The scale of development.</u> The scale of development allows for planned development and significant contributions to local infrastructure and amenities in the town.</p> <p><u>Impact of development on local infrastructure including roads, schools and medical provision.</u> The impacts are detailed in the policy and supporting text and will be taken into account in seeking appropriate contributions for development proposals.</p>
Recommendation	<p>The Local Plan Strategy recognises that Nantwich is a Key Service Centre and the allocation of sites is in accordance with the Strategy. The current planning application for Kingsley Fields (CS21) includes employment areas and a site for a school and will create a balanced development enhancing local facilities.</p> <p>No material changes to Local Plan Strategy.</p>

Consultation Point	Site CS21: Kingsley Fields, Nantwich
Representations received	Total: 17 (Support: 5 / Object: 4 / Comment Only: 8)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • This is the most suitable location for large-scale development in Nantwich. The site has ready pedestrian access to town centre, minimising pressure on parking, and bringing improved prospects for shop traders. Should provide improved walking access to River Weaver, benefiting locals and creating a tourist attraction. 56% agreed at Draft Town Strategy consultation. • Welcome new Green Infrastructure and extension of Riverside Park on flood plain and higher ground to the west of the Weaver. Public access should be restricted in Northern areas to avoid impact on important biodiversity site. Protected species should be accommodated and their habitats extended. • Bring existing bridge into use. <p>Objection</p> <ul style="list-style-type: none"> • Such an enormous development is completely unwarranted and will destroy the nature of this ancient and beautiful market town. Possibly the eastern third would be acceptable. • Kingsley Fields is unsustainable in terms of its negative transport implications for the town and hugely damaging visual impact. More serious could be geotechnical implications which have not been assessed. If the salt-bearing marl beds on which Nantwich is built dry out, such shrinkage will cause subsidence putting many areas of the town at risk. • This site together with the 2 previous large sites will lead to the town's population doubling in 30 years, losing Nantwich's essential character as a small country town. All remaining growth is focused on this one location, the development will be at the expense of less favoured sites and the extent is not sustainable • Objects to the site delivery totals of 1100 homes. The site is not deliverable at the rate suggested in paragraph 15.299. The housing delivery rate should be calculated at a rate at or below the Council's suggested delivery rates in the 2013 SHLAA and alternative potential housing land at Nantwich South should be brought forward. • Consideration of the planning application has been deferred for further consideration • The developer claims there are 15 advantages of the proposal; but 5 are for Nantwich, 7 for Reaseheath and the remainder to CEC. • Not a sustainable location and not in accordance with the NPPF. • Will largely be a commuter village. <p>Comment Only</p> <ul style="list-style-type: none"> • A local food centre (shop) should be included, linked to production at Reaseheath College • Add more emphasis on design and biodiversity priorities.

- Even though outline permission is likely to have been given, these matters should be the subject of conditions and ongoing dialogue with the development management planners and the community
- If this site is allocated, wish to see good quality design, retail facilities that do not compete with Nantwich town centre, highway improvements and contributions to our village environmental improvements as this scheme will increase the traffic through the village.
- Not convinced that the Kingsley Fields expansion in Henhull Parish, north west of Nantwich, is necessary. If it is needed and its development is preferred to other areas near Nantwich, then its development should be used to secure:
 - (a) greater sustainability in Acton Village (school, church, hall, pub and possible shop,
 - (b) alleviation of traffic problems in the village and the implementation of environmental improvements,
 - (c) reconfiguring Burford cross roads to reduce through traffic on Chester Road, Acton,
 - (d) reconfiguring the junction of Wrexham Road and Cuckoo Lane to reduce the use of Monks Lane,
 - (e) the provision of a new road from Waterlode to a realigned A51 near to Reaseheath.
- The comments about the benefits of the scheme place too much emphasis on the public access and creation of additional footpaths in Nantwich Riverside, to the detriment of wildlife considerations, which have been highlighted in a number of reports about the Riverside including the Nantwich Riverside Plan. Concerned about building in the flood plain, which it is stated elsewhere will be avoided where possible.
- English Heritage: The site immediately abuts a Registered Battlefield – Battle of Nantwich 1664 and appears to include some land that sits within the Reaseheath Conservation Area. Historic battlefields are considered to be of the highest significance. The NPPF considers that any substantial harm or loss to a battlefield including its setting should be wholly exceptional. An assessment is required.
- English Heritage: In view of the duty on the Council to preserve or enhance the character or appearance of its conservation areas including their setting, there will be need to be some assessment of what contribution this area makes to them, including views of the conservation area. If this area does make an important contribution to setting, then the plan would need to explain why its subsequent development is considered acceptable.
- Part of site in the north encroaches into Reaseheath Conservation Area.
- Part of the site should be given over to industrial use.
- Cycleways (including footpaths) would be needed, to include two new bridges over the river.
- The flood plain should be avoided, and retained as parkland.
- Acceptable but with strict provisos about S106/CIL going to Town Centre and Riverside Park.
- The site is Greenfield land.
- A balance should be struck between formal public access and wildlife.

	<p>Increased access in most sensitive areas is inappropriate.</p> <ul style="list-style-type: none"> • Design considerations should cover more than adjacent heritage assets. It should not take its contextual design from the adjacent Kingsley Fields 1. • The proposal requires modification. This includes non-residential floorspace; potential on-site school; inclusion of 'valley shoulder'; no sports pitches; contributions to highways proportionate and public transport contributions deleted; no reference to Great Crested Newts; reduce level of affordable housing with no viability assessment as enhanced contribution to strategic priorities. • Accepts that in principle, some development may be necessary. As and when further brownfield opportunities become available, the apparent current need for development here may be ameliorated or removed.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • A local food centre (shop) should be included, linked to production at Reaseheath College • Long-term management of existing protected species mitigation areas will have to be secured in order to avoid reductions in biodiversity value. • The criteria (ii) and (ii) of Para 2 of the policy should be combined to set a 300m² limit on A1 small units and local B1 office development within the local centre. • The policy at Para 3 should provide for either primary school provision on site or an off site contribution to new or extended primary school provision within 2km of the site. There may be a need for a secondary school contribution which would be for off-site provision at Nantwich. • Para 6(i) of the policy should be less prescriptive over the extent and use of the riverside park. The draft policy is different from the current planning application illustrative masterplan which provides an appropriate and deliverable green infrastructure proposal. • Delete "sports pitches;" from para 6(iii) of Policy Site CS21 • Amend Principle (b) to refer to crossing rather than crossings. • Principle (c) should state that contributions towards highway improvements, including at Burford crossroads and to the A51 Alvaston roundabout will be sought on a proportional impact basis. The A51 diversion and Waterlode to A51 links within the development will be provided as part of the development and would not be subject to separate contributions. • Principle (d) should be replaced with wording requiring roads within the proposal to be designed to accommodate bus services on a suitable route. • Principle (k) should refer to 'provide compensatory habitat measures for protected and priority species on the site adversely affected by the proposals. • Principle (l) should be modified to state "The development is expected to provide affordable housing in line with the requirements of Policy SC5 (Affordable Homes) as may be adjusted downwards in the context of meeting Cheshire East Council's strategic priorities for infrastructure provision in circumstances where it is agreed the development should appropriately make enhanced strategic highway improvement contributions to achieve greater overall sustainable development in the wider Nantwich area through such enhanced contributions. • The housing delivery rate should be calculated at a rate at or below the Council's suggested delivery rates in the 2013 SHLAA and we propose

	<p>alternative potential housing land at Nantwich South should be brought forward.</p> <ul style="list-style-type: none"> • Fundamentally reduce the scale of growth to be more sensitive to the individual circumstances of the town by abandoning this large site or retain only a small part close to the edge of the town. • Ensure that a full geotechnical investigation is conducted before Kingsley Fields is even considered • Possibly the eastern third would be acceptable. Part of this remaining third of the site should be given over to industrial use. Cycleways (including footpaths) would need to include a couple of new bridges over the river. The flood plain should be avoided, and retained as parkland. • State site is greenfield (not predominately greenfield). • Assessment of impact on Historic Battlefield and Roseheath Conservation area is required (English Heritage). • Add more emphasis on design and biodiversity priorities. • Even though outline permission is likely to have been given, important matters should be the subject of conditions and ongoing dialogue with the development management planners and the community.
<p>Council assessment of relevant issues</p>	<p>There is a current outline planning application for the majority of the site, 13/2471N, due to be considered at the Strategic Planning board on 5/2/2014.</p> <p><u>Local food centre</u>. This is a specific proposal which may be acceptable but is not appropriate for the Core Strategy.</p> <p><u>Ecology</u>. The criteria of the policy, including parts 6i, and criteria g, h and k safeguard ecological interests on the site.</p> <p><u>Flooding</u>. The criteria of the policy, including parts 6i, and criteria h and k safeguard flooding issues on the site. .</p> <p><u>Conservation and archaeology</u>. The site boundary does include part of Reaseheath conservation area. This area is not included in the current planning application 13/2461N and is to the north of the new road alignment. It lies between the application site and existing development and cannot reasonably be excluded from the allocated site. The impact of the development on the adjoining battle of Nantwich site to the west is not considered to be significant by English Heritage. Mitigation measures are proposed as part of the current planning application, to comply with principle f.</p> <p><u>Schools contributions</u>. This refers to part 3 of policy CS21 and refers back to policy IN2 and paragraph 10.16. The current planning application proposes a site for a primary school, and on this basis the criterion may need to be changed. Possibly a more general policy is required, to provide on-site provision or where appropriate relevant contributions towards education facilities.</p> <p><u>Highway improvements and traffic issues</u>. The development includes a new highway link to Waterlode and will take traffic out of Reaseheath Conservation Area. Important pedestrian and cycle links are an essential part of the development, to improve accessibility in this part of the town. A more detailed plan has been prepared for the Local Plan Strategy to reflect the proposed A51 improvement scheme.</p> <p>This site will have direct access on to the A51 Nantwich Bypass and also on to</p>

	<p>Waterlode in the town centre. It is expected that traffic generated by the development in this area will have its most significant impact on the following junctions on the A51 corridor:</p> <p>A51/A500 Cheerbrook Roundabout, A51/A534 Peacock Roundabout, A51/A530 Alvaston Roundabout, A51/A534 Burford Crossroads</p> <p>As a result mitigation schemes have been identified in the Infrastructure Plan at all these junctions and funding for these improvements is being sought from Local Plan development that will affect this corridor through CIL and S106 contributions. Traffic management schemes have also been identified in the villages such as Wardle and Acton likely to be affected by the traffic increases in the area to mitigate any potential adverse impacts. Improvements to sustainable travel links along the River Weaver and Shropshire Union Canal are also proposed which will ensure good linkages to the town centre and local amenities.</p> <p><u>Geotechnical Investigation</u>: The planning application is supported by an Environmental Impact Assessment which includes assessment of hydrology. The response of the Environment Agency dated 23/7/2013 raises no objection in principle.</p> <p><u>Housing delivery rate</u>: A planning application has been submitted for the site which demonstrates the availability of the site for development.</p> <p><u>Riverside park</u>. The CS21 site includes riverside meadows to the south east of the site which are not included in the current planning application site, but are in the same ownership. This land is subject to flooding and is of high ecological value and would not be suitable for development. A footbridge is proposed in the current application 13/2471N to address the requirements of 6i and principles g and h, but it is considered necessary to retain this meadow in the allocated site.</p> <p><u>Affordable housing</u>. Criteria I refers to policy SC5. The affordable housing policy refers to assessments of viability where appropriate. The criterion of policy SC21 is sound and allows for assessment of housing need as part of a planning application.</p> <p><u>Sports pitches</u>. The objection seeks deletion of this requirement to comply with the current planning application. It is considered that the provision of additional sports pitches is justified for a development of this scale.</p> <p><u>Site boundary</u>. See points above regarding Reaseheath Conservation Area and Riverside meadow, where no changes to the site boundary are proposed. There is one further area where the site boundary needs to be reviewed at Holly Farm in the north-west corner. An area of land to the south and east of Holly Farm is excluded from the site allocation but is within the current planning application and should be included in the allocation as it lies between the allocated site and existing development.</p> <p>There may be an opportunity to review the boundaries in more detail as part of the site allocations stage.</p>
Recommendation	<ul style="list-style-type: none"> • The wording of the schools contributions criteria may be revised following clarification of the section 106 agreement for the current application. • Amend site boundary to include land south and east of Holly Farm to conform to application 13/2471N boundary. • Amendments relating to conservation issues:

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| | <ul style="list-style-type: none"> • Point f of site specific principles of development: end of sentence to read:...and upon Reaseheath Conservation Area. • Paragraph 15.295. Immediately to the west of the site lies the Nantwich Civil War battlefield, included on English Heritage's Register of Battlefields. The northern part of the allocated site includes part of Reaseheath Conservation Area. These heritage assets will be protected and enhanced through appropriate landscaping, design and heritage assessments. The part of the allocated site within Reaseheath Conservation Area is not affected by the current planning application (except for part of the A51 diversion scheme). Any development proposals within the Conservation Area must be of a very high standard, reflecting their location. • End of Point 2 changed to 'including' instead of 'comprising of'. • Policy Context: add paras. 109, 112, 117 and 126 to National Policy, add priority 3: Protecting and enhancing environmental quality to Strategic Priorities. Add 'Cheshire East Strategic Flood Risk Assessment' to Local Evidence. • No material change to remainder of policy for reasons given above. |
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Consultation Point	Site CS22: Stapeley Water Gardens, Nantwich
Representations received	Total: 33 (Support: 3 / Object: 0 / Comment Only: 30)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support development of brownfield site already allocated for mixed use • Site is available, suitable and deliverable for residential development <p>Objection</p> <ul style="list-style-type: none"> • Object to proposed number of dwellings – capacity should be reduced by 50 dwellings to 100 • Object to proposed number of dwellings – capacity should be increased to 200 homes • Part of site (CS22) should be allocated for employment use to provide local jobs. • Support for a mix of uses on the site. This was demonstrated in the consultation on the Nantwich Town Strategy • The former Water Gardens should be turned into a landscaped park with water features • The Viability Assessment (NCS, October 2013) concludes that this site is not viable based on the implementation of the Council's policies and standard returns to landowners. For this site to be delivered viably, either the landowner / developer would accept some reduced profit return to stimulate the development or the Council be minded to relax affordable housing or infrastructure contributions. In terms of the latter, it is noted that the "Site Specific Principles of Development" set out in the policies include: affordable housing and highways improvements and therefore question the viability of the site. • Accept that the eastern part of the site is well related to the existing urban form and suitable for development. Do not accept need for site to encroach into open countryside so far to the west. <p>Comment Only</p> <ul style="list-style-type: none"> • The location plan should be revised to incorporate both 'Phase 1' (as a Committed Site) and 'Phase 2' (as a Core Strategy Site). • Policy NE10 (new woodland planting and landscaping) from Crewe and Nantwich Local Plan should be retained as subject to S.106 and is used as mitigation for Great Crested Newts. Upgrade the policy and safeguard the land as an ecological mitigation corridor by means of an appropriately worded policy specifically relating to ecology/nature conservation. Such a policy shall be worded to preclude the construction of road infrastructure on, through, under, across or over this land • Phase 2 (the Core Strategy allocation) will be completed as one complete phase; with between 25-30 units to be built annually, and based on the development of about 200 units, this will take between 7-8 years to build out. The above is based on the assumption of a London Road access. Access via Peter Destaplegh Way would require acquisition of third party land, which will impact significantly on the timescales and the delivery of the Site

List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> The policy should be amended to: Following the development of 'Phase 1' of the Former Stapeley Water Gardens, development over the Core Strategy period will be achieved through 'Phase 2' which seeks: <ol style="list-style-type: none"> The delivery of approximately 200 new homes; The incorporation of Green Infrastructure, including open space provision. <p>Site Specific Principles of Development</p> <ol style="list-style-type: none"> The provision of an appropriate landscape buffer (including woodland planting and landscaping); Improvements to existing and the provision of new pedestrian and cycle links to surrounding residential, employment, shops, schools and health facilities, such links to include Green Infrastructure; Provision of appropriate contribution to off-site highways works, if deemed necessary; Development must ensure that it does not have a negative impact on established Great Crested Newt mitigation areas; Financial contributions to education provision, will be assessed on a case by case basis; At least 30% of all units should be affordable housing; however, this need should be assessed on a case by case basis with exceptions given to special circumstances and viability assessment. <ul style="list-style-type: none"> Retention of Saved Policy NE10 Policy changed to include employment uses Change the former Water Gardens into a landscaped park and water feature
Council assessment of relevant issues	<p>It is considered that the policy as currently drafted in the Pre-Submission Core Strategy is appropriate to achieve the vision and objectives of the Local Plan Strategy.</p> <p>The Council contends that the site is deliverable and viable. The adjacent site has planning permission and is currently under construction. The Local Plan Strategy Site is being promoted and the developer has provided information on its delivery indicating that the site could take 7-8 years to deliver.</p> <p>Junction improvements in the south of Nantwich on Peter de Staplegh Way and Newcastle Road have been identified as a result of traffic generated by development in the Stapeley area. These improvements will be funded through CIL and S106 contributions.</p> <p>Appendix F of the Employment Land Review (2012) identified that employment land demand is relatively limited in this area. In addition, proposals at Wardle and Crewe for larger employment sites provide local and accessible employment opportunities. The site is allocated due to its ability to contribute to Cheshire East's housing requirements.</p> <p>In relation to policy NE10 (new woodland planting and landscaping), this is outside of the site boundary and is considered as part of Appendix B: Saved Policies to be Replaced.</p>
Recommendation	<p>The following material changes are proposed to this policy:</p> <ul style="list-style-type: none"> Removal of references to employment land in paragraph 15.300 Change to Figure 15.40 to reflect status of adjoining site as a committed

	<p>site</p> <ul style="list-style-type: none"> • Policy Context: delete paras. 7 and 19, insert paras 109, 112 and 117 in National Policy, delete priority 1 and insert Priority 3: Protecting and enhancing environmental quality in Strategic Priorities, delete priority 2 in SCS Priorities. • Site justification wording has been altered to include; - Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).
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Consultation Point	Site CS23: Snow Hill, Nantwich
Representations received	Total: 12 (Support: 4 / Object: 3 / Comment Only: 5)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Accept gas works redevelopment • Support for the proposed allocation as a sustainable brownfield development in Nantwich <p>Objection</p> <ul style="list-style-type: none"> • Land should be accorded Village Green Status • The site is in a flood plain • Should be enhanced by parkland and by sympathetic refurbishment of buildings • Retail capacity and need required for Snowhill • Multi Storey Car Park would require high quality design to complement High Conservation Character of the Town • Reinstate the housing proposal status within this priority redevelopment site and return the number of homes to 'at least 60' as the reduction to 12 homes further erodes the chances of the site making a significant contribution to meeting local needs. • Lack of evidence on deliverability for a mixed use scheme. No identified delivery partner or firm proposal. • Housing units should be redistributed to Nantwich South <p>Comment Only</p> <ul style="list-style-type: none"> • Include the architecturally poor buildings such as B&M and Home Bargains in any re-development scheme for the area. • Snow Hill will be one of the most difficult development sites on land built up on the wastes from salt-houses. Obvious issues regarding archaeology and geotechnical. • Conference Venue should be added to hotel reference • Specialist attention to flooding and drainage required • Remove reference to formal footpaths and cycleways on both sides of the river. This needs to be the subject of detail design based on flood and biodiversity assessments • English Heritage - The site constraints should make reference to a Listed Building (Nantwich Bridge) which appears to be within the site and there are also a large number around its boundary. It should also make reference to any locally listed buildings, as this is an important site constraint (and reference to these has been made on other sites). Adjacent to Nantwich Conservation Area. In view of the duty on the Council to preserve or enhance the character or appearance of its conservation areas including their setting, there will be need to be some assessment of what contribution this area makes to them, including views of the conservation area. If this area does make an important contribution to setting, then the plan would need to explain why its subsequent development is considered acceptable. We welcome recognition that the site is within an area of archaeological potential and that a desk-based

	archaeological assessment will need to be made.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Alter wording to say that: The allocation of the Snowhill area for Redevelopment will be investigated - but not decided at this stage. Any decisions shall be based on future Need and Capacity, so as to avoid damaging independent retailers that constitute the special character and current retailing success of Nantwich. • Make reference to Listed Building Nantwich Bridge and locally listed buildings and the fact it is adjacent to Nantwich Conservation Area. • Should be accorded Village Green Status • The site is in a flood plain • English Heritage - The site constraints should make reference to a Listed Building (Nantwich Bridge) which appears to be within the site and there are also a large number around its boundary. It should also make reference to any locally listed buildings, as this is an important site constraint (and reference to these has been made on other sites). The site is adjacent to Nantwich Conservation Area. • Conference Venue should be added to the hotel reference • Remove reference to formal footpaths and cycleways on both sides of the river. This needs to be the subject of detail design based on flood and biodiversity assessments.
Council assessment of relevant issues	<ul style="list-style-type: none"> • The allocation of Snowhill as a mixed use regeneration area presents the opportunity for a high quality development in a sustainable location. Any housing proposals brought forward as part of the delivery of the site will be treated as 'windfall' to the overall housing supply. • It is considered that any retail proposals and their impacts will be considered through the provisions already set out in the National Planning Policy Framework with further detail provided in the Local Plan Site Allocations and Development Policies Development Plan Document. • The Council considers that a number of additional points should be added to the site specific principles of development which reinforce issues relating to contamination, flooding and the historic environment. • The mixed use regeneration area is considered to be deliverable over the Local Plan Strategy period. • The proposals for Green Infrastructure including access to the river Weaver are in accordance with adopted policies and will be subject to full assessment as part of any planning applications. • Improvements to sustainable travel links along the River Weaver and Shropshire Union Canal are also proposed which will ensure good linkages to the town centre and local amenities.
Recommendation	<p>The following material changes have been made to this policy:</p> <ul style="list-style-type: none"> • Additional point 'n' added – 'Proposals should consider impacts of development on the Listed 'Nantwich Bridge' and it's setting'. • Additional point 'o' added – 'Proposals should include an assessment of the contribution the area makes to the setting of the adjacent Conservation Area, including views of the Conservation Area'. • Additional point 'p' added – 'Investigate the potential of contamination on the site on the former gasworks area' • Additional point 'q' added – 'New development will be expected to respect any

	<p>flooding constraints on the site and where necessary provide appropriate mitigation'</p> <ul style="list-style-type: none">• Conference Venue added to hotel reference• Policy Context: delete para. 18, insert paras 100, 110, 120 and 126 in National Policy, insert Priority 3: Protecting and enhancing environmental quality in Strategic Priorities. Add 'Cheshire East Strategic Flood Risk Assessment' to Local Evidence.• Text has been added "Retention of the floodplain of the River Weaver; a large area of the site lies within the floodplain of the River Weaver which needs to be protected from development Retention of the floodplain of the River Weaver; a large area of the site lies within the floodplain of the River Weaver which needs to be protected from development."
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Consultation Point	Poynton
Representations received	Total: 13 (Support: 3 / Object: 3 / Comment Only: 7)
Relevant issues	<ul style="list-style-type: none"> • Support • The London Road Butley Town Community support the Poynton Relief Road but to avoid limiting traffic flow on the A523 caused by exacerbation of existing traffic issues between Bonis Hall Lane and Silk Road we strongly advocate concomitant construction an off-line section of road passing behind the Butley Ash pub see detailed comment under Policy CO2 • General support for the principle of a bypass for Poynton but Improvements to the A523 London Road as descibed above must be coordinated to coincide with the opening of the Bypass. • We support the identification of the Corridor of Interest for the Poynton Relief Road, and welcome further clarity on the route within the Submission Plan in light of the initial evaluation, and subsequently in the Site Allocations DPD. • Objection • Sections 15.318 to 15.321 need to be quantified. Explanation needed regarding the need to take land out of greenbelt to meet development needs post 2030 in Poynton. Impact of the Poynton Bypass alignment on future land allocations for housing in the greenbelt needs to be considered in the document. • Ineffective approach to Poynton. Overall housing requirement is substantially higher. Can accommodate higher growth. Object to exclusion of Dickens Lane and NPS66 as Strategic Sites. • Comment Only • All drawings showing street / road intersections are too small not clear in particular the Poynton By Pass and its effect on Prestbury. The document is good and well presented. • Lack of strategic sites in Poynton welcomed. Questioning the protected route of the Poynton Bypass • In theory the most direct route for the By-pass should be chosen as that ought to be the cheapest option as the start and finish points seem fixed. The identification of a location of a strategic site(s) for housing and any further development would seem appropriate at this stage. The safeguarded land should be similarly identified as part of this document. • Build the Poynton Relief Road but at the same time, make improvement to the A523 up to the beginning of the Silk Road. The final section between Bonis Hall Lane and the Silk Road should be 'off line' to the west of the existing A523, in an area behind the Butley Ash pub • Concerns regarding the 'Corridor of Interest'. Concerns regarding the impact of the Poynton-Woodford relief road. • In Poynton, this site is the best performing site overall in terms of its contribution to Green Belt; accessibility of facilities; sustainability of site; and deliverability (see PRE-5595 Hollins PLC) • The Poynton bypass and airport link have been suggested for some time, with

	<p>the major justification being to reduce traffic congestion in and around the Poynton area. Inevitably the blackmail of including additional housing into the deal will probably wipe out any reduction in congestion.</p> <ul style="list-style-type: none"> • Support the decision not to identify any strategic sites in Poynton. <p>Massive development permitted by Cheshire and MBC between 1955 and 1985 caused major problems in Poynton, with traffic congestion a significant problem around the village. Large new estates were built around Poynton, but there was no attempt to improve local roads.</p> <p>The Woodford site (in Stockport MBC) will have 950 houses. This will certainly have a large impact on Poynton's traffic levels.</p>
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Identify strategic site or sites for housing and location of safeguarded land. • Please recognise the above points, especially the cross border impact of the large development at the former Woodford Aerodrome. • As developments progress I suggest shifting the central Poynton emphasis significantly away from the car to a cycle/pedestrian bias. • Sections 15.318 to 15.321 need clarification. Numbers (Hectares) for the land involved need to be added compatible with those presented in other parts of the documentation. • Include Dickens Lane, Poynton as a Strategic Site in the Core Strategy. Include NPS66 as a Strategic Site in the Core Strategy. • Provision be included in the Local Plan to safeguard a route for the A523 to the west of the existing A523 London Road between The Silk Road and Bonis Hall Lane
Council assessment of relevant issues	<p>It is considered that further detail regarding the Poynton Relief Road would be helpful and therefore it is recommended that Figure 15.42 is amended accordingly.</p> <p>The impact of the route of the Poynton Relief Road on future housing allocations can be adequately dealt with in the Site Allocations and Development Policies document</p> <p>There is a need to take land out of the Green Belt, to meet development needs post 2030 in Poynton. This reflects the guidance contained within the National Planning Policy Framework which states that Green Belt boundaries should only be altered through the preparation or review of a Local Plan and that such boundaries should have regard to their permanence in the long term, so that they are capable of enduring beyond the plan period. As this approach reflects Government guidance, it is not considered that the text should be amended.</p> <p>It has been suggested that allocations for development in Poynton should have been made. It is proposed that Poynton will accommodate in the order of 200 new homes. It is considered that a number of different sites will provide this scale of development and that they can be identified through the Site Allocations and Development Policies document, rather than the Local Plan Strategy, as this establishes the locations of the larger sites that form the Local Plan Strategy Sites and Strategic Locations.</p> <p>Cross boundary matters are being dealt with through the Duty to Co-Operate process. A Duty to Co-Operate Statement of Compliance will be produced which</p>

	<p>will deal with such matters.</p> <p>Policies CO1 and CO2 require the provision of infrastructure that will improve facilities for cycling and pedestrians. It is not proposed therefore to make a particular reference to this, as this is a requirement for all developments.</p> <p>With regard to the potential to safeguard land to the west of the existing A523 London Road between The Silk Road and Bonis Hall Lane, this will be dealt with by the delivery of appropriate infrastructure in the future.</p>
Recommendation	<p>Figure 15.42 has been amended to show more detail about the route of the Poynton Relief Road which will be reflected further at the site allocations stage.</p> <p>Amendments to the Green Belt will be quantified at the site allocations stage along with and any safeguarded land required.</p>

Consultation Point	Sandbach
Representations received	Total: 20 (Support: 3 / Object: 11 / Comment Only: 6)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support exclusion of the non-preferred sites around Sandbach • Housing (if needed) is sensibly/sustainably sited adjacent to the M6 <p>Objection</p> <ul style="list-style-type: none"> • Provision should be for Employment – Business/Science Park only and sited on the Capricorn site • Current infrastructure cannot cope with additional housing in this area • Local amenities; such doctors, schools; pharmacies; car parking in town centre etc already over subscribed • The road infrastructure requires significant improvement to accommodate level of development in Sandbach • Employers/business should be sought to ensure there are suitable jobs for the local community – particularly young people • Central government funding has been received for J17 improvements which are linked to the employment use not housing • Housing on this site will only be utilised by commuters • Expansion to the Park House Care Home has not been allocated/considered – sustainable location – SHLAA site 4303 • Need for extra care/care home type development in an ageing population • SHLAA site 4114 has not been allocated for residential development • Need for housing which is bespoke/individual on smaller sites • Sandbach will become a commuter town • Level of development in the area is unsustainable and will overwhelm the market town of Sandbach • Junction 17 needs major improvements as it will be over burdened from all developments in the surrounding area • Abbeyfields, Sandbach – Phase three for further 112 dwellings should be allocated • Land South of Hind Heath Road, Sandbach should be allocated for development – 100 dwellings adjacent to the current Bovis site • Number of housing proposed in Sandbach is not sufficient to address the lack of housing supply • Need to increase the level of new employment land in the town to increase level of jobs in Sandbach <p>Comment Only</p> <ul style="list-style-type: none"> • Sandbach will become a commuter town • Limited amount of employment to substantiate housing developments • Development in Sandbach is not inline with priority to reduce emissions in the area • Lack of strategic thinking with regards to the Wildlife Corridor.

	<ul style="list-style-type: none"> Local habitats and species need consideration/statement – not just those covered by European Law (Brook Wood) Open Space survey includes some private areas and some public areas - inconsistent Important that sufficient space to upgrade Junction 17 (possibly a roundabout is required) Query why number of houses to provided in Sandbach has reduced by 200 since previous consultation New sites put forward Waterworks House New site put forward Dingle Farm New site put forward at Marsh Green Farm
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Create a Master Plan for Green Spaces/Wildlife area Include new sites put forward Waterworks House Include new site put forward Dingle Farm Include new site put forward at Marsh Green Farm Include new site Park House Care Home (SHLAA site 4303) Extend settlement boundary of Sandbach to include Park Home Care Home to enable the expansion proposals proposed Include new site put forward SHLAA 4114 – land between Rushcroft and Park House Residential Home, Congleton Road Junction 17 need major improvement Include new site – Abbeyfields Phase three Include new site – Land South of Hind Heath Road, Sandbach Increase housing numbers allocated to Sandbach Increase employment land requirement allocated to Sandbach
Council assessment of relevant issues	<p>As a Key Service Centre for Cheshire East it is important and as such the vitality and growth of this town contributes to the prosperity of the Borough as a whole.</p> <p>There are a number of committed housing sites (now shown on the Sandbach Town Plan) which should the level of residential development committed to come forward in the early part of the Local Plan around Sandbach. Therefore there is no further need to allocate any additional housing sites for development within the Sandbach town area, over and above the current committed sites.</p> <p>The Strategic mixed use site adjacent to the Junction 17 of the M6 is situated in a sustainable location, adjacent to the M6 motorway and this will help to improve the economy of Sandbach, and increasing the number of job opportunities for the local population, in line with the dwelling numbers. The site is expected to be largely developed as an employment site with some small scale ancillary housing to help fund improved access and infrastructure of the site, including bridging the brook which runs across the middle of the site. It is envisaged that any development on the site will maintain and improve the existing wildlife corridor. A comprehensive masterplan is expected to be submitted for the whole of the site.</p> <p>The future improvements to the M6 motorway Junction 17 will further improve the accessibility of this site and the vitality of the employment use, and an area of safeguarded land proposed to be situated around the junction to enable future improvements to come forward.</p>

Recommendation	<ul style="list-style-type: none"> • Reduction of housing numbers at the Capricorn site to 200. No additional housing proposed within the Sandbach area given the level of development which has been approved 'committed sites' in the recent past. • Area of safeguarded land to be allocated around Junction 17 of the M6 to allow for future improvements to the Junction.
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Consultation Point	Site CS24: Land adjacent to J17 of M6, South East of Congleton Road, Sandbach
Representations received	Total: 109 (Support: 4 / Object: 101 / Comment Only: 4)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support exclusion of the non-preferred sites around Sandbach • Housing (if needed) is sensibly/sustainably sited adjacent to the M6 • Mixed employment and housing has worked in other areas therefore no reason why it wouldn't here • Important to get the plan in place to ensure no further speculative, unplanned, proposals come forward <p>Objection</p> <ul style="list-style-type: none"> • Site was previously split up into two site, Employment site to the north (Capricorn Site – north of the site M6, Old Mill Road and Wildlife Corridor) and residential to the south. • Provision should be for Employment – Business/Science Park only and sited on the Capricorn site • Wildlife corridor needs to be maintained and improved • Unsustainable location for housing • Current infrastructure cannot cope with additional housing in this area • Increase in pollution from additional cars • Local amenities; such as doctors, schools; pharmacies; car parking in town centre etc already over subscribed • The road infrastructure requires significant improvement to accommodate such development • More suitable sites for housing shown as available/developable within the SHLAA • Unnecessary loss of green field site • Employers/business should be sought to ensure there are suitable jobs for the local community – particularly young people • Local community agreed to employment only on this site in previous consultations, • Capricorn site is allocated as Employment only in the Sandbach Town Strategy • Site was allocated for Employment only in the Congleton Local Plan • Central government funding has been received for J17 improvements which are linked to the employment use of the site not housing • Site was discounted for housing in the Cheshire East Development Strategy • Housing on this site will only be utilised by commuters • Wrong site for businesses with bad access points and no pedestrian links • This area in a Flood Risk Zone, SBI and protected area of open space (as designated in the CBLP) • Housing developments by large national builders have very little impact on local economy as they bulk buy and do not employ local people

	<ul style="list-style-type: none"> • Retail/restaurant/hotel development on the site would compete with the town centre • There is a Air Quality Management Zone around Junction 17 which would impact on housing • Noise from M6 would have a detrimental impact on dwellings adjacent to the site • Although the planning application for the site stated there was viability issues with a commercial allocation only and there was a need for some residential to fund the employment uses, this did not take into account the revenue from the pub/restaurant, hotel, drive thru café or café • HIMOR have found that the redevelopment of the site solely for employment purposes would be viable • Site fails to meet the tests of soundness, it is not justified: as there is no robust evidence base to support it, in that the site is either not needed, or it is not the most appropriate solution bearing in mind the reasonable alternatives <p>Comment Only</p> <ul style="list-style-type: none"> • Query need for housing/level of housing proposed on the site given current number of committed sites around Sandbach • Possibility to increase employment uses to create jobs for the town • Site was previously split up into two site, Employment site to the north (Capricorn Site – north of the site M6, Old Mill Road and Wildlife Corridor) and residential to the south. • Wildlife corridor needs to be maintained and improved • Important that sufficient space to upgrade Junction 17 (possibly a roundabout is required) • Need for a new school in the Ettiley Heath area • Central government funding has been received for J17 improvements which are linked to the employment use of the site not housing
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Adjust housing/employment mix to take into account recently granted substantial housing permissions within Sandbach • Site should be considered as two separate sites with a buffer between. • North site (Capricorn Site) should be allocated for employment only • Whole site should be allocated for employment only • South site should be allocated for housing but a reduced number than that proposed in the plan • Wildlife corridor needs to be maintained and improved and extended • Remove housing requirement completely on the site completely • New A533 to the north of Sandbach (Stud Green) linking to a redesigned M6 Junction 17 and substantial improvements to A534 from J17 to Arclid • Additional junction required off the M6 • Inclusion of a Cinema on the site
Council assessment of relevant issues	<p>This site is allocated for employment in the current Congleton Local Plan and it is still considered to present an important opportunity to deliver an employment led scheme in Sandbach with a small residential element which would enable infrastructure improvements, such as a bridge over the brook.</p> <p>The change of the site designation from employment to mixed use has been</p>

	<p>allocated to ensure the employment site is viable and will come forward within the plan period. The residential element of the development has been reduced significantly to 200 dwellings as the Council considered that the employment designation of this site is very important and key to delivering a sustainable plan.</p> <p>The housing numbers have been reduced to a maximum of 200 to ensure that the infrastructure for access to the site is brought forward which will ensure the larger areas of the site is available for employment use. Infrastructure, such as constructing a bridge over the brook, are important to ensure the long term development potential of the site. Allowing some release of the employment site for residential will ensure that these works come forward.</p> <p>It should be clear that the infrastructure improvements which relate to this site are not those currently being considered as improvements to the Junction 17 of the M6. Any contributions are for additional improvements required in the future and the improvement of infrastructure around the development site.</p> <p>The site as a whole must be considered comprehensively and it is envisaged that a masterplan for the whole site will be produced which will include the protection and enhancement of the wildlife corridor, and site for biological Importance/local wildlife site.</p>
Recommendation	<ul style="list-style-type: none"> • An area of land around Junction 17 of the M6 motorway is to be safeguarded for future improvements to the junction. • Number of dwellings planned for the site should be reduced down to 200 and is to be implemented at the same time as the infrastructure improvements, such as 'constructing a bridge over the brook'. • Phasing of residential development removed. All development to come forward in early part of development plan. • Policy Context: add paragraphs 100, 112 and 117 to National Policy, add priority 1 Promote economic prosperity and Priority 3 Protecting and enhancing environmental quality to Strategic Priorities, add priority 2 Create conditions for business growth to SCS Priorities. Add: 'Cheshire East Strategic Flood Risk Assessment' to local evidence.

Consultation Point	Wilmslow
Representations received	Total: 64 (Support: 4 / Object: 53 / Comment Only: 7)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support for overall housing target of 400 homes for Wilmslow • Wilmslow has housing needs and the Local Plan is obliged to provide for them by the NPPF • Sites will minimise impacts and provide infrastructure to support development <p>Objection</p> <ul style="list-style-type: none"> • Level of housing provision (400) not sufficient to meet needs of Wilmslow; fails to meet local needs and further sites will be required in Wilmslow • Technical work carried out on behalf of Royal London suggests an appropriate level of housing provision for Wilmslow would be in the range of 1,900-2,280 dwellings. Moving provision to Handforth East is not sustainable or adequate substitute for development in Wilmslow; no evidence that Handforth East is a preferable solution to meeting Wilmslow's needs when there are good, sustainably located, developable sites in Wilmslow • Failure to meet needs in Wilmslow will exacerbate affordability problems, reduce vibrancy of town and affect local businesses • There is no need for 400 new houses in Wilmslow • A brownfield first policy should be actively pursued which would satisfy housing needs; allocation of greenfield sites contravenes the Government's brownfield first policy • There are more than enough commitments and brownfield sites to meet the requirement for 400 homes without the need for greenfield sites • No development on any greenfield sites in Wilmslow • Residents objections have been ignored • Need to maintain the character of Wilmslow • Insufficient affordable housing will be provided. Affordable housing in the Wilmslow and Handforth sub-area makes up only 13.3% of the stock. Applying the policy requirement of 30% affordable housing to the provision of 400 homes equates to delivery of only 6 affordable units per year compared to a need for at least 25 according to the SHMA. Affordability is a real issue in Wilmslow and has significant impacts on the local economy • Property prices are too high in Wilmslow. New building should benefit the people of Wilmslow who need help to stay in the area; homes must be affordable to these people • New housing will not be of benefit to residents of Wilmslow as they already have a house in the town therefore new occupants will be from outside of the town. • Need for safeguarded land around Wilmslow not demonstrated • Allocation of sites ignores the current surplus of office space, industrial land and hotel room provision in Wilmslow; need policy for converting empty office and space over shops into residential use • Proposals for Wilmslow not in accordance with the Wilmslow Town Strategy

	<ul style="list-style-type: none"> Proposals for Wilmslow not in accordance with the stated views of the Cheshire East Council Leader Supply of jobs is not an issue as these are available at Waters Corporation, Alderley park, Airport City and commercial growth in Greater Manchester and the North West region; Wilmslow is a dormitory town not an employment area Residents' views have not been properly considered There is an oversupply of employment land in Wilmslow Increased congestion and parking problems in Wilmslow Infrastructure cannot cope No realistic plan to upgrade the local infrastructure to cope with the increased population Land at Piggins Shaw Nursery, Altrincham Road (SHLAA ref 3316) lies adjacent to the built-up area, is visually enclosed and sustainably located. It is available, achievable and developable and should be included in the urban area of the Wilmslow and excluded from the Green Belt and Area of Special County Value for Landscape enabling it to contribute to the acknowledged housing shortfall. Land at Beechfield Farm (SHLAA ref 4107) is a mixed use site suitable for development, available, achievable and developable with capacity for about 6 dwellings. It serves no Green Belt purpose and should be removed from the Green Belt to round off the settlement and establish a defensible boundary. Land at Stockton Road should be excluded from the Green Belt and allocated for residential development. It is a sustainable location and is capable of being developed without constraints. It has good physical boundaries and would not affect the integrity of the wider Green Belt Significant development proposals at Woodford Aerodrome have not been considered No evidence of liaison with neighbouring authorities Given the approach of meeting Wilmslow's need on a single site in Handforth, the housing numbers for the both settlements should be considered together, not separately <p>Comment Only</p> <ul style="list-style-type: none"> The Coach House, Alderley Road (SHLAA ref 3686) is adjacent to the Royal London site. It should be removed from the Green Belt and allocated as a residential development site Wilmslow needs a new High School Object to development on site to the east of Stockton Road, Chesham Road and Welton Drive (not identified as a proposed Strategic Site or a non-preferred site)
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Add a brownfield first policy for Wilmslow No development on greenfield sites in Wilmslow Retain Green Belt around Wilmslow No safeguarded land for Wilmslow Remove paragraph 15.329 because it is a subjective statement without supporting evidence
Council assessment of relevant issues	Changes made to the map
Recommendation	Representations regarding strategic sites have been included in appropriate

	sections. Changes to the Wilmslow map reflect this.
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Consultation Point	Site CS25: Adlington Road, Wilmslow
Representations received	Total: 96 (Support: 2 / Object: 91 / Comment Only: 3)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Site has been safeguarded for development since 1988 • Site has never been part of the Green Belt; makes minimal contribution to the purposes of Green Belt; well related to the urban edge • Minor constraints can be resolved and site can be brought forwards for development <p>Objection</p> <ul style="list-style-type: none"> • Protected Trees on site • Hedgerows important to wildlife on site • Significant wildlife present on site including bats, (badgers) and newts • Ponds on site • Adjacent to Bollin Valley which is an important wildlife corridor • Adjacent to Bollin Valley Area of Special County Value for landscape • Site is in agricultural use; sheep grazing land • Local opinion has been ignored • Develop brownfield sites first • Wilmslow Town Strategy states that there the site will be safeguarded until at least 2025; land not required to satisfy the housing requirements for Wilmslow in the short term • There are sufficient brownfield sites in Wilmslow to deliver the required 400 houses by 2030 – greenfield development not appropriate • Conflicts with NPPF paras 183-15; para 17 bullets 1, 4 and 7; para 47 bullet 5; para 48; para 76; para 59. • Proposed density of 30 dph is considerably in excess of that of the surrounding area; Wilmslow Town Strategy states that when release this land should be considered as being suitable for larger family homes • Local infrastructure is already strained and will be made worse by nearby development at Woodford; additional traffic congestion in North East Wilmslow. • Safety issues – Adlington Road is narrow with fast moving traffic and dangerous bends • Council Leader stated that 'these fields will not be built on' at the Friends of Dean Row meeting. • Would subsume the hamlet of Dean Row • No doctors surgery within reasonable distance • Local junior school is already over capacity • Lack of public transport • Wilmslow is becoming an extension of Greater Manchester and Stockport conurbations • Inadequate drainage infrastructure • No evidence of liaison with Stockport MBC regarding impacts of development, e.g. on the road network

	<ul style="list-style-type: none"> • Unsustainable location distant from the town centre • No evidence that the site is deliverable • Although not in the Green Belt, the Green Belt Assessment concludes that the site makes a significant contribution to the checking the unrestricted sprawl of large built up areas. <p>Comment Only</p> <ul style="list-style-type: none"> • Concerns over vehicular access and traffic pressures on Adlington Road
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Designate the site as safeguarded land until at least 2025 • Remove the site from the plan • Safeguard the site to prevent development unless it becomes clear that it will be needed to achieve Wilmslow's housing requirement of 400 homes by 2030 • Designate site as Green Belt
Council assessment of relevant issues	<p>The Adlington Road site offers an opportunity to deliver a high quality, well connected and integrated residential development to contribute to the identified housing needs of Wilmslow. There are insufficient viable and deliverable brownfield sites to meet the overall housing need. Whilst this is a greenfield site, it is not located within the Green Belt.</p> <p>The site specific principles of development require that proposals retain the existing mature trees and hedgerows wherever possible. They also require that new development respects any existing ecological constraints on site and provide appropriate mitigation where necessary.</p> <p>There are a mix of densities and character areas surrounding the site. It is acknowledged that there are areas of particularly low-density housing to the south and east although there are areas to the north and west that are of higher density. The site specific principles of development require a high quality design that reflects and respects the character of the area. In addition, it would be appropriate to reduce the overall number of new dwellings on this site to reduce the density and to better reflect the number proposed in the recently submitted planning application.</p> <p>As set out in the Sustainability Appraisal, the site benefits from good access to some forms of public transport and good access to a range of types of open spaces and key services and amenities.</p> <p>The site affords access to a principal road, the A5102 (Adlington Road) and it is considered that a suitable access could be created to this road. Officers in the Highways department are content with the allocation of this site for residential purposes. In addition, any planning application will be required to submit a detailed Transport Assessment, looking at the impacts on the local transport network.</p> <p>There is no justification for including a policy requirement that development on this land be delayed until after 2025. When considered against policies in the National Planning Policy Framework, taken as a whole, it is considered that this site is a sustainable location for development and its allocation would be in accordance with the Framework.</p>

	<p>The site is in the control of a regional house builder, a full planning application has recently been submitted for 203 dwellings and the site is considered to be suitable, available, achievable and deliverable in the Strategic Housing Land Availability Assessment.</p>
Recommendation	<ul style="list-style-type: none"> • This site should be retained. To better reflect the surrounding area, the density of development should be decreased by lowering the overall number of new dwellings proposed from 225 to approximately 200. This would also be more consistent with the number proposed in the recent planning application. The indicative site delivery (phasing) should be amended so that 175 homes are expected in the early part of the plan period with 25 expected during the middle part. • 'Negate' changed to 'mitigate' 4th para of justification. • Policy Context: delete paras. 7 and 20, insert paras. 109, 112 and 117 in National Policy.

Consultation Point	Site CS26: Royal London, Wilmslow
Representations received	Total: 93 (Support: 3 / Object: 83 / Comment Only: 7)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Strong boundaries to contain future development • Support designation of land west of Alderley Road as protected open space to help maintain its contribution to the southern approach to Wilmslow • Preferable to site at Chesham Road / Welton Drive • Good infill opportunity to expand existing employment area and deliver much needed housing in a sustainable location • Within easy walking / cycling distance of town centre with its services and transport links <p>Objection</p> <ul style="list-style-type: none"> • There is sufficient brownfield land in Wilmslow to accommodate the required development so this site is not appropriate; development should be limited to brownfield sites only; Wilmslow is well on track to build the required 400 homes before 2030 so no justification for building on Green Belt • No exceptional circumstances that justify removing land from Green Belt • This site is key in maintaining the separation between Wilmslow and Alderley; Edge; site performs the five functions of Green Belt as listed in the NPPF • Need a comprehensive review of capacity of the built up area (including existing safeguarded land) before looking at Green Belt sites • No justification to removing the land to the west of Alderley Road from Green Belt to re-designate it as Protected Open Space – should remain as Green Belt. • No justification to designate land west of Alderley Road as Protected Open Space – is has no public access and is in agricultural use and should be allocated for housing to help meet the need for housing in Wilmslow (which is considerably greater than 400 homes). If there is a genuine need for additional public open space, the Council's own land at Prestbury Road should be used to meet this. Public Open Space at Royal London would be better provided as playing pitches which could be used by the school. • Plan refers to the specific need for open space within south west Wilmslow but this need is overstated and not supported by the evidence. Designation as Protected Open Space is unsound and has no evidential basis. • Site is subject to frequent flooding, particularly in the area around Whitehall Brook; would need to establish effective soakaway drainage • Southern half of the site consists of made ground and there is contamination from that land that necessitated ventilation when the bypass was constructed • The Council is attempting to turn Wilmslow into an industrial town • The land to the west of Alderley Road has limited amenity value and would form a more logical place for development than Prestbury Road, so it should be safeguarded for future development • Site should be used for employment purposes only, not housing; housing not logical on this site given its location amongst existing employment buildings

	<ul style="list-style-type: none"> • Infrastructure is already strained • There is already a surplus of hotel, housing, office and industrial land • Significant amounts of vacant office space already exist in Wilmslow • AstraZeneca's vacation of Alderley Park will leave significant amounts of commercial space vacant • No requirement for a hotel – the County Hotel and Harden Park Hotel are nearby and have closed, demonstrating an overcapacity of hotel space in the area; existing Wilmslow hotels operate at around 75% capacity • During a radio interview, the Council Leader stated that this land would remain in the Green Belt • This is agricultural land • Will add to the urbanisation of Wilmslow • Employment Land Review only requires 4ha of employment land in Wilmslow, which will be more than catered for by the Waters Corporation Development, Alderley Park development and Airport City • Wildlife habitat • Loss of trees • Planning policy needs to continue restraint in north Cheshire to aid the regeneration on Greater Manchester <p>Comment Only</p> <ul style="list-style-type: none"> • The hotel development should incorporate conferencing facilities • Alterations will be needed to Alderley Road near to the junction with A34 – traffic turning left onto the bypass needs its own left turn only lane. • Land at The Coach House is immediately adjoining this site and would be an isolated parcel of Green Belt. This site should be removed from the Green Belt and allocated for residential development • The site includes two Grade II listed buildings. Therefore, any development proposals for this site will need to demonstrate that they will conserve those elements, which contribute to the significance of the listed buildings and their setting (English Heritage). • Grade II listed Fulshaw Hall and its setting should be specifically referenced • A desk-based assessment is required for this site, with appropriate mitigation, if required • The land required for employment uses is around 5ha – appendix A refers to 2ha.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Retain site within the Green Belt • Remove site from plan • No sound justification for linking delivery of housing to delivery of employment uses (site principles point a) • Reference the additional playing fields to be provided for the school
Council assessment of relevant issues	<p>The Royal London site offers an opportunity to deliver a high quality, sustainably located and integrated mixed-use development to contribute to the identified development needs of Wilmslow. There are insufficient viable and deliverable brownfield sites to meet the overall housing need. It is important to note that not all brownfield sites are available or developable and whilst the Plan is supportive of the principle of brownfield sites redevelopment, there is no policy hook within the NPPF that would allow a Local Plan policy to require that all identified brownfield sites are developed before greenfield sites.</p>

This is a Green Belt site and the exceptional circumstances that justify alterations to the detailed Green Belt boundary are set out in the report on the Green Belt policy. Surrounded by existing development, major roads and a railway line, this site will have strong boundaries to prevent further encroachment into the countryside in the future.

Whilst there are some vacancies in Wilmslow's office stock, this is to be expected in any property market, particularly given the economic circumstances of recent years. It is entirely appropriate to Plan to meet the needs arising over the period to 2030. The inclusion of a hotel is considered appropriate to the delivery of a successful scheme as part of the overall development mix and as a supporting facility for businesses. It is not clear where the quoted figure of existing Wilmslow Hotels operating at 75% capacity is taken from, however this is significantly greater than the average hotel occupancy rate, both regionally and nationally. The most recent VisitEngland occupancy survey (November 2013) shows that for the past 12 months, room occupancy in England has been 68%. The equivalent figure for the North West of England was 61%.

The Employment Land Review identifies that there is an overall employment land requirement of between 265 ha and 308 ha during the Plan period across Cheshire East. It does not disaggregate this requirement by town. The NPPF is clear that *"significant weight should be placed on the need to support economic growth through the planning system"* and it is appropriate that a successful, well-located town such as Wilmslow provides a modest amount of employment land to facilitate new business investment.

Although there are existing employment buildings on site as well as proposals for new employment space, the site is located adjacent to an existing residential area and the employment space consists of B1 uses (offices, research and development and light industry) that are appropriate uses in residential area. The policy does not allow for general industry or storage and distribution uses which may not be appropriate in close proximity to residential properties.

The Agricultural Land classification shows that the majority of this area is Grade 3 agricultural land. Data is not available to disaggregate this into Grade 3a or 3b.

The Open Space Assessment for Wilmslow shows that there is a lack of provision of open spaces of a number of types in south-west Wilmslow including parks and gardens, semi natural and natural green space, green corridors, outdoor sports, children's play, allotments and country parks. In addition to the Protected Open Space to the west of Alderley Road, the scheme is intended to provide additional plating fields for Wilmslow High School and it will be appropriate to reference this in the policy.

The Strategic Flood Risk Assessment does indicate the risk of flooding from Mobberley Brook and from a small field drain. As a result, a detailed site-specific Flood Risk Assessment should be prepared as part of any planning application. This should be referenced in the site specific principles of development

	<p>Similarly, any planning application will need to consider the potential for contamination on site and carry out site investigations if necessary.</p> <p>The Coach House is a property directly adjoining to the northern boundary of the Royal London site. This property is also currently within the Green Belt. Removal of the Royal London site from the Green Belt would leave this as a small isolated pocket of Green Belt surrounded by existing development and this development site. It will therefore be appropriate to remove the Coach House from the Green Belt. For this purpose, it should be included within the boundary of the Royal London Site although it will not be expected to form part of a comprehensive scheme at Royal London.</p> <p>Whilst the need to conserve historic environment assets is set out in Policy SE7, it will be appropriate to specifically reference the protection of the setting of listed buildings on this site.</p> <p>The employment element of the site proposals is expressed in a floorspace range (17,000 – 24,000 square metres) but for the purposes of calculating employment land supply, this is converted to a site area in Appendix A. It is accepted that the document underestimated the area allocated to employment uses and it will be appropriate to increase this to 5ha in Appendix A. The floorspace to be provided should remain the same.</p> <p>It is accepted that housing need exists in Wilmslow now and it may be unreasonable to tie the delivery of the housing to the delivery of the employment element, particularly given the current difficulties in bringing forward speculative development. Therefore it would be more appropriate to tie the delivery of housing to the delivery of a serviced site for employment.</p>
Recommendation	<ul style="list-style-type: none"> • This site should be retained in the Plan. To better reflect the amount of land required to deliver the employment floorspace envisaged, increase the amount of employment land as indicated in Appendix A has been from 2 ha to 5 ha. • Add a specific reference to the provision of additional playing fields for Wilmslow High School • Add a specific reference to the preparation of a site specific flood risk assessment to support any development proposals • Include The Coach House within the boundary of the Royal London site to be removed from the Green Belt • Add reference to respecting the setting of listed buildings on site including Fulshaw Hall • Reword point A of Site Specific Principles of Development to tie delivery of housing to the provision of a serviced site for employment • Policy Context: Delete para. 7, insert paras 85, 109 and 117 in National Policy, add priority 7. Drive out the causes of poor health to SCS Priorities. • Add: 'Cheshire East Strategic Flood Risk Assessment' to Local Evidence.

Consultation point	Site CS27: Wilmslow Business Park
Representations received	Total: 76 (Support: 1 / Object: 72 / Comment Only: 3)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Identification of the site enables CS to deliver the Visions and Strategic Priority 1 • The site is very well related to the site at Royal London CS26 • The identification of Core Strategy Sites, the allocation of definitive and precise areas of land, is fully in accordance with National Planning Policy Framework (NPPF) paragraph 157. • The site has been technically assessed in terms of ecology, landscape, visual impact and flood risk. • Enhancements can be made to access • No realistic alternative sites have been identified for employment use in Wilmslow • The site is sustainably located • It is considered the site has more capacity to deliver more B1 floor space <p>Objection</p> <ul style="list-style-type: none"> • Need not established, Manchester airport, Alderley Park and Royal London Site can provide need • Will exacerbate traffic at A34/A538 junction and have severe traffic impact • Present infrastructure strained • Flora and fauna present on site • More land allocated for employment than required by ELR • Significant site constraints including relocation of playing fields accommodating car parking for new development and identified flood risk. • Rail and road noise will deter future occupiers • Site makes a major contribution to the Green Belt • Reserve the school for the expansion of Wilmslow High school • No special circumstances to justify removing site from the Green Belt • Site did not form part of earlier consultations • Enough brownfield sites available for development <p>Comment Only</p> <ul style="list-style-type: none"> • Accept need for limited development
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Retain as Green Belt • Remove site from Plan • The site for the expansion of Wilmslow High School
Council assessment of relevant issues	<p>This Wilmslow Business Park site presents an opportunity to deliver a high quality sustainable employment led development to contribute to the provision of the Borough's knowledge-based industry.</p> <p>It is acknowledged that the north of the site is currently used by Wilmslow High School as a playing field, and therefore the site allocation has been amended to take account of this. The amended allocation of the site allows for the future</p>

	<p>development of the site associated with an educational use. This will allow for an improved educational provision for the area in the long term.</p> <p>This site as a whole is a small area of land bounded by the West Coast Main Line to the west and the A34 Wilmslow bypass to the east. Whilst the site allocation will require the removal of the area from the Green Belt it is considered that the site has clearly defensible boundaries and is therefore an ideal opportunity to develop a sustainable employment site with an area allocated for education use.</p> <p>It is envisaged that a masterplan along with a landscape scheme will be required as part of any future development of the site to ensure the impact of the development on the surrounding area is limited. Furthermore, the landscaping of the site will help to mitigate for the visual impact of the development, and help to create a buffer with the railway and road network.</p>
Recommendation	<ul style="list-style-type: none"> • Change plan to show designation of northern area of the site to be safeguarded for education use. • Reduction in area of business use • Add new paragraph after 15.358 to include the retention of the existing educational use to the north of the site. • Include '2. Retain and improve the educational use of the allocation' • Include 'where applicable' to section 'd' of the site specific principles of development. • Within the justification para 15.364 add 'the southern part of the site' • Within the justification para 15.369 add to the end 'and the educational use to the north'. • Policy Context: Delete paras 7 and 120, insert paras. 74, 85, 112 and 117 in National Policy.

Consultation Point	Site CS28: Wardle Employment Opportunity Area
Representations received	Total: 7 (Support: 2 / Object: 1 / Comment Only: 4)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support the landscape driven approach of masterplan of the area • Support intensification of existing employment uses at Wardle • Identification of land at former Wardle airfield for future development is supported • A clear evidence base for development has been established through the existing planning application <p>Objection</p> <ul style="list-style-type: none"> • Object to development due to increased level of sustainability this brings to Alpraham and the associated development pressures to deliver new housing here. Growth should be closely proportionate to growth in surrounding areas, particularly Alpraham. A new settlement at Alpraham should not be pursued • Acton may be impacted by through traffic • The Wardle Employment allocation should be delivered in tandem with the growth of Alpraham as a Sustainable Village with the aspiration of Alpraham becoming a local service centre. Without this joint approach the proposed employment allocation will not meet the tests of Sustainable Development. <p>Comment Only</p> <ul style="list-style-type: none"> • Jobs created should be for people from Nantwich Crewe and surrounding villages thus ousting the residential need in and around Wardle • Detailed travel plan needed • As brownfield sites become available, current need for development may be ameliorated or removed • The landscape-driven approach to the masterplan for the area should mitigate against visual impact of existing large shed development as well as new development. • The traffic impact on local communities needs monitoring against baseline. • More detail needed in the Green Infrastructure plan • Outline permission already granted for industrial uses • At present Figure 15.49 does not strictly accord with the approved masterplan in terms of site coverage.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Promise of job creation should be formally recorded to deter residential applications. • Designate Shropshire Union canal as a conservation area. This is a matter to be considered as part of further work including the Site allocations and Development Policies document. • Update site boundary to CS28 to reflect planning application 13/2035N. The planning application site occupies a gross site area of 61.7ha which is the necessary quantum to provide low density, sensitively designed development, the council is justified in amending the CS accordingly. • Growth proportionate to the phased employment development should be centred on the existing communities, principally within Alpraham, aimed at

	sensitive growth over the Plan period of housing, facilities and amenities to increase the sustainability of the village and form a future local service centre
Council assessment of relevant issues	<p>An outline planning application including means of access for employment development comprising light industry, general industrial and storage and distribution uses (B1(C)/B2/B8 use classes) was considered at the Strategic Planning Board held on 4/12/2013. It was resolved to grant permission subject to a prior section 106 agreement relating to highway and accessibility matters and conditions. (13/2035N).</p> <p>The planning application includes a masterplan and substantial environmental improvements and is consistent with the allocation.</p> <p>The site is a well established employment area and the allocation brings much needed opportunities for environmental and highway improvements based on appropriate expansion.</p> <p>The suggested housing development at Alpraham does not relate well to the achievement of the Vision and Strategic Priorities as it would represent a major expansion of a small settlement. There are other, more appropriate sites in this part of the Borough with fewer constraints and better access to services, facilities and the transport network which are capable of meeting housing needs.</p>
Recommendation	<ul style="list-style-type: none"> • Amend boundary of allocated site to correspond with the planning application site boundary. • Change point 2 of CS28 policy: Intensification of employment and ancillary uses within the area including B1(C Light Industry), B2 and B8 uses, of an appropriate scale, design and character and in accordance with an acceptable Masterplan. • Point 3. Re-number sub-headings in Roman numerals and delete 'and to separate' from point 3i (duplication). • Amend point 3v: Compliance with a habitat creation and management plan including mitigation for protected species. • Amend last sentence of 15.372 for readability. • Amend second sentence of para 15.374: The Masterplan will ensure that an appropriate landscape-driven employment park is achieved, in keeping with the character of the surrounding area. • Policy Context: add paras. 117 and 126 to National Policy, add priority 3: Protecting and enhancing environmental quality to Strategic Priorities.

Consultation Point	Site CS29: Alderley Park Opportunity Site
Representations received	Total: 74 (Support: 9 / Object: 51 / Comment Only: 14)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support for attracting new business to the site • Encourage use of the park for high tech and health business opportunities • Make effective re-use of buildings on site • Development on the frontage of B5087 and A34 should be avoided to retain character and setting of the site • We are privileged to live in Nether Alderley and to have so much GB and space to enjoy but there are others who have an equal right to live in our countryside and we should therefore welcome the initiative. • Ensure village facilities included as part of new development • Housing should be targeted at first time buyers <p>Object</p> <ul style="list-style-type: none"> • Site must be treated as brownfield/windfall site for residential development • Any housing should be on PDL with no use of Green Belt • Consultation has gone on for so long that plan is out of touch • Refer clearly and directly to what is being proposed so that communities understand proposals • Proposals were not in the pre-submission core strategy • The existing employment area is close to Macclesfield where it has been pointed out that there is an excess of employment land available. • Against encroachment into the countryside by residential development • National Trust has interests at Nether Alderley Mill and the water supply originating via sources in Alderley Park. Mechanisms must be in place to secure on-going management of the whole site as part of a masterplan • Cannot predict what the housing requirement will be in 17 years time • Economics of a science park are dependent on occupancy which takes time to fill. To make the site viable, housing will be required • The site is suited to a village style mixed use development • CEC will face intense competition from SME and start up business from airport city • Although mixed developments can succeed this is isolated in the middle of the countryside • Development at the scale proposed would have detrimental affect on the rural community with pressure on local services and road network • Location of development will mean high car dependency of occupiers • No development on Green Belt • Kings School may move to site creating another brownfield site in Macclesfield to use before Green Belt release • Unclear why this site has more protection than building on Greenfield and Green Belt sites • Capacity at this site will reduce need for GB roll back • Sufficient housing capacity exists elsewhere to ensure residential development not required here

	<ul style="list-style-type: none"> • Parish survey suggested 79% of respondents do not want significant new housing in the area • No mention of housing in the PSCS. It is now public knowledge that up to 200 houses will be sought therefore consultation process flawed as CS29 not what appears to be in the document • Development of 200 houses does not follow CS and does not meet policy principles underpinning the Plan • The heritage of the country estate should be protected • Significant impact on existing woodlands and natural assets <p>Comment Only</p> <ul style="list-style-type: none"> • In previous documents there has been an emphasis on big pharma. Relocation of AstraZeneca will affect this emphasis • Site will increase employment land stock. • Part of site is brownfield and should be considered for housing • Given failures elsewhere it is unlikely that Alderley park will achieve the level of status it currently enjoys with Astra Zeneca and new companies will not exert the same purchasing power and economic impact on the area currently provided by 3000 staff • There is ample space to provide mixed use housing which would relieve pressure on the Green Belt elsewhere • If there is a need to use GB in the north of the Borough it should be here • Site should be mixed use and not reserved for employment only • Concerned site contains a large Wildlife site • Technology parks are difficult to fill – technology park plus housing would be more successful. • The infrastructure is already there to support new employment and residential development • Site boundary is close to Nether Alderley Conservation Area and site contains a number of Listed Buildings – development must consider impact on historic environment. Any development proposals to demonstrate that historic character and setting can be conserved and enhanced
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • A quality hotel should be included in future development • Use brownfield part of the site for housing • Allocate site as mixed use • Ensure no development on land which is not previously developed • Consideration of impact on historic environment/setting • Provision of quantified evidence based assessments of employment and residential need/impact • Re-do housing calculations and predicted need • Include specific reference to housing development, current wording is unclear on intended use of site • Refer directly to any change of use and make numbers and location clear • Consider allocation of site CS29 for employment rather than housing • Make specific reference to development of the site as a science park
Council assessment of relevant issues	<p>Residential development will be an acceptable element of a comprehensive redevelopment of the site where it is located on previously developed areas and can support the delivery of a science park</p> <p>The site was included in the Pre-Submission Core Strategy as 'Alderley Park Opportunity Site'</p>

	<p>It is intended that a Masterplan or similar document be developed and adopted as a Supplementary Planning Document or similar to provide guidance on development and design principles to address issues of heritage, natural environment and landscape in particular.</p> <p>Any residential development at this site will contribute to the overall delivery of housing numbers across Other Settlements and Rural Areas and therefore any development of the site does not negate the need Green Belt towns to sustainably</p>
Recommendation	<ul style="list-style-type: none"> • A new footnote has been inserted to state: 'The life sciences industry is defined by the application of Biology, covering medical devices, medical diagnostics and pharmaceuticals, through to synthetic and industrial biotechnology. (Strategy for UK Life Sciences, March 2012, Department for Business Innovation and Skills).' • Policy re-written to clarify purpose of development on site and specify conditions under which residential development may be acceptable. • Text inserted into justification at 15.378 for further clarity: 'The Council and AstraZeneca have a shared aspiration that the site should evolve from a single occupier site to a 'cluster' of life science businesses with a particular focus on human health science research and development, technologies and processes.' • Text inserted into justification at 15.379 for further clarity: 'and not prejudicial to its longer term growth, or complimentary to the life science park and not prejudicial to its establishment or growth.' • For clarity and accuracy the Policy Context section has been updated: 'National Policy' now includes paragraph 126 of NPPF. Priority 3 in Strategic Priorities corrected to read priority 2; Priority 3 added to include 'Protecting and enhancing environmental quality'.

Consultation Point	Site CS30: North Cheshire Growth Village
Representations received	Total: 110 (Support: 1 / Object: 104 / Comment Only: 5)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Reduces development pressure and enables better Green Belt protection at other settlements. Serves development at Airport City. <p>Objection</p> <ul style="list-style-type: none"> • No local need for 2300 homes • Parish Council are opposed • Only use brownfield sites in Handforth • Ensure a rigorous consultation process always takes place • Road network congested and site will impact negatively • Damage to habitat and species • Ribbon development will destroy views to Peak District • No unique justification for removal of GB • This land prevents sprawl from Greater Manchester • Affordable housing should be provided in exiting communities • In 2012 CEC estimated that Handforth would require up to 600 homes to 203. Existing permissions have been granted for come 100 homes. This need therefore stands at 100. • Site not considered as part of the SEMMMS scheme. • Whilst it is recognised that there have been meetings with representatives from Greater Manchester and Stockport MBC, it is not considered that these have been meaningful, complete, or significant. Furthermore, there has been no relevant formal liaison with or inclusion of neighbouring communities, such as Woodford, Cheadle Hulme and Bramhall, who would be significantly impacted by the CEC Local Plan. On this basis it is considered that the Cheshire East fails the duty to cooperate “test”. • Scale of development disproportionate to need • Damage to rural economy • Loss of leisure amenity • Insufficient justification to change GB boundaries. GB here fulfillsd all roels set out in NPPF • Predicted housing need in CEC may not be accurate • Few people in the Stockport, Bramhall, Cheadle Hulme areas have been notified of proposals • Site will not resolve locally generated need of town s in tnorht of the borough • The proposal would lead to substantial coalescence of Handforth with Cheadle Hulme, Bramhall and erode the gap to Woodford and Poynton • Proposal will not relate well to Handforth as is self contained • Part of the site was subject to a major restoration scheme with a derelict land grant in the 1980s/90s and was used to re-house protected species when Handforth Dean was Constructed • This land provides the Council with an opportunity to sell valuable land to raise funds to use elsewhere in the county.

- The land forms an essential buffer between Stockport and Cheshire, something which you claim you seek to preserve (15.383)
- Concern over impact on educational facilities in particular when considered with development at Woodford Aerodrome
- Proposal designed to provide for housing need of nearby settlements, not Handforth
- Development will reduce opportunities for participation in outdoor recreation and harm public health
- It is not clear why alternative developable sites identified in the SHLAA have been dismissed in favour of this site
- The creation of new settlements is not considered justified
- The role and contribution of sites identified as developable within the SHLAA, forming sustainable extensions of KSCs, has not been adequately considered
- Allocate housing evenly throughout the county
- Site would require considerable public and private investment to provide facilities which already exist elsewhere which could be made better use of by developing new homes and employment uses as extensions to existing settlements.
- Northern boundary is shared with Greater Manchester in conflict with core policy PG3
- Site identified as making a 'major contribution to the Green Belt' and is in conflict with Sustainable Development policies
- Other sites area available and the need for housing and development can be met elsewhere
- Amount of proposed development is far beyond the needs of Handforth
- Handforth's needs would be better served by increasing the amount of Social Rented Housing
- Through the consultation in February 2013, of 800 respondents from Handforth, 9 supported the scheme
- Views expressed during consultation are not being acted upon
- Consultation unfair as is web based
- The site is not easily deliverable, the large size of the site may mean that delivery is delayed
- CEC do not seem to be recognising their responsibility of implementing reduced carbon homes by 2016
- Core strategy does not recognise the severity of energy use in the built environment or make policies to address this
- No targets established via CS to require any specific level of renewable energy/energy efficiency etc
- CEC should focus on delivery of land adjacent to Wilmslow to meet housing need in the area
- Land performs a long term Green Belt function
- Site should not be allocated now or safeguarded for the future
- Allocation ignores councils own evidence base
- Unclear how the site achieves sustainable development in to the context of para.52 of the NPPF
- In accessibility terms the sites fails to meet the minimum acceptable standards
- To achieve a more realistic delivery it would be more appropriate to release

	<p>smaller sites within the GB which are immediately available</p> <ul style="list-style-type: none"> • Sites in existing small settlements and villages can assist in delivering a more dispersed approach to delivering need • Document fails to express that the site will form a new administrative unit and that none of the S106/CIL monies will be available to Handforth PC • Inadequate justification for changing Green Belt boundaries • Predictions of housing needs in Cheshire East are not likely to be sufficiently accurate to justify the negative impact of the proposed North Cheshire Growth Village. According to the pre-submission document, a need for 27,000 new homes in Cheshire East by 2030 has been predicted but this does not appear to utilise the lower revised estimates produced by the DCLG, which are 26% lower. A mere 7% variation in the numbers predicted would remove the need for 1,800 new homes, which is the number proposed for North Cheshire Growth Village. Green Belt cannot be squandered on such a tenuous prediction. • Required annual build rate is unachievable to deliver the site - Over the first half of 2013, the 8 largest house builders in the UK delivered an average of 33 dwellings per outlet. In order to deliver 180 dwellings in a year, five developers would need to be operating simultaneously. This is an unrealistic level of competition. • The anticipated build rate has increased since previous iterations of the document with no justifiable evidence to support the change. <p>Comment Only</p> <ul style="list-style-type: none"> • Designation could help meet requirement through phasing; it will affect fewer people and disperse traffic with less visual impact • New infrastructure is required • Protection must be given to the Grade II listed building on site • Projected delivery rates are optimistic in a single focused market area in proximity to development at Woodford Aerodrome • Recent evidence from CEC suggests that 70 dwellings per annum was the highest delivery rate achieved in the borough during the boom (Alsager planning appeal). • 200 dwellings per annum will require several different builders working concurrently leading to saturation of the market • The size, location and configuration of new health infrastructure will be determined by NHSE England. These matters are not governed by planning statements and cannot be constrained in this way
<p>List of policy changes submitted during consultation to be considered</p>	<ul style="list-style-type: none"> • Any development proposals must demonstrate that they will conserve those elements of the listed building which contribute to the significance of the listed building and its setting • Reconsider delivery rates • Statement amended to state developer contributions will be required to support health infrastructure and if required by NHS England, a site of appropriate capacity to deliver determined health infrastructure will be available for health purposes. • Reduce planned housing at this site to maintain GB between greater Manchester and Cheshire

	<ul style="list-style-type: none"> • Remove site from plan • Delete the policy and address locally generated need of towns in the north of the borough in appropriate locations within those towns • Protect GB land west of A34 as Local Green Space <p>Core Strategy to require minimum carbon targets for new development to meet</p>
Council assessment of relevant issues	<p>The need to meet objectively assessed needs and remove land from the Green Belt in the north of the borough is established through Chapter 8 'Planning for Growth' and policies PG1, PG2, PG3 and supported by The Cheshire East Employment Land Review 2012, Strategic Housing Market Assessment update 2013 and the Green Belt Review 2013.</p> <p>The approach and rationale for the overall development strategy and approach to Green Belt land in the Borough is established in policy PG1</p> <p>Detailed site development principles will be established via a future planning application however the principles of development which seek to protect the natural environment and establish high quality design, connectivity links, recreation space and highways issues.</p> <p>Policy SE7 provides protection for Historic Assets in the Borough and Site CS30 similarly requires protection of those heritage assets within the site.</p> <p>The Duty to Cooperate is an ongoing process detailed in outline in Chapter 2. The engagement undertaken with neighbouring authorities in regard to this site and other issues is detailed in a supporting document available on the Cheshire East Council website</p>
Recommendation	<ul style="list-style-type: none"> • Alterations to point 2 within CS30 policy box: 12 hectares replaced with 'up to 12 hectares'. • Alterations to point 1: Housing figure reduced to 1650 new homes. Delete following reference to densities "at densities between approximately 25 dwellings per hectare and approximately 30 dwellings per hectare". • Alterations to point 5; insert: 'Part of the open space requirements to serve this development could, in principle, be accommodated within the adjacent Green Belt areas; • Point 3: change 'comprising' delete and replace with 'potentially including'. • Policy Context: add paragraphs 74, 85, 100, 112, 117 and 126 to National Policy, correction- Priority 3 in Strategic Priorities should read priority 2, add priority 3: Protecting and enhancing environmental quality to Strategic Priorities. • Site boundaries have been changed to clarify the committed site west of the A34, identify areas to be retained as Green Belt and clarify the extent of safeguarded land to be allocated.

Consultation Point	Committed Strategic Sites
Representations received	Total: 4 (Support: 0 / Object: 0 / Comment Only: 4)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • none <p>Objection</p> <ul style="list-style-type: none"> • none <p>Comment Only</p> <ul style="list-style-type: none"> • Ensure that house numbers for towns arising on appeal are reduced in equivalent amount from those included in the relevant town plans. • Why has the Albion Chemicals site between Sandbach & Middlewich been omitted? It has outline planning permission so should be listed • Support the identification of the Copenhall East Site as a committed strategic site. • The Council has failed to include land at Congleton Road, Sandbach which was recently allowed at appeal to deliver 160 dwellings [APP/R0660/A/13/2189733]. Whilst the Council has launched a legal challenge of the decision, if this is unsuccessful the plan should be updated accordingly. • Explain why a site that is a committed strategic site (Queens Drive Nantwich) is also in the list of pre-submission non-preferred sites X
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Include land at Congleton Road, Sandbach which was recently allowed at appeal to deliver 160 dwellings [APP/R0660/A/13/2189733]. • Include Albion chemicals Site between Sandbach and Middlewich. • Ensure that house numbers for towns arising on appeal are reduced in equivalent amount from those included in the relevant town plans.
Council assessment of relevant issues	The list of committed sites was included up to 31 st March 2013. It will be appropriate to update this in the new document.
Recommendation	Update list of committed sites to 31 st December 2013.

Consultation Point	Safeguarded Land
Representations received	Total: 16 (Support: 3 / Object: 12 / Comment Only: 1)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> The identification of Safeguarded Land for residential development within the Green Belt around Wilmslow and Handforth is supported. Support the identification of safeguarded land which is a well established planning tool in forward planning an area. Need to consider showing safeguarded land as part of this Core Strategy in Poynton Housing need projections indicate that it is necessary, under para 85 NPPF to identify safeguarded land. There will, inevitably, be objections but CEC is obliged to do so, and seems to have identified sites which meet the region's future needs and match infrastructural capabilities. If it does not, development will be chaotic and will not support the regions development and prosperity. <p>Objection</p> <ul style="list-style-type: none"> Challenge the need for safeguarded sites around Wilmslow and the extent of the safeguarded sites identified in the latest version of the plan which it considers to be excessive. The consultation process in establishing this provision of safeguarded land has been inadequate to satisfy local opinion. It goes beyond the Council's remit to safeguard land after the Local Plan period of 2030. The areas featured in the safeguarded zones for all areas in East Cheshire are in actual fact all within the greenbelt boundaries. Why has the council said it only needs to review and not consult on the use of this greenbelt once it loses its status is beyond what it has asked look at in the Local Plan? Strongly object to the 'safeguarding' of this land (aka earmarking for development). If it is to be protected from development, leave it as greenbelt. I believe this is a ploy by the council to get around the restrictions imposed by the greenbelt status which was put in place for a reason. Furthermore, the council have continued to ignore the opinions of the people of Macclesfield. The amount of safeguarded land for Knutsford is excessive and the location is unsuitable. Non-preferred sites should be revisited to provide even and more flexible spread around the town. No justification for its removal from the Green Belt is provided. If it continues to meet GB objectives leave it there. It should not be removed to make unsympathetic development easier in the future Reduce the amount of safeguarded land in Knutsford, re-examine the non-preferred sites and reallocate only that which can be justified to other locations in Knutsford to spread the burden more evenly and provide greater flexibility to respond as needs arise. Government guidance says no to safeguarded land. Its purpose is to give the council a certain degree of flexibility and choice of sites. This is not exceptional circumstances. This is a "back door" for the council to steal our green belt and give it to developers as a done deal. Any council review regarding this land will not be subject to public consultation.

	<ul style="list-style-type: none"> • "Safeguarding" will cause blight to home owners in and around the "safeguarded" area. • Residents of Macclesfield have already shown that they do not want this green belt land developed. 3000 people signed a petition which was presented to the council leader last February. The petition said the land should not be built on and should remain as protected green belt for future generations. • KCHG objects to the scale and locations proposed of safeguarded land. There are better and more sustainable locations, without the negative impacts, than at north and north west Knutsford. These other locations should be assessed before release of Green Belt land, which requires exceptional circumstances to be demonstrated. • Question why Poynton is singled out here and what is meant by the statement about additional 10ha land being needed from existing greenbelt. It appears that this might be taking this requirement beyond 2030. This would be outside the terms of the Local Plan. • The Council itself considered and rejected the idea of rolling back the Green Belt at Lyme Green prior to publishing its Draft Development Strategy in Jan/Feb 2013. The planning reasons for that decision have not changed, and no exceptional circumstances exist for the safeguarding at Lyme Green or at Macclesfield. <p>Comment Only</p> <ul style="list-style-type: none"> • Sufficient safeguarded land should be allocated to ensure that the northern settlements can grow at the same rate as the rest of the borough post 2030. Not doing so will inevitably lead to a further green belt boundary review as part of the next local plan.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Remove all safeguarded land and maintain Green Belt status. If it is not going to be developed, it should stay as greenbelt. • The council should also seek to develop all brownfield sites before even considering touching the protected (and protected with good reason) greenbelt land. • Leave the safeguarded land out of this Local Plan (2013-2030) which is what the local plan is meant to be looking at, and, if necessary, review it at the next Local Plan in ten years. • Reduction of the amount of land to be safeguarded and reassessment of its location. • Clarify what is meant by the statement regarding the additional 10ha in Poynton and have this suitably authorised or remove the statement from this and other associated documents. • Identify the safeguarded land in Poynton.
Council assessment of relevant issues	<p>The justification for safeguarded sites within green belts is set out in paragraphs 15.395-398 and in more detail in policy PG4. The proposals to safeguard land derive from the NPPF, paragraph 85. This paragraph refers to the defining of Green Belt boundaries but does not limit its advice to new areas of Green Belt. The context of paragraph 85 is that the preceding paragraph refers to the drawing up or reviewing of Green Belt boundaries, so the Council is correct in looking for safeguarded land as part of the Local Plan Strategy.</p>

	<p>It is correct that the LPA should seek to safeguard sites for the longer term to meet future needs for development.</p> <p>Site specific issues are dealt with in the responses to individual safeguarded sites. Inevitably many of these sites are in the northern part of Cheshire East, but this does not mean that a disproportionate amount of new development will take place in these areas.</p> <p>The identification of safeguarded land at Poynton requires further investigation as part of the Site Allocations and Development Policies document, as explained in paragraph 8.57. This document will be subject to public consultation.</p> <p>Planning permission for development of safeguarded land will only be granted following a Local Plan review that proposes the development. Part 2 of policy PG4 confirms that policies relating to development in the open countryside will apply. The review of the Local Plan, and any planning applications received, will be subject to public consultation.</p>
Recommendation	No material change to Plan.

Consultation Point	Site CS31: (Safeguarded) Gaw End Lane, Macclesfield
Representations received	Total: 279 (Support: 1 / Object: 270 / Comment Only: 8)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Would represent a logical development opportunity upon completion of CS11 <p>Objection</p> <ul style="list-style-type: none"> • Location of South Macc means it isn't easy to commute to other Towns (eg. Stockport, Manchester) • Impact on natural beauty • Impact on wildlife & nature • Impact on landscape (ASCV) • Would merge Macc with Lyme Green • Lyme Green facilities/services/infrastructure not sufficient to accommodate such increase • Prevents/discourages regeneration of brownfield sites • Would lead to congestion on surrounding highways network; serious highways constraints • Insufficient evidence to provide justification for removal from Green Belt; no exceptional circumstances provided • Sufficient land identified at South Macc for housing development • Survey of local residents concluded 97% did not want any changes to land designated as Green Belt • Green Belt serves number of purposes inc. preventing merger of Macc, Lyme Green, Sutton; preventing encroachment into countryside and ASCV • Area contains SBI • Loss of valuable agricultural land • Land performs significant Green Belt functions • Would increase urban sprawl • Local School would not be able to cope with increases • Conflicts with purposes of including land in the Green Belt • No justification for amount of safeguarded land at Lyme Green • Not a sustainable location • No need for as many houses (given closure of AZ Alderley Park) • Don't need more housing South of the Town • Sufficient brownfield sites in built up area • Would destroy the setting and character of Lyme Green • Concern about reliability and Credibility of Statistical Analysis; inaccuracies within the Proposed Housing Growth Distribution Tables (Appendix A) which seriously brings into doubt the reliability and credibility of the content of the whole Pre-Submission Core Strategy Document • The Council itself considered & rejected the idea of rolling back the Green Belt at Lyme Green prior to publishing its Draft Development Strategy in Jan/Feb 2013. The planning reasons for that decision have not changed <p>Comment Only</p> <ul style="list-style-type: none"> • Why not leave as Green Belt until a later date?

	<ul style="list-style-type: none"> • Impact on heritage assets (Canal Conservation Area and Listed Buildings)
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Any proposal needs to demonstrate will conserve Conservation Area/Listed Buildings • Retain land as Green Belt • Reconsider use of part of site NPS40
Council assessment of relevant issues	<p>Safeguarded land - As noted within the plan, NPPF (para 85) requires Council, where necessary, to identify safeguarded land between urban areas and Green Belt to meet development needs beyond the plan period. The Council consider this is necessary and sites have been identified accordingly, site CS31 being one such area of land</p> <p>Impact on landscape, environment, etc. - The land is not designated for development; policies related to the Open Countryside would apply to areas of land designated as safeguarded land; development for purposes other than those allowed within the open countryside would require a review of the Plan</p> <p>The impact of any future development on the Landscape, Ecology, Conservation Area, etc. would be addressed via the Development Management process</p> <p>Brownfield sites – The Council's Assessment of brownfield sites has identified that there is not the capacity across the brownfield sites in Macclesfield to meet the need for the level of development identified/proposed to meet the objectives of the Plan</p> <p>Housing levels – The proposed level of housing has been informed by the CE Housing Needs Assessment (SHMA)</p> <p>Assessment of Sites - Consideration has been given to a range of sites in reaching the decision regarding the proposed sites (noting that the Non Preferred Sites have been discounted for sound reasons)</p>
Recommendation	<ul style="list-style-type: none"> • Policy Context: delete paragraphs 7 and 17 from National Policy

Consultation Point	Site CS32: (Safeguarded) Land Between Congleton Road and Chelford Road, Macclesfield
Representations received	Total: 571 (Support: 1 / Object: 567 / Comment Only: 3)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • South West Macclesfield is the most sustainable location for development on greenfield land with the least environmental damage • SHLAA lists the site as suitable, achievable and developable • Provides reserve of land for development in the future to take up any slack arising from other sites if they fail to deliver and identifies land for long term development which will be required for a town the size of Macclesfield • Site could fund the link road and give relief to junctions and roads leading into the town • Site could fund all necessary ancillary development to support the new population • Was previously proposed as part of a development site in 1990s and approved as such by a planning inspector but subsequently dropped as an allocation following reduction of housing figures <p>Objection</p> <ul style="list-style-type: none"> • Was previously proposed as part of a development site in 1990s but following an inquiry the inspector recommended that the proposal should not be taken forward • This is the most suitable location for greenfield development but the policy means it cannot be used until after 2030 which gives no flexibility should other housing sites fail to deliver • The extent of safeguarded land across this area is excessive and a greater proportion should be allocated for development to meet needs arising during this plan period • Exceptional circumstances required to remove this land from the Green Belt have not been demonstrated. Local Government Minister Brandon Lewis issued a written statement to Parliament on 1st July 2013 to clarify that the Secretary of State considers that the single issue of unmet demand is unlikely to outweigh the harm to Green Belt and other harm to constitute the very special circumstances to justify inappropriate development in the Green Belt; Green Belt land should not be built on; weak boundaries would not be sufficient to prevent further future encroachment into the Green Belt; Green Belt Assessment does not consider the site on its own and its contribution to Green Belt understated; Green Belt assessment is flawed; loss of countryside between Macclesfield and Henbury; Macclesfield and Henbury will merge; Green Belt Assessment demonstrates the importance of this area to the purposes of Green Belt. • Planning Minister Nick Boles made a statement in Parliament on 24th October 2013 "there is nothing in the Localism Act 2011, in the NPPF or in any aspect of Government planning policy that requires someone to plan beyond 15 years. So, anybody who is suggesting that there is any requirement to

safeguard land or wrap it up in wrapping paper and ribbons for the future development between 2030 and 2050 is getting it wrong” therefore safeguarding this land is contradictory to that statement; the future is uncertain so we do not know whether this land will be needed; this accounts for half of the safeguarded land in the Borough which is inappropriate for a small community like Henbury

- CS10 references a South West Link Road – but no consideration has been given to the effect on traffic on the A537 as a result of this road; further congestion on A537 will lead to traffic using the back routes to the B5087; there has been no public consultation on a potential South West Macclesfield Link Road; don’t need a link road; there has been no transport assessment on the potential for thousands of homes
- Increased traffic congestion around Broken Cross
- Residents’ views have been ignored including a petition signed by 3000 people in February 2013.
- Safeguarding is allocation of land by the back door. This will only be subject to review by the Council and there will be no further public consultation to allocate the site for development
- Loss of prime agricultural land grades 2 and 3a; loss of grazing land would make several small farms unviable; working farm land
- Unsustainable location – too far from the centre of Macclesfield; will create a ‘doughnut effect’ whereby the centre of town deteriorates while the town expands at the edges; will increase car usage; distant from the bus and train stations and will not encourage the use of public transport.
- Will blight nearby properties for many years to come
- There are plenty of brownfield sites that could be developed in Macclesfield; development here will mean brownfield sites remain unused; Regional Spatial Strategy states that 80% of houses in Macclesfield should be built on brownfield sites; an allowance should be made for future windfall sites.
- No analysis of flood risk has been carried out; Council’s own evidence shows that this site has areas susceptible to ground water flooding; fails NPPF sequential test on flooding
- During the Henbury Parish Plan preparation, 96% of people answered yes when asked ‘do you think that the physical break of green fields between the Parish and Broken Cross should be maintained?’ and ‘are you in favour of the Green Belt continuing to be protected?’
- Important area for wildlife including protected species; biodiversity includes thirteen Red list species, twenty three Amber list species, six schedule 1 species, fifteen species listed in the UK Biodiversity Action Plan and seven identified in RSPB Conservation Targeting Projects; Site of Biological Importance within the site
- Large number of mature trees on site along with woodlands including Cock Wood – ancient woodland dating back to at least before 1600 and possibly even to the post-glacial woods and High Birch Wood; Tree Preservation Orders present on site
- Ancient hedgerows on site as well as ponds and ditches
- Hedgerows, trees and ponds
- Area lack mains drainage

	<ul style="list-style-type: none"> • Area is valuable in landscape terms; part of the historic Cheshire landscape of Higher Farms and Woods; not included in Cheshire East Local Landscape Designation (22) which should be corrected as it has been identified as being important by Natural England. • Development here would represent urban sprawl; housing should be spread evenly around the town • Would erode the character of the town • Historic importance - contains old greenways, e.g. the old Broken Cross to Henbury Road which predates the current turnpike road built in the 1800s, various medieval and Victorian ridge and furrow fields' hedgerows that mark parish boundaries predating 1860 and protected by Hedgerow Regulations. • Overhead high voltage power lines cross the site • There is an oversupply of employment land and further employment land is not required; • Housing requirement has been overstated • Popular walking area; important amenity use • Would adversely affect the setting and special character of the historic towns of Macclesfield and Gawsworth • Should help existing communities to grown organically rather than imposing large unwanted developments • Development of this site would mean Macclesfield merging with Gawsworth • Other sites have been ruled out on ground that apply equally, or more so to this site • Public rights of way cross the site • Sterilisation of potential minerals deposits • The boundary is shown in the wrong position. Any development west of the line shown for the relief road in the Development Strategy would not have so much of a detrimental impact on the openness of the land <p>Comment Only</p> <ul style="list-style-type: none"> • Why is there no mention of the King's School's relocation to this area?
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • The map is out of date and shows Henbury High School not the dwellings recently constructed on that site • Remove site from Plan • Retain as Green Belt
Council assessment of relevant issues	<p>The National Planning Policy Framework (para 85) requires the Council, where necessary, to identify safeguarded land between urban areas and Green Belt to meet development needs beyond the plan period. The Council consider this is necessary and sites have been identified accordingly, site CS32 being one such area of land.</p> <p>There has been a boundary change to this allocation due to the overall reduction in safeguarded land proposed within the Local Plan Strategy. This has been justified within the assessment of Policy PG4 (Safeguarded Land).</p> <p>It should be clear that the land is not designated for development; policies related to the Open Countryside would apply to areas of land designated as safeguarded land; development for purposes other than those allowed within the open countryside would require a review of the Plan.</p>

	<p>The impact of any future development on the Landscape, Ecology, Conservation Area, flood risk zones etc. would be addressed via the Development Management process.</p> <p>The Council's Assessment of brownfield sites has identified that there is not the capacity across the brownfield sites in Macclesfield to meet the need for the level of development identified/proposed to meet the objectives of the Plan.</p> <p>The proposed level of housing has been informed by the CE Housing Needs Assessment (SHMA)</p>
Recommendation	<p>Level of safeguarded land has been reduced from 135ha to 45.5. Pre-ambles amended to reflect new site boundaries.</p> <p>Name of site changed from 'Land between Congleton Road and Chelford Road, Macclesfield' to 'South West Macclesfield'.</p> <p>Policy Context: delete paragraphs 7 and 17 from National Policy</p>

Consultation Point	Site CS33: (Safeguarded) North West Knutsford
Representations received	Total: 11 (Support: 0 / Object: 9 / Comment Only: 2)
Relevant issues	<ul style="list-style-type: none"> • Support • Objection • Oppose taking land out of Green Belt. Land is agricultural land grades 2 and 3. Sites CS19 and NPS50 are of lower agricultural quality. • Remove the proposed safeguarded land in the North West of the town from the plan as there is no clear case for its re-classification from the Green Belt. If safeguarded land is required this should be spread more evenly around the town • The areas allocated to safeguarded land are excessive and assume twice the development rate of the plan period to 2030 • The allocated safeguarded land could allow for up to 900 houses to be built, dependent upon density levels. The current plan period assumes 600. If any safeguarded land is included it should be an area of less than half the current allocation • The safeguarded land implies all development over the next 40 years will take place to the North West of the Town. This will be catastrophic to the character and heritage of the town, the jewel in the crown of Cheshire East. • The provision of employment land (site G) is opposed. This will be seriously detrimental to the Town Centre economic development and destroy the unique setting of the town as it will become a dominant feature on the entrance to the town. It will also increase traffic levels on an already seriously congested arterial highway. • Development of this site would conflict with the policy positions and priorities of CPRE, • The development of this site would adversely impact on the visitor route to Tatton Park from Knutsford and on views from Tatton Park. The development would have detrimental landscape consequences and would be contrary to local and national policies designed to protect heritage assets and their setting. • Comment Only • One of the site boundary is close to a Grade II* registered Parks and Garden, Tatton Park, The south-eastern site also includes a Grade II listed building. Any development proposals for this site will need to demonstrate that they will conserve those elements, which contribute to the significance of the listed buildings and the designated park and their setting.(EH) • There is need for additional housing in Knutsford but brownfield sites must be used - and there are many such sites in the town now and more will be available in the future. • Food security (farm land) should be given greater consideration (Para 112 NPPF) Alternatives should be investigated first. Land should only be sacrificed when alternatives have been fully and properly investigated. This investigation

	<p>should demonstrate there is clear and compelling evidence that the public benefit outweighs the adverse impacts including the loss of such productive land. This loss will be permanent.</p> <ul style="list-style-type: none"> • Very supportive of safeguarded land here ie potential for the land to meet development needs. Land is suitable, available and achievable for development within plan period, don't need to leave it beyond 2030. Commitment to safeguarding should be stronger. Could identify appropriate locations for development in Site Allocations. Mechanism to bring land forward sooner. 41ha, not 32 as in Table 8.3.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • One of the site boundary is close to a Grade II* registered Parks and Garden, Tatton Park, The south-eastern site also includes a Grade II listed building. Any development proposals for this site will need to demonstrate that they will conserve those elements, which contribute to the significance of the listed buildings and the designated park and their setting.(EH) • Remove safeguarded land to the North West of Knutsford from the plan • Remove the proposed employment land provision at site G • Retain parcels 1, 5 and 6 as green belt.(NT) • We consider that there should be a mechanism within this Core Strategy that enables Safeguarded Land to come forward in circumstances of demonstrable need and that wording to this effect should be included within Policy CS33. Within Para. 8.55-8.58, the Strategy should be clear and explain the need for flexibility and not drawing the Green Belt boundaries too tightly. We support the 41 ha of land to be Safeguarded and do not agree it should be reduced to the figures shown in Table 8.3. Table 8.3 should be amended to refer to 41ha
Council assessment of relevant issues	<p>The National Planning Policy Framework (para 85) requires the Council, where necessary, to identify safeguarded land between urban areas and Green Belt to meet development needs beyond the plan period. The Council consider this is necessary and sites have been identified accordingly, site CS33 being one such area of land.</p> <p>There has been a boundary change to this allocation due to the overall reduction in safeguarded land proposed within the Local Plan Strategy. This has been justified within the assessment of Policy PG4 (Safeguarded Land).</p> <p>It should be clear that the land is not designated for development; policies related to the Open Countryside would apply to areas of land designated as safeguarded land; development for purposes other than those allowed within the open countryside would require a review of the Plan.</p> <p>The impact of any future development on the Landscape, Ecology, Conservation Area, Heritage Assets etc. would be addressed via the Development Management process.</p> <p>The Council's Assessment of brownfield sites has identified that there is not the capacity across the brownfield sites to meet the need for Wilmslow to meet the level of development identified/proposed to meet the objectives of the Plan.</p> <p>The proposed level of housing has been informed by the CE Housing Needs Assessment (SHMA)</p>

Recommendation	<ul style="list-style-type: none"> • 20 hectares of safeguarded land south of Tabley Road has been removed and retained as Green Belt. • The five hectares of land to the north of Tabley Road has been re-designated as safeguarded land giving a total area of safeguarded land in North West Knutsford to 25.1 hectares. • Policy Context: delete paragraphs 7 and 17 from National Policy
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Consultation Point	Site SC34: (Safeguarded) North Cheshire Growth Village, Handforth East
Representations received	Total: 33 (Support: 0 / Object: 33 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • none <p>Objection</p> <ul style="list-style-type: none"> • Insufficient justification has been given for changes to Green Belt boundaries in this location. Safeguarded land should have full green belt status and protection. • The green gap between the Coleshaw Farm estate and Handforth will disappear. • Predictions of housing needs in Cheshire East are out of date. • There is no evidence for housing need in this location. • The Duty to Cooperate not been adequately fulfilled as development does not fit with the regeneration plans for Stockport and Manchester. • Traffic congestion will be worsened in Handforth and neighbouring areas. • The site has limited access to public transport provision. • The A34 bypass was built as a promise to alleviate traffic congestion and the new plans would compound existing congestion. • Lack of sustainability due to residential development with insufficient employment opportunities. • Damage to the rural economy through loss of good agricultural land. • Damage to the environment by development in an environmentally sensitive area. • Damage to wild life habitats and species due to loss of habitat including at least 20 ponds with protected species present. • Loss of leisure amenity for walking on several rights of way. • Increased air pollution and carbon emissions. • The creation and extension of new settlements is not considered justified. The role and contribution of sites identified as developable within the SHLAA, forming sustainable urban extensions of Key Service Centres, has not been adequately considered. In addition the Council accepts that the SHLAA needs to be reviewed and is not therefore adequate as the evidence base for the proposed strategy • Do not support justification for, or sustainability of, the proposal in this location. Greenbelt assessment indicates it makes a major contribution to the Green Belt in terms of the gap between Handforth /Wilmslow and the Greater Manchester conurbation and safeguarding the countryside. • Proposal would increase ribbon development along A34 in an area where landscape character is strong and landscape condition is good. • In view of the necessary increase in the housing requirement, such a proposition may ultimately be required, but it is first necessary and appropriate to reconsider the extent of growth to be accommodated in and around the northern Key Service Centres. Only once this has been fully accounted for

	<p>could the need for a new settlement be proven. The approach at present is severely flawed.</p> <ul style="list-style-type: none"> • Site would undermine separation of Handforth and Wilmslow • Impact on Peak Park openness • Noise issues • Diverse range of wildlife, Protected Species and endangered species present on site • Delivery of uses on the site will not represent sustainable development • Contain Public Rights of Way • Potentially a contaminated site • Flooding concerns • Housing need is not sufficiently justified for this site • Damage to rural economy and loss of agricultural land <p>Comment Only</p> <ul style="list-style-type: none"> • Land has contamination issues • Brownfield and other green belt sites should be promoted to ensure a proportionate distribution of new housing development. • No financial gain to Handforth from development.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • The North Cheshire Growth Village, Handforth East and the adjacent safeguarded land should be completely removed from the Cheshire East Core Strategy. • The land should be retained as Green Belt and open countryside. • Clear evidence, presently absent, would be required to justify Site CS34. The evidence should demonstrate that the Handforth East site represents the most appropriate option for dealing with the (uplifted) housing requirement, specifically relative to the release of additional land on the edge of the Key Service Centres in the north of the Borough.
Council assessment of relevant issues	<p><u>General issues regarding safeguarded land</u> are set out in the section on Safeguarded Land. The justification for safeguarded sites within green belts is set out in paragraphs 15.395-398 and in more detail in policy PG4. It is correct that the LPA should seek to safeguard sites for the longer term to meet future needs for development.</p> <p><u>Contamination issues:</u> These will be addressed as part of any planning application.</p> <p><u>Remove from plan.</u> The site is safeguarded to allow for possible future expansion of the sustainable community to be created at the main allocated site for the North Cheshire Growth Village CS30. This option is preferred to alternative ways of meeting targets for delivery of housing and employment land.</p> <p><u>Retain as Green Belt and open countryside</u> to protect the gap between Handforth and Stockport. The land is not allocated for development at this stage.</p> <p><u>Additional justification is required to demonstrate that this is the best option.</u> The justification for the allocation and safeguarded land is explored in more detail in the assessment of site CS30.</p>

	<p><u>Visual impact including openness of the National Park.</u> This will be assessed as part any revision to the Local Plan and/or planning application but the site is approximately 15km from the National Park.</p> <p><u>Traffic congestion and highways.</u> Currently during the peak periods the A34 suffers from congestion at a number of junctions towards Manchester. The SEMMMS scheme will provide a new east-west link between the A6 and M56 which will alleviate some of the existing congestion issues in the area, as will the proposed Poynton Relief Road, which ties in with the SEMMMS road.</p> <p>However, it expected that as part of the North Cheshire Community Village a number of improvement schemes will be required to mitigate the impact of the traffic the allocated CS30 site will generate. These could include:</p> <ul style="list-style-type: none"> A new junction with the A555 serving the proposed site. Strategic travel plan, which may including: <ul style="list-style-type: none"> Improved walking, cycling and bus links to local stations serving Manchester. Improved bus services to key service centre locations, including Manchester Airport. Provision of essential services within the site, including shops, education and employment. Park and ride provision. Junction improvement contributions in the Stockport Metropolitan Borough Council area, including the A34 corridor. <p>These highway improvements will be developed as part of the masterplan for the Handforth site and detailed in the Infrastructure Plan and will requiring funding through CIL/S106 contributions.</p>
Recommendation	Policy Context: delete paragraphs 7 and 17 from National Policy

Consultation Point	Site CS35: (Safeguarded): Prestbury Road, Wilmslow
Representations received	Total: 77 (Support: 1 / Object: 75 / Comment Only: 1)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Agree with the designation of the site as removal from the GB • Site should be brought forward within the plan period • Site will have a minimal impact on the Green Belt – restricting sprawl and preventing towns from merging • Although the gap between Wilmslow and Alderley Edge would be reduced there would remain and the settlements would still be distinguishable • Will help to meet housing requirement for area • Site is accessed off the primary road network therefore would not increased traffic within the town centre • Site is sustainably located – within walking distance of the town centre • Better use of the amenities within the area – schools etc <p>Objection</p> <ul style="list-style-type: none"> • Land plays a significant role in preventing the consolidation of Wilmslow and Alderley Edge • If the land becomes safeguarded and then developed, there will be pressure to release/approved development on rest of the land up to the roundabout • This site forms a gap between Wilmslow and Alderley Edge and has a strong boundary with the Green Belt with the By-pass and Prestbury Link Road • The site meets the criteria for Green Belt • Infrastructure in the area is strained at peak hours • The site is a green lung • Loss of agricultural use • Need to prevent urban sprawl the GB assessment states that this GB does this sufficiently and is of a significant contribution • No requirement to safeguard land, NPPF states ‘should where necessary..’ • Nick Boles stated there is no need for Local Plans to go beyond 2030 • Brownfield land should be used first • New house building will make little difference to commuter traffic • Handforth East will create a suitable level of housing for the area • Amenities such as the local school are at full capacity • Land should be used as a sports facility for the School • Reduced the clear demarcation between Wilmslow and Prestbury • Concerns over the potential single access onto Hough Lane • No need to change the current status of the land which is a playing field • Enhancements to the playing field required • Convert existing empty offices/retail units etc for housing • Sufficient development around the area to meet population growth – no need for additional land allocations • Land is fairly unique bog land • Loss of amenity space

	<ul style="list-style-type: none"> • National Trust object to land being removed from the GB • Site would be seen as remote from Wilmslow as it is sited on the opposite side of the by-pass to the existing town • Residents of Wilmslow have agreed with CEC in January 2013 170 housing developments on brown field sites can be developed <p>Comment Only</p> <ul style="list-style-type: none"> • This site forms a gap between Wilmslow and Alderley Edge and has a strong boundary with the Green Belt with the By-pass and Prestbury Link Road • Development of this site in the future would consolidate the development along Hough Lane with the main part of Wilmslow settlement.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Remove site from the development plan • Retain the existing designation of the land as a playing field • Bring forward site within the plan period rather than just safeguarded for future development
Council assessment of relevant issues	<p>Green Belt boundaries are intended to endure over the longer term. Therefore when reviewing Green Belt boundaries, it is important to draw new boundaries having regard to potential development needs arising well beyond the plan period. Therefore, it is necessary to allocate some safeguarded land which lies between the urban area and the new green belt boundary in order to meet the potential long-term development requirements and avoid the need for another review of the Green Belt at the end of the plan period. Paragraph 85 of the National Planning Policy Framework required authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.</p> <p>This site is a natural extension to the existing residential and employment uses on the edge of Wilmslow and therefore forming an appropriate location in which to meet the identified future need of the town.</p> <p>It is considered that although there is a clear need to safeguard land in the area the size/number of dwellings proposed has been reduced, as other proposed areas of safeguarded land have been identified elsewhere. The reduced size of the safeguarded land will improve the impact on the neighbouring dwellings.</p>
Recommendation	<p>Reduce level of safeguarded land .</p> <p>Policy Context: delete paragraphs 7 and 17 from National Policy</p>

Consultation Point	Site CS36: (Safeguarded) Upcast Lane, Wilmslow
Representations received	Total: 84 (Support: 4 / Object: 79 / Comment Only: 1)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support development over a larger area • Site is an obvious choice for future development • Access and proximity to local amenities is good • Development would not have adverse impact on public enjoyment of Green Belt • Reasonably sustainable location (buses, Chapel Ln shopping area and schools) • No particular agricultural use • Not really used by the public • Natural extension to existing residential and employment uses at edge of Wilmslow <p>Objection</p> <ul style="list-style-type: none"> • Inexplicable conflict between the proposal to take site out of Green Belt and the GB Assessment, which identifies the land as making a “significant” contribution to preserving the GB • Do not accept the argument that developing this site will reduce the commuting to Wilmslow • Impact on traffic congestion; narrow roads not suitable to additional traffic • Result in urban sprawl • Encroachment into countryside • Loss of agricultural land • Unnecessary loss of Green Belt – any safeguarded land should be minimal, brownfield sites, close to amenities/facilities • Limited consultation • Justification seems invalid; no evidence for demonstrable need • Land unsuitable for significant development – eg. liable to flooding • Impact on wildlife (inc. protected species) • Not close to facilities/services/amenities • Land forms important part of the Alderley Edge/Wilmslow separation • Loss of amenity area for local people • NPPF doesn’t state a compulsion to safeguard land; it says where necessary; Nick Boles stated that no need for Local Plans to go beyond 2030 • Not well-connected to existing settlements • Objectively assessed housing need can be met on brownfield sites • Closure of AZ at Alderley Park will reduce the housing need (making current assessment not credible) • Would destroy character of countryside • Too much safeguarded land proposed; area of safeguarded land would accommodate 1,000 houses – the size of area is not necessary • Infrastructure cannot support development • Objectively assessed housing need can be accommodated on brownfield sites

	<ul style="list-style-type: none"> Noise pollution Known issues accessing the site <p>Comment Only</p> <ul style="list-style-type: none"> Suggest development over larger area
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Amend to larger area (see PRE 6026) – to inc. Row of Trees, Knutsford Rd, Wilmslow Remove site from plan Extend safeguarded land to the North and East
Council assessment of relevant issues	<p>Green Belt boundaries are intended to endure over the longer term. Therefore when reviewing Green Belt boundaries, it is important to draw new boundaries having regard to potential development needs arising well beyond the plan period. Therefore, it is necessary to allocate some safeguarded land which lies between the urban area and the new green belt boundary in order to meet the potential long-term development requirements and avoid the need for another review of the Green Belt at the end of the plan period. Paragraph 85 of the National Planning Policy Framework required authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.</p> <p>This site is a natural extension to the existing residential on the edge of Wilmslow and therefore forming an appropriate location in which to meet the identified future need of the town.</p> <p>It is considered that although there is a clear need to safeguard land in the area the size/number of dwellings proposed has been reduced, as other proposed areas of safeguarded land have been identified elsewhere. The reduced size of the safeguarded land will improve the impact on the neighbouring dwellings.</p>
Recommendation	Reduce extent of safeguarded land by deleting area of site to the south-west.

Consultation point	Chapter 16 – Monitoring and Implementation
Representations received	Total: 11 (Support: 1 / Object: 6 / Comment Only: 4)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Sport England support inclusion of indicator EQ1 (protection of sports pitches). Aligns with the need to monitor and update the evidence base (emerging Playing Pitch Strategy in particular) and is in accordance with paragraph 73 of the NPPF. <p>Objection</p> <ul style="list-style-type: none"> • Clearly it is the responsibility of the Council to undertake the steps listed however, monitoring and commenting on the implementation of the plan should involve those living and working in Cheshire East • Under S3 – Five year housing land supply, the trigger of a short fall of greater than one year should be amended to ensure that at least a five year supply will be maintained otherwise the doors will be opened to developers to exploit the shortfall • Paragraph 16.10 does not include ‘consulting the rate payers and voters of Cheshire East.’ • Monitoring of progress of a badly researched and overly ambitious plan will inevitably reveal shortfalls. A less ambitious plan would be more realistic and have more chance of success • A commitment to monitoring and implementation of the Affordable Housing Policy is required. The proposal to introduce an Economic Viability Assessment must be undertaken in complete independence from the Developers own viability assessment, and should be open to public scrutiny. The report which the proposal is based clearly showed that the level of developer profit margin is a major factor in the determining of viability of affordable housing. The report also indicates that Brownfield issues should be addressed as Land purchase stage and that payment schedules can have a significant influence on viability. One in ten sites remained viable with a 30% provision of affordable housing and the only influence was larger profit margins. • Cheshire Community Action consider that the Performance indicators in chapter 16 on Monitoring and Evaluation. There remains a lack of urban/rural split in the performance indicators on p.329 – 334 which will make it difficult for CEC to monitor how their policies are affecting rural communities and particularly the economy. <p>Comment Only</p> <ul style="list-style-type: none"> • There are existing sites which have only been partly developed, eg. Millstone Lane, Nantwich. Such sites should be made to be brought forward before any development on Greenfield sites. How will sites be monitored in the future if they are not being monitored now? • Indicator E4 – should make clear that minerals other than aggregates have landbank requirements (set at a national level)

	<ul style="list-style-type: none"> • The use of SMART monitoring is one that is effective as long as all parties are involved in its use but what is not taken into account is 'effect'. This monitoring system is used primarily to achieve a specific target i.e. the construction of new housing, commercial buildings, schools etc what it does not take into account is the effect on the local community and local infrastructure. • The 'contingencies' envisaged here appear to be for unavoidable causes. The section should also include at least one example (Compulsory Purchase Order) of action which might be taken if a developer reneges on his contractual obligations.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Ensure existing sites are developed out in full • Minerals other than aggregates (e.g. silica sand) should be noted here E4 and monitored by appropriate Triggers and Actions to ensure national targets are met • Have local community groups that are involved in the monitoring – to ensure local needs are met • Clarify involvement of those most affected by the plan • Section should include an example of possible action e.g. 'Compulsory Purchase Order' if a developer reneges on his contractual obligations • Amend the trigger level to ensure a permanent five year housing land supply is maintained • The rate payers and voters of Cheshire East should be consulted before any amendments, extension or modifications are made to the plan during the plan period • Reduce scope of plan to ensure it does not fail • CCA offer Neighbourhood Planning Support Services, Parish Plan Support and Housing Needs
Council assessment of relevant issues	<p>The purpose of this section is to highlight the monitoring and implementation which is required to assess if the Local Plan Strategy is 'effective' and assess if the plan is deliverable in the plan period. A Monitoring Report will be produced annually and published on the website which will assess the delivery and effectiveness of achieving the vision, objectives, spatial strategy, the spatial priorities and policies.</p> <p>Monitoring will include engagement with public agencies and partners which will help to inform the Monitoring Report. This therefore includes local people from within the area.</p> <p>The Council acknowledges that there is a need to include minerals other than aggregates within E4 and this will be made more explicit to include reference to silica sand as well.</p>
Recommendation	Change to E4 to include aggregates and silica sand into the target to be monitored.

Consultation Point	Chapter 17: Glossary
Representations received	Total: 5 (Support: 2 / Object: 2 / Comment Only: 1)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Strongly recommended that Places of Worship are explicitly identified within Community Infrastructure. <p>Objection</p> <ul style="list-style-type: none"> Should be amended to include a definition for "Extension" to property to be included in the Community Infrastructure Levy. <p>Comment Only</p> <ul style="list-style-type: none"> Amend to include a definition for "Extension" to property to be included in the Community Infrastructure Levy. The entry for the term 'community infrastructure' in Glossary (page 336) which isn't used in the document other than for the CIL which is explained in the next entry. It is confusing if a term is included in the Glossary which isn't used in the document. If the description is applied solely to the Community Infrastructure Levy, then the description should reflect para.10.16, but doesn't.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Strongly recommended that Places of Worship are explicitly identified within Community Infrastructure. Glossary should be amended to include a definition for "Extension" to property to be included in the Community Infrastructure Levy. Include a definition for "Extension" to property to be included in the Community Infrastructure Levy. Remove the term 'community infrastructure' from the glossary.
Council assessment of relevant issues	<p>The glossary is not considered to be an exhaustive list of definitions however, it is a useful succinct collections of terms used throughout the document, which may require some further explanation.</p> <p>It is considered that the inclusion of 'places of worship' within the community infrastructure definition would be too prescriptive and it is considered that 'community buildings and halls' is sufficient and inclusive of places of worship.</p> <p>It would not be reasonable to include 'extensions' within the definition for Community Infrastructure Levy (CIL) at this time. CIL is a levy which allows Local Authorities to raise funds from owners or developers on land undertaking new building projects in the Borough. More clarification on the Borough's CIL will be produced in due course and will be subject to consultation.</p>
Recommendation	Minor amendments made to clarify certain definitions.

Consultation Point	Appendix A: Housing Growth and Distribution
Representations received	Total: 54 (Support: 1 / Object: 46 / Comment Only: 7)
Relevant issues	<p>Support</p> <p>Objection</p> <ul style="list-style-type: none"> • It is inappropriate to include the Chemical Works site as part of Sandbach housing supply as it is removed from the settlement and does not form a functional part of Sandbach • Insufficient employment land in the north of the Borough means more commuting from Macclesfield • 5ha of employment land at Knutsford will have a detrimental effect the town centre <p>Comment Only</p> <ul style="list-style-type: none"> • More detailed information on which LSCs and OSaRAs are proposed for more development • More face to face consultation is needed • It would be of assistance to NHS England if a breakdown per location could be made • More brownfield sites should be considered in Crewe • Provide information to support a credible five year supply • We consider the Table for Housing Land Requirement and Supply in Alsager under estimates the new dwelling requirement and should rise to 2000 and overestimate the supply of new dwellings which should be reduced to 1340 • The document states that only 3950 homes of the 27000 will be allocated through the site allocation process. The decision to allocate sites in two parts means that it is not possible to test whether housing needs can sustainable be met through smaller sites rather than a comparatively small number of larger strategic sites. • Completion figures are different in tables 8.2 aA.6; no evidence that all 7115 commitments will be delivered by 2030; unclear why some settlements will rely on Site Allocations and some wont; Strategic Site definition is unclear • Proposed employment land distribution places a disproportionate employment land distribution on Congleton
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Comments to be amended to read: ' Table A1 and A6' instead of A1 and A5 • Clarify the position with regard the 5% buffer and take into account permissions and windfalls • Make alterations to housing figures in Table A to reduce supply in Alsager to 1340 and increased demand to 2000 • Flexibility should be introduced into the site selection processes and identification of the overall housing requirement so that smaller sites can be promoted • Correct tables A.1 and A.6; provide evidence that commitments can be delivered; justify why some settlements will rely on site allocations; provide site assessment to demonstrate strategy is most appropriate against reasonable alternatives

	<ul style="list-style-type: none"> • Albion Chemicals should contribute to supply of OSaRAs • More employment land to be made available in the North of the Borough
Council assessment of relevant issues	<p>The reasons and rationale underpinning the approach to delivery of objectively assessed needs is established through policies PG1, PG2 and PG6 and throughout Chapter * Planning for Growth.</p> <p>The selection of sites for each town has been undertaken over a three year period and draws significantly from the community led exercise of producing town strategies.</p> <p>The approach to brownfield sites is established in Policy SD1. It is anticipated that smaller sites, including those derived from previously developed land, will come forward at the Site Allocations and Detailed Policies stage of the Plan making process.</p> <p>The Employment land review establishes the current and projected employment land need across the Borough. Sufficient sites have been allocated to meet this projected need.</p> <p>The Councils position in regard to five year supply of housing land is established in a separate document (Five Year Supply Position Statement 2014 available via the web) and via Appendix E: Housing Trajectory</p> <p>The consultation process has been undertaken in accordance with the Statement of Community Involvement and The Town and Country Planning (Local Plans) (England) Regulations 2012</p>
Recommendation	Housing figures have been revised to more accurately reflect commitments, completions and anticipated site delivery

Consultation Point	Appendix A: Employment Land Growth and Distribution
Representations received	Total: 6 (Support: 1 / Object: 4 / Comment Only: 1)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • <p>Objection</p> <ul style="list-style-type: none"> • 5ha of employment land at Knutsford will have a detrimental effect totn eh town centre <p>Comment Only</p> <ul style="list-style-type: none"> • Proposed employment land distribution places a disproportionate employment land distribution on Congleton
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • More employment land to be made available in the North of the Borough
Council assessment of relevant issues	<p>The Employment Land Review 2013 establishes existing capacity and projected employment land need in the borough and the Local Plan Strategy seeks to accommodate such need in the most sustainable locations to support the growth of towns across the Borough.</p> <p>The level of employment land allocation for Congleton is commensurate with both the Vision for the town established via the Town Strategy and the needs to provide jobs led growth and new infrastructure to facilitate such development</p>
Recommendation	Employment figures have been revised to more accurately reflect supply, completions and anticipated site delivery.

Consultation Point	Appendix B: Saved Policies
Representations received	Total: 2 (Support: 0 / Object: 1 / Comment Only: 1)
Relevant issues	Objection <ul style="list-style-type: none"> This section should be completed and put out to public consultation Comment Only <ul style="list-style-type: none"> Reference to any RSS saved policies required
List of policy changes submitted during consultation to be considered	
Council assessment of relevant issues	<p>Regional Strategies are no longer part of the Development Plan as they have been abolished by Order using powers taken in the Localism Act.</p> <p>This section will be completed in the Submission Document once policies have been amended/ clarified. Policy wording will determine which policies are saved or deleted so this section could not be completed until all policy wording had been finalised.</p>
Recommendation	This section will be completed in the Submission Document once policies have been amended/ clarified.

Consultation Point	Appendix C: Car Parking Standards
Representations received	Total: 6 (Support: 0 / Object: 5 / Comment Only: 1)
Relevant issues	<p>Objection</p> <ul style="list-style-type: none"> • Insert car parking dimensions for car parking spaces for domestic properties • Larger houses should provide more parking spaces • All housing developments should be required to have one car parking space per bedroom. • Concerned over C2 car parking standards and the use of out of date guidance. Need to reconsider given the requirements of Leighton Hospital. Accept the number of disabled bays in Table C.2 and already comply with your ratio. Need to consider the staff ratio car parking .requirements set out in the car parking standards for use C2 • Applied standards do not provide sufficient parking. Increase parking for food retail, hospital, sheltered accommodation, extra care, residential and nursing homes. Standards for Principal Towns and Key Service Centres have more parking issues therefore need more provision. Add that standards here are minimum. All developments need cars, all educational establishments should have more parking. <p>Comment Only</p> <ul style="list-style-type: none"> • Ensure Theatres listed as sui generis in Table C.1. Cinemas should be listed as D2. Explain why theatres noted for cycles and not cars.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Ensure Theatres listed as sui generis in Table C.1. Cinemas should be listed as D2. Explain why theatres noted for cycles and not cars. • Insert car parking dimensions for car parking spaces for domestic properties • Larger houses should provide more parking spaces • All housing developments should be required to have one car parking space per bedroom. • Reconsider car parking standards for use class C2 in the light of the requirements of Leighton Hospital as an example. • Applied standards do not provide sufficient parking. Increase parking for food retail, hospital, sheltered accommodation, extra care, residential and nursing homes. Standards for Principal Towns and Key Service Centres have more parking issues therefore need more provision. Add that standards here are minimum. All developments need cars, all educational establishments should have more parking.
Council assessment of relevant issues	<p>Section 4 of the National Planning Policy Framework covers sustainable transport including car parking standards (paragraph 39).</p> <p>Car parking dimensions for domestic properties are already set out in Table C.4 so there is no need to repeat – however clarification can be added that this also applies to domestic properties..</p> <p>The standards require that larger houses do provide more spaces with thresholds set at which more spaces are required; different standards such as one space per bedroom would lead to overprovision.</p>

	<p>The concerns of Leighton Hospital are noted especially in the way the hospital's function has changed over time. Therefore the notion of a number of spaces per hospital bed may not necessarily now be the most appropriate standard given the higher levels of out-patient usage at modern hospitals. CEC are willing to work with Leighton Hospital to consider a potential reformulation of this standard. It should also be noted that the standards (in the preamble) do seek to allow some flexibility in provision on a site-by-site basis.</p> <p>The car parking standards have been researched, including against recent standards produced by other (similar) authorities. Residential standards are thresholds, or minimums, but subject to some discussion based on the sustainable (or otherwise) location of such development. Other standards are recommended ceilings.</p> <p>For clarification add theatres under sui generis as an example Amend table C.3 - cinemas are D2, theatres sui generis</p>
Recommendation	<p>Add:</p> <p>Table C.4 – clarify that the size and layout of standard parking bays also applies to residential developments</p> <p>For clarification add theatres under sui generis as an example</p> <p>Amend table C.3 – cinemas are D2, theatres sui generis – replace with concert halls</p> <p>Correct the dimensions of disabled parking bays to reflect the fact that a standard bay is 2.5m wide (not 2.4m wide)</p>

Consultation Point	Appendix D: Evidence and links
Representations received	Total: 15 (Support: 0 / Object: 14 / Comment Only: 1)
Relevant issues	<p>Objection</p> <ul style="list-style-type: none"> • The annual total housing figure used by Cheshire East (1150) in its housing supply calculations is taken from the NWRSS and it should be referenced. • The links attached to the evidence do not take you directly to the actual document. • In the Core Strategy, there are little or no direct references to particular facts in the evidence. • Concern with the Green Belt Assessment. • Concern with the SHLAA. • Concern with the Open Space Assessment. • Concern with the population figures. • Concern that it is unclear which documents relate to policy changes made without proper open consultation. <p>Comment Only</p> <ul style="list-style-type: none"> • .
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Add the NWRSS to the list. • Correctly reference facts to the evidence. • Exclude Green Belt Assessment from the list.
Council assessment of relevant issues	<p>The annual total housing figure for the Plan is not taken from the NWRSS, but is set out in policy PG1.</p> <p>The evidence base is considered to be a sound and comprehensive suite of evidence to inform the Plan.</p>
Recommendation	Minor updates to the list.

Consultation Point	Appendix E: Housing Trajectory
Representations received	Total: 36 (Support:0 / Object: 5 / Comment Only: 31)
Relevant issues	<p>Objection</p> <ul style="list-style-type: none"> Totals and proportion affordable don't meet national housing need The Council cannot demonstrate a 5 year supply applying the Sedgefield method plus 20%, as required by recent appeal decisions. Hence the PSCS is unsound. Trajectory shows only 28,241 dwellings to 2030, rather than the 29,287 dwellings which is the combined total of completions, commitments, Strategic Sites and Site Allocations. Undermines the justification given for not adopting a higher target (ie over 27,000 homes clearly is visible); reduces confidence in Council's ability to meet total homes. <p>Comment Only</p> <ul style="list-style-type: none"> The Liverpool method is appropriate in this economic climate Delivery is dependent on infrastructure, speculative development, funding Re-assess five year supply immediately
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Update to reflect requirements arising from recent appeal decisions ie Sedgefield and 20% buffer
Council assessment of relevant issues	<p>The Council has been mindful of the need to undertake an up-to-date five year land supply assessment and this was considered by the Strategic Planning Board on the 5th February, 2014. The revised assessment demonstrates the availability of a 5-year housing land supply adopting the 'Sedgefield' method plus a 5% and 20% 'buffer' using a base date of 31st December, 2013. The revised assessment provides a platform for preparing a new 2014 <i>SHLAA</i>, but a new Housing Trajectory must take full account of the increased housing targets contained in the <i>Submission Version</i> rather than adopting <i>Regional Spatial Strategy (RSS)</i> targets. These should be applied using the 'Liverpool' method to redress any shortfall in delivery over the remainder of the plan period to 2030.</p>
Recommendation	<p>It is recommended that a revised Housing Trajectory, as set out in Appendix E of the <i>Submission Version</i> be approved pending the preparation of a new <i>SHLAA</i> with a base date of 31st March, 2014.</p> <p>For clarity, add, at the end of para E.2, 'It takes into account completions, and thereby captures the resulting shortfall, or surplus, spreading this over the remainder of the plan period.'</p>

Consultation Point	Appendix G: Evolution of the Core Strategy
Representations received	Total: 2 (Support: 0 / Object: 1 / Comment Only: 1)
Relevant issues	<p>Objection</p> <ul style="list-style-type: none"> • Not clear why Developers and Land Interests were granted opportunity, relatively late in the consultative process, to propose possible additional strategic sites...that had not previously been subject to consultation. This is presumably how the King's School land behind Fence Avenue was brought back into contention with a prospective 250 houses to be built for an institution that is showing every indication of wanting to build outside Macclesfield. What are "the special and exceptional circumstances" that can justify this in terms of NPPF criteria? It may be convenient both to Council and Developer to abbreviate/avoid the consultation process, but it gives unnecessarily the impression of deviousness • Why is there nothing in the document about proposals for in-fill or brownfield sites? • The concept of "safeguarding" for future development on present Green Belt land is a contradiction in terms <p>Comment Only</p> <ul style="list-style-type: none"> • Few people commented on Issues and Options paper. All growth focused in the South/Centre of the Borough instead of an equal distribution between Crewe and Macclesfield and a sharing of growth in all towns. Therefore, flawed outcome of figures, resulting in delays and appeals that will follow
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Revise the housing distribution plans to give increased development in Macclesfield • Share housing growth around the Borough to spare towns such as Sandbach, Middlewich, Alsager and Nantwich from excessive development • Developers/land interests should not have been given privileged position of submitting sites not previously consulted upon
Council assessment of relevant issues	<ul style="list-style-type: none"> • The issues raised are not specific to the content of Appendix G of the PCCS, which specifically only relates to the evolution of the Core Strategy
Recommendation	<ul style="list-style-type: none"> • No material change required

Consultation Point	Appendix H: Partners and Initiatives
Representations received	Total: 2 (Support: 0 / Object: 0 / Comment Only: 2)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • None <p>Objection</p> <ul style="list-style-type: none"> • None <p>Comment Only</p> <ul style="list-style-type: none"> • There is no evidence that CEC have consulted fully with Stoke, Newcastle or Kidsgrove on the employment and housing implications of the growth plans for Crewe, Alsager and Nantwich - towns with strong links with The Potteries. By choosing Warrington as a partner body over Manchester, the role of Macclesfield in the development of the Borough has been down-played • Include the Cheshire East Visitor Economy Strategy 2011
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Meaningful discussions on joint development projects between South/Central CEC and The Potteries. Meaningful discussions with Manchester aimed at promoting the role of and developing the contribution of Macclesfield • Include the Cheshire East Visitor Economy Strategy 2011
Council assessment of relevant issues	<p>The evidence that CEC is working with its neighbouring authorities will be covered by the Duty to Co-operate requirements that are being fulfilled.</p> <p>Inclusions of the Cheshire East Visitor Economy Strategy is a valid suggestion and this document will be referenced in the Core Strategy</p>
Recommendation	<p>The Visitor Economy Strategy is a strategically important component of the Council's economic development priorities. It is an important contributor to the economy of Cheshire East, contributing to local quality of life, and has a positive impact on decisions over business location and individual choices over where to live and work. The strategic framework outlines some of the issues and priorities that the Council must consider and resource, the opportunities to align the needs of residents and visitors and a model for partnership working to help realise the potential of Visitor Economy in Cheshire East.</p> <p>The outcome targets we seek to achieve are:</p> <p>Develop a Visitor Economy with a value of £818m by 2015 Increase jobs directly related to the Visitor Economy by around 1271 over the same period Increase visitor numbers to Tatton to 1m by 2015</p> <p>Increase the number of businesses achieving quality accreditation.</p>

Responses to the consultation on the Pre Submission Core Strategy Non Preferred sites and key changes

Summary and Assessment of Issues Raised During Consultation

Consultation of the Local Plan Pre-Submission Core Strategy took place between 5th November and 16th December 2013. This represented further preparatory work under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

This document presents summaries of the relevant issues raised for each section of the Pre-Submission Core Strategy, gives a brief assessment of the relevant issues and details recommendations for proposed material changes to document.

In addition, the original consultation document and all consultation responses can be viewed online at the Council's Consultation Portal <http://cheshireeast-consult.limehouse.co.uk/portal/planning/cs/cspre>.

Please note that unless otherwise stated, references to chapters and paragraph numbers in this document refer to the chapters and paragraphs in the Local Plan Pre-Submission Core Strategy that was consulted on between 5th November and 16th December 2013. Changes to the document mean that these references may not now correspond to the references in the new document, the Local Plan Strategy – Submission Version.

Methodology adopted for assessing responses to the Pre-Submission Core Strategy

- 1 The Pre Submission Joint Core Strategy was made available for public consultation between 5th of November and 16th December 2013, accompanied by the Sustainability Appraisal, the Habitats Regulations Assessment and the Non-Preferred Sites.
 - 1.1 The Non Preferred Sites Document contained sites **not** proposed to be allocated in the Pre Submission Core Strategy but that had been consulted upon at a previous stage in the development of the Cheshire East Local Plan including the Development Strategy and Possible Additional Sites Proposed by Developer and Land Interests.
- 2 **The reason for consultation**
 - 2.1 The Local Plan must be produced in a way that complies with the National Planning Policy Framework. It must reflect the vision and aspirations of local communities, including the consideration of potential alternatives policies and sites.
 - 2.2 *150. Local Plans are the key to delivering sustainable development that reflects the vision and aspirations of local communities. Planning decisions must be taken in accordance with the development plan unless material considerations indicate otherwise*
 - 2.3 *155. Early and meaningful engagement and collaboration with neighbourhoods, local organisations and businesses is essential. A wide section of the community should be proactively engaged, so that Local Plans, as far as*

possible, reflect a collective vision and a set of agreed priorities for the sustainable development of the area, including those contained in any neighbourhood plans that have been made.(NPPF)

3 The number of comments received

- 3.1 During the Pre-Submission consultation 8,585 comments were received from 2,777 different people and organisations. 38% of comments were submitted online using the Council's consultation portal, 36% were submitted by email and 26% were submitted on paper.

4 Method of assessing comments

4.1 Analysis

- 4.2 As well as questionnaires, the Council also received individual letters, standard letters, petitions and developer representations from stakeholders. In order to allow an analysis of the vast amount of comments received, CEC adopted a method used by South Cambridge during their plan preparations.

5 Consultation Points-, support, objections, comments and suggested changes

- 5.1 There were 67 Non Preferred Sites considered as part of the Pre Submission Core Strategy. All comments received about the sites through the consultation were recorded against the appropriate non preferred site as either an objection, a vote of support, a comment or a suggested change to an individual site.

6 Logging comments

- 6.1 Every comment received was logged against the appropriate non preferred site and all comments and issues raised have been made available on the Cheshire East Council web site along with the names of individuals or agents that submitted them for complete transparency.

7 Proformas

- 7.1 A proforma was produced for each non preferred site. All objections, support, comments and suggested changes received for each non preferred site were quantified (giving a total number of times the point was made) and summarised.

8 Issues raised

- 8.1 Whilst the issues raised were many and various, at this stage of the plan making process all comments had to be assessed against the objective of ultimately producing a “sound” Local Plan at Inspection. Cheshire East Council will need to demonstrate to an independent Planning Inspector that the Core Strategy meets the tests of “soundness” These are that the plan has been;-

- 8.2 *Positively prepared*** – *the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving*

sustainable development;

Justified – *the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence;*

Effective – *the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities; and*

Consistent with national policy – *the plan should enable the delivery of sustainable development in accordance with the policies in the Framework*

- 8.3 To this end it was necessary to ensure that all comments received and issues raised that related to the issue of soundness were addressed and responded to.

9 Peer Review

- 9.1 Each consultation point proforma was reviewed and the issues raised were looked at objectively by a panel of Planning Officers to decide if specific wording changes or a material changes to policy should be made to the PSCS.

10 Council Recommendations

- 10.1 A Council response was added to each proforma setting out the reasons for accepting or rejecting suggested changes. Issue relating to “soundness” of policy wording where given very careful consideration to ensure that the next iteration of the Local Plan Strategy has responded appropriately to the points made and will be considered sound.
- 10.2 Where legitimate, “material considerations” were raised, “material changes” were made to the Local Plan Strategy policy wording, along with specific wording changes requests in the related chapters. In some cases it was felt that issues raised about a particular consultation point had been adequately covered elsewhere in the document and therefore a material change was not required under that consultation point.
- 10.3 It should be noted that due to changes in the PSCS and the Local Plan Strategy, the numbering has been slightly altered; however the ordering of the document remains the same.

11 Recording the changes

- 11.1 All minor and major changes taken forward in the PSCS are recorded at the end of each individual Consultation Proforma in the shaded “Council Response” box.

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Consultation Point	NPS 1 Coppenhall East Extension
Representations received	Total: 3 (Support: 1 / Object: 2 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> The land consists of managed and unmanaged areas which carry much higher environmental value than standard agricultural land with natural wildlife corridors and evidence of a number of protected species; whilst remaining high quality Grade 2 and 3 land. The road infrastructure and utilities within Wychwood (Village and Park) are already strained and the costs of delivering a sustainable development are likely to be unjustifiably high. In addition, the site should be considered for Green Belt status to protect against further development in accordance with Policy PG 3 Green Belt and Safeguarded Land. <p>Objection</p> <ul style="list-style-type: none"> Object to non inclusion of this site. Site is nearer to Crewe Town Centre and Leighton Hospital than South Cheshire Growth Village. Site is not in the Green Belt / Green Gap and therefore a more appropriate site Opportunity to put infrastructure to the north of the town through the delivery of this site by a ring road to relieve traffic congestion around the town Object to the exclusion of Broughton Road, Crewe as a housing allocation. Site is sustainable; has excellent public transport links; good highway access; is available; no flood risk; does not have the same level of constraints or sensitiveness of landscape value as other proposed Strategic Sites. <p>Comment Only</p> <ul style="list-style-type: none"> None
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Include the site as an allocation
Council assessment of relevant issues	The site is considered a Non Preferred site. The site is detached from most of the residential areas with the railway line forming a definite boundary to the west. When assessed against reasonable alternatives, it has been considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS 2: Sydney Road (South)
Representations received	Total: 6 (Support: 4 / Object: 4 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support for non inclusion of site due to impact on Green Gap, Open Countryside, Agricultural and Recreational Land • Support non inclusion due to impact on New Green Belt Area of Search <p>Objection</p> <ul style="list-style-type: none"> • Hunters Lodge Hotel, Sydney Road; sustainable location; SHLAA (2013) suitable/achievable/developable (ref 2893); • Considered under SHLAA refs 3029, 3792, 2893 and 4098 as developable and deliverable • Preferred sites in Core Strategy are Green Gap / Green Belt Area of Search • Sustainability Appraisal considers no difference between this site and Core Strategy 4 and 5. • Inconsistent reasoning for non inclusion • Object to removal from plan • The development of this site would facilitate the wider strategic highways improvements being considered by CEC to provide a link road between the A534 and Sydney Road as well as a consequential reduction of loading on Crewe Green Roundabout. <p>Comment Only</p> <ul style="list-style-type: none"> • None
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Allocate this site and remainder of area shown for development in the Core Strategy • Amend boundaries of sites CS4 or CS5 to include this land.
Council assessment of relevant issues	<p>The site is located within a Green Gap and an area of search for potential Green Belt. Development here would significantly reduce the visual separation between Crewe and Haslington. The enlargement of allocated sites to the north and south would erode the character of those planned new developments.</p> <p>When assessed against reasonable alternatives, it has been considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p>
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS 3 Poole Meadows Road
Representations received	Total: 3 (Support: 2 / Object: 1 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Unsuitable and unsustainable for further development • Area serves a natural gap between Crewe and Haslington • Road infrastructure unable to cope • Included in the Green Belt Area of search • Site in the Green Gap • Could impact on Crewe Green Conservation Area and Listed Buildings around St Michael and All Angels Church <p>Objection</p> <ul style="list-style-type: none"> • This site is close to Crewe Town Centre and would deliver on 'All Change For Crewe' aspirations • Meet Haslington's future housing needs • Comprehensive scheme could be delivered • Site could include carbon off-setting • Logical extension to Haslington • Sustainable site with no technical or land ownership constraints • The proposed housing delivery target of 27,000 homes up until 2030 is too low when one reviews the housing evidence base and it will need to increase this if the Core Strategy is to be judged sound. <p>Comment Only</p> <ul style="list-style-type: none"> • None
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Allocate site
Council assessment of relevant issues	<p>The site is within a Green Gap and area of search for a proposed Green Belt, and is in a location where the gap between Crewe and Haslington is already narrow. Development here would significantly erode the visual separation.</p> <p>When assessed against reasonable alternatives, it has been considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p>

Recommendation	This site has not been progressed further into the Local Plan Strategy.
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Consultation Point	NPS 4: Land Off University Way
Representations received	Total: 2 (Support: 1 / Object: 0 / Comment Only: 1)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Only suitable for commercial development • Retained as employment land adjacent to Crewe Business Park and University Campus. Key to All Change for Crewe <p>Objection</p> <ul style="list-style-type: none"> • None <p>Comment Only</p> <ul style="list-style-type: none"> • I believe that CEC considers this should be retained for light commercial development. If this is the case, providing it is limited to single storied/high tech/service utilisation this could be less intrusive than housing
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • None
Council assessment of relevant issues	<p>The site is allocated for employment use in the Crewe and Nantwich Replacement Local Plan and has constraints in terms of listed buildings and flood risk.</p> <p>When assessed against reasonable alternatives, it has been considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the housing for the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p>
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS 5 Gorsty Hill Golf Course
Representations received	Total: 260 (Support: 257 / Object: 2 / Comment Only: 1)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support Cheshire East designating this site as a non-preferred site. • Site needs to be returned to being a golf course in line with Policy SC2 of the Core Strategy • There is a lack of infrastructure, facilities and the site would impact negatively on the local highway network • The site borders another Council area and its development would reduce the gap between the two areas • Impact on utility provision in the area • Development of this site would violate Section 106 agreement which limits development on the site • Site provides a great natural habitat for wildlife and protected species • Negative impact on trees in the area • Unsuitable and unsustainable location • Site should be considered appropriate for Green Belt status under the Green Belt Area of Search • High Grade Agricultural Land that should be retained • Should refer to original site design brief designed around open space village theme surrounded by Country Park and Golf Course • The Basford Sites have already been allocated and are more suitable and sustainable • Should maintain green infrastructure in the area • The wildlife mitigation (planting, habitat and shelter) put in place to compensate for the existing development is on the Gorsty Hill site, which is unacceptable for further development. • The costs of delivering a sustainable development are likely to be unjustifiably high. • Not in keeping with character of surrounding area • Golf course should be reopened • Contrary to the original design plan 7/16321 for an outline application for golf courses and associated buildings, hotel, shops, leisure facilities which was approved subject to S106 agreement, 21st November 1990. • The site is not currently included in the Strategic Housing Land Availability Assessment with the area currently classified as non deliverable due to the current permitted development 7/16321 and limitations under 106 agreement • Building is still not complete after a decade • Lack of Broadband and other infrastructure <p>Objection</p>

	<ul style="list-style-type: none"> • Site seems a logical extension and site needs to be included in the plan • Site capable of appropriate redevelopment and should be included in the Core Strategy • Concern that the process has been predetermined and prejudiced by a letter from the Council Leader sent out in April 2013 • Disagree with reasons set out in Non Preferred Documents • Site would not be contrary to Vision and Objectives of the Plan • Unlawful consultation process as criteria for site assessment not published • Relates well to strategic properties set out in the Core Strategy • CEC not adequately assessed the demand / supply position regarding Golf Courses • Gorstyhill represents a suitable growth village south east of Crewe and is sustainable in its own terms, is achievable and is available now as in a single ownership • Site can improve sustainability of Wychwood Park • Golf course is redundant for planning purposes • This site represents a more suitable site than the South Cheshire Growth Village as it is not constrained by a heritage asset • Site would represent no loss of agricultural land • Site is not constrained in highways terms • Site is deliverable and would represent appropriate design and would meet housing requirements • Would provide local employment • Good access to local facilities • Would fund public transport subsidy for 10 plus years • Development would improve Country Park at Gorstyhill • Represents an efficient reuse of a redundant recreational facility • Core Strategy has not considered 'reasonable alternatives' • Previously developed and unconstrained site • Treatment of the site through the SA process is not considered sound. • Council recognises need for a growth village south east of Crewe – Gorstyhill represents a more appropriate location for this than South Cheshire Growth Village • Represents opportunity for garden city concept in line with paragraph 52 of the NPPF <p>Comment Only</p> <ul style="list-style-type: none"> • None
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Allocate site
Council	The site is within the area of search for a potential Green belt and is a

assessment of relevant issues	former recreational area, in the form of a golf course. When assessed against reasonable alternatives, it has been considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS 6 land South of Weston
Representations received	Total: 27 (Support: 26 / Object: 0 / Comment Only: 1)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Welcome non inclusion of site • Reason for rejection should be made robust and refer to Grade II* Listed Building at Weston Hall • Local infrastructure cannot cope with development • Not a sustainable location • Concerned over traffic impact • Concerned over loss of open countryside and agricultural land. • Farmland provides a natural buffer • Support inclusion of this area in Green Belt Area of Search • Concerned over landscape impact • Concerned over impact on neighbouring North Staffordshire <p>Objection</p> <ul style="list-style-type: none"> • None <p>Comment Only</p> <ul style="list-style-type: none"> • None
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • None
Council assessment of relevant issues	<p>The site does not relate well to the achievement of the Vision and Strategic Priorities. It is outside the recommended distance to open space and key services and facilities. The site is within the area of search for a potential Green belt and is a former recreational area. It is accepted that there is no longer a listed building at Weston Hall, but the site is close to Weston Conservation Area and listed buildings.</p> <p>When assessed against reasonable alternatives, it has been considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p>
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS7 Land on Crewe Road Along A500 Linking to Park Estate Shavington
Representations received	Total: 7 (Support: 3 / Object: 4 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Shavington does not require a housing development of this size • Shavington could not sustain the extra traffic • Shavington facilities could not cope with the additional development • These are strategically important to the rural character of South Cheshire and to provide a buffer against unplanned urban sprawl of Crewe • Open Countryside • Site is not sustainable in terms of economic activity or social infrastructure • Loss of agricultural land is a concern • Support designation of area as part of the New Green Belt Area of Search <p>Objection</p> <ul style="list-style-type: none"> • Site is suitable for housing • Can provide an enhanced settlement boundary buffer to the north of Shavington • Capable of 150 houses plus public open space and landscaping belt. Capacity of site has been overestimated. • Can get direct access onto Crewe Road and Highway Network • It is on existing bus routes and cycleway • Shavington has existing infrastructure and facilities to cope with this development • SHLAA sites 2905,2909,2911 and 3381 – sites are deliverable and developable. Sites are well defined and suitable • Precedent of using A500 as a boundary has been established by Basford East and West <p>Comment Only</p> <ul style="list-style-type: none"> • None
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • This site should be allocated for development, with the potential for 150-250 homes.
Council assessment of relevant issues	The site is located within a Green Gap and an area of search for proposed Green Belt designation. When assessed against reasonable alternatives, it has been considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been

	selected for inclusion within the Local Plan Strategy.
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS 8 Land south of Gresty Lane
Representations received	Total: 12 (Support: 12 / Object: 2 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> I fully support this designation of site NPS 8 as a non-preferred site, as I feel development on this site would be unsustainable, erode the existing Green Gap and destroy the vital local environment for wildlife, agricultural and recreational use. No change to the Local Plan as it stands I agree that this should not be developed. I would support it becoming part of the new Green Belt. I hope that the outline planning application for 880 homes will be refused. The application site is unjustifiable, would be in direct conflict with the Green Gap/Belt proposals. The railway and A500 create boundary between Crewe and Shavington. I support the non-inclusion of these sites. I support the proposal to develop a Green Belt to protect South Cheshire from urban sprawl Fully support the non inclusion of this site as development would lead to the erosion of the local green gap and destroy the habitat for the local wildlife. <p>Objection</p> <ul style="list-style-type: none"> Following withdrawal of appeal for residential use, we seek to promote the site for mixed use / employment / retail which would complement the proposals at the adjoining site at Basford West. Detailed site information is attached Until the identified borough-wide housing requirement, and also (in part related) the housing requirement assigned to Crewe are resolved, the precise level of new housing required to be accommodated within sites identified to meet Crewe's needs is not accurately established. Land bounded by Gresty Lane, Rope Lane, Crewe Road and the A500 (see attached Plan at Appendix 7) represents a more suitable and sustainable alternative to sites and locations identified in the Plan, and its exclusion on that basis alone is inappropriate. This site for 880 units is a more suitable & sustainable alternative to sites & locations identified in the Plan & we object to its non-inclusion. Site is suitable, available & deliverable; it has few constraints which can be mitigated; it is well related to facilities & to Crewe & is separate from Shavington; loss of Green Gap & open countryside is necessary; Green Belt & SOG study is flawed. <p>Comment Only</p> <ul style="list-style-type: none"> I agree that this should be a NPS but I note that the land from Rope Lane to Wistaston along Eastern Road is not included? Why is the land off Eastern Road not protected when dead and in parts

	derelict Crewe Town Centre is not considered for housing development?
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Allocate site for mixed use / employment / retail development
Council assessment of relevant issues	Development of this site would lead to the loss of a large area of open countryside designated as Green Gap and within an area of search for a proposed Green Belt. When assessed against reasonable alternatives, it has been considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS 9 Newcastle Road Willaston
Representations received	Total: 2 (Support: 1 / Object: 2 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Agree with the Council on this site <p>Objection</p> <ul style="list-style-type: none"> The site currently has no use, due to the isolated nature and small size, the site is incapable of any productive use, including agriculture. It is bound by the A500 and Newcastle Road and is enclosed by two roads. The site is of no amenity or visual value. If the site is classed as Green Belt the only option is for the land to remain as vacant / derelict scrubland in the future. Proposed development: employment / commercial / roadside service use We have undertaken a desk based assessment of roadside service areas on the A500. There are no service stations located along this strategic link or indeed the A51. The nearest fuel stations are in south Crewe, Nantwich Town Centre or Shavington. We therefore consider that there is a need for the proposed development, which would result in an active economic use for an otherwise landlocked parcel of land that could fall into a state of neglect, The proposal would also contribute to the Government's growth agenda and the prosperity of the local area. <p>Comment Only</p> <ul style="list-style-type: none"> none
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Site should be promoted for employment / commercial / roadside service use.
Council assessment of relevant issues	The site has limited access to services and facilities. The site is situated within the Green Gap and within an area of search for a proposed Green Belt. When assessed against reasonable alternatives, it has been considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS 10 Land South West Crewe
Representations received	Total: 29 (Support: 30 / Object: 2 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • I fully support Cheshire East designating this site as a non-preferred site. Development on this site would erode the green gap and greatly impact on local amenities. Development on this site is not sustainable and is not needed. This area should rightly be designated green belt. • There is no way the present infrastructure could support a development on this scale, it adds nothing to the village whatsoever, other than a number of problems. It is totally unnecessary, unsustainable and unwanted • I support the designation of land at Witters Field, Wistaston as a non preferred site. Development here would erode the Green Gap and facilities are not available (education, health, transport). The whole character of Wistaston would be changed forever, for the worse. • I would like to raise my objection to the proposed Gladman homes application to build houses on this piece of land. There is very little green belt land left in this area. There are no jobs to sustain families to buy these houses, not unless they are being earmarked for the mass migration of Eastern Europeans due over shortly. This is ludicrous and Cheshire council need to step up to the plate, and keep Wistaston green • This is the last remaining open countryside between Crewe and the village of Wistaston. It is used by adults and children from the whole area and building on it would destroy the very thing which makes people want to live in the area. <p>Objection</p> <ul style="list-style-type: none"> • A detailed Masterplan & Vision Document was submitted by Gladman in February 2013 during the previous stage of consultation. This concluded that a sustainable scheme of up to 320 dwellings was deliverable. <p>Comment Only</p> <ul style="list-style-type: none"> • none
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • It is submitted this site should be allocated for 300 dwellings in the submission Core Strategy
Council assessment of	The site is situated within the Green Gap and within an area of search for a proposed Green Belt. When assessed against reasonable

relevant issues	alternatives, it has been considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS 11 Wistaston Green Road, Crewe
Representations received	Total: (Support: 12 / Object:1 / Comment Only:)
Relevant issues	<p>Support:</p> <ul style="list-style-type: none"> • Use of this site would erode the green gap and severely affect the local amenities/infrastructure. Development on this site is not sustainable & unwanted. <p>Object:</p> <ul style="list-style-type: none"> • Object to the non inclusion of site NPS11 in the Core Strategy. The site is within a sustainable location and is well contained by clear and defensible boundaries. There would be no adverse impact to the current Green Gap. Existing trees and hedgerows could be retained within any Masterplan for the site. • Development would not adversely impact on any of these elements, indeed a comprehensive Masterplan for the site would provide significant areas of open space that would be publicly accessible. • Reference is also made to site constraints, however, detailed technical investigations have confirmed that there are no significant site constraints that would preclude development. Further documentation will be made available to the Council in due course to justify the deliverability credentials of this site.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • This site should be included as a potential development site in the Core Strategy
Council assessment of relevant issues	The site's outlying location means that its access to existing services and facilities is limited. It has an important Green Gap and proposed Green Belt function and its character warrants protection for recreational and ecological reasons. When assessed against reasonable alternatives, it has been considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS 12: West street/ Dunwoody Way
Representations received	Total: (Support: 1 / Object: 0 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> The area in question is an integral part of the wildlife corridor and any building would spoil the surroundings of the new Crewe-Nantwich Greenway. <p>Object</p> <ul style="list-style-type: none"> none <p>Comment only</p> <ul style="list-style-type: none"> none
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> none
Council assessment of relevant issues	The brownfield site does relate well to the achievement of the Vision and Strategic Priorities. During the production of the Local Plan Strategy it has not been possible to demonstrate that the site as a whole could come forward as a housing site. However, as the site is a brownfield site future development of the site would be acceptable and could come forward as a windfall site or allocated within the Site allocations and Development Policies document when deliverability is more certain.
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS 38 land between Chelford Road and Whirley Road
Representations received	Total: 8 (Support: 6 / Object: 1 / Comment Only: 1)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> The report on the area seems well prepared and appropriate. The conclusion that it is not suitable is justified, in that it would merge Henbury with Macclesfield. There was a school near here, now houses contradictory. Grade 11 listed buildings would have been at risk also Green Belt. Henbury is separate area, leave alone, and leave protected trees alone. Let wildlife flourish for the benefit off all do we want a sterile area? No we do not. Glad that this site is non preferred NPS38 between Chelford Road and Whirley Road, is well used by dog walkers and maintains Henbury Village's identity Invasion of Green Belt in these locations is not justified taking into account the alternatives and the real need. <p>Objection</p> <ul style="list-style-type: none"> Support development on this site. Detailed site information supplied. <p>Comment Only</p> <ul style="list-style-type: none"> Again this is tagged on to existing urban areas...the conurbation grows and grows and grows. Build sensible numbers of houses attached to local villages including Prestbury, this will reduce the impact. Everything just gets lumped on.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Allocate site for development
Council assessment of relevant issues	<p>The site has an important Green belt function and would require high levels of investment in local services and infrastructure.</p> <p>There is a need to plan for growth in Local Service Centres as established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>When assessed against reasonable alternatives, it has been considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p>
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS 39 Land to the North of Birtles Road
Representations received	Total: 7 (Support: 5 / Object: 3 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • In Green Belt, protected species. Wildlife haven. Do we not want to hear or see them? I know I do want to see them. Ensure developments are not allowed to build on this land. This is not ours to destroy. Think of forebears and future generations. • Glad that this site is non preferred. Keep the green belt between Macclesfield and Henbury • Of the four non-preferred sites, NPS 40/41 provide a valuable buffer zone between Macclesfield and Prestbury, helping both and particularly Prestbury, to retain their own identities. Also, ref 40 is the location of the rugby club and would necessitate an upheaval for them, should the grounds be redeveloped. Site references NPS38 between Chelford Road and Whirley Road, is well used by dog walkers and maintains Henbury Village's identity - as does NPS 39 which allows an open country aspect to Birtles Road. • Since 1956 all around Broken Cross, there has been much development - of horticulture nurseries and Parkside Hospital - for housing, schools and leisure centre. Broken Cross was a distinct village, but now is a suburb of Macclesfield. I would hope Prestbury and Henbury villages remain as such. • Would not be justified taking into account the alternatives and the real need. <p>Objection</p> <ul style="list-style-type: none"> • I object partially, I accept that some parts around Macclesfield should be earmarked for development part of this could be developed, in the context of development around local villages to reduce the impact • Support development on this site. Detailed site information supplied <p>Comment Only</p> <ul style="list-style-type: none"> • none
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Allocate for development
Council assessment of relevant issues	<p>Although it is located adjacent to the urban edge the site is at a distance from existing local services and it forms an important part of the Green Belt.</p> <p>There is a need to plan for growth in Local Service Centres as established by Chapter 8 of the Local Plan Strategy, specifically</p>

	<p>policies PG1, PG2 and PG6.</p> <p>When assessed against reasonable alternatives, it has been considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p>
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS 40 Land to the West of Priory Lane
Representations received	Total: 7 (Support: 3 / Object: 1 / Comment Only: 3)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Glad that this site is non preferred. Acute traffic problems in the Prestbury Road / Priory Lane area should not be allowed to worsen! Of the four non-preferred sites, NPS 40/41 provide a valuable buffer zone between Macclesfield and Prestbury, helping both and particularly Prestbury, to retain their own identities. Also, ref 40 is the location of the rugby club and would necessitate an upheaval for them, should the grounds be redeveloped. Site references NPS38 between Chelford Road and Whirley Road, is well used by dog walkers and maintains Henbury Village's identity - as does NPS 39 which allows an open country aspect to Birtles Road. Since 1956, all around my present address in Broken Cross, there has been much development - of horticulture nurseries and Parkside Hospital - for housing, schools and leisure centre. Broken Cross was a distinct village, but now is a suburb of Macclesfield. I would hope Prestbury and Henbury villages remain as such. Invasion of Green Belt in these locations is not justified taking into account the alternatives and the real need. <p>Objection</p> <ul style="list-style-type: none"> Brownfield sites should be developed before green belt but if green belt has to be built on then this area or at least parts of it should be reconsidered for development. It is within easy reach of schools and amenities. is largely flat land suitable for building. The infrastructure is already there. The 'environmental protection' factor is less significant here than at other green belt sites which have been included in the Core Strategy e.g. CS9 Land to the east of Fence Avenue. If this area of greenbelt is considered worth protecting then the land at CS9 must also be protected <p>Comment Only</p> <ul style="list-style-type: none"> This site, being in close proximity to King's School's existing playing fields and conference centre facilities at Derby Fields must surely be one of the sites may be chosen by them for their intended relocation. Presumably there will be further consultation if this proves to be the case or will it be handled through Site Allocations processes? Alternative Solutions to allow Green Belt land at Gaw End Lane (Sites CS11 & CS31) to be completely removed from the Core Strategy Framework. <p>2) Reconsider use of part of site NPS40 (Land to the North of Prestbury Road) which was favoured during development of the Macclesfield Town Strategy for the provision of 360 homes. By use of</p>

	<p>only part of the site, say for 100 homes, could enable the northern section to be retained as a buffer between the development and Upton Wood. Part use of this site would not create the merging of Macclesfield with surrounding settlements.</p> <ul style="list-style-type: none"> • If the club were to relocate, a sustainable level of development can be accommodated on site without any adverse impact on neighbouring interests. Detailed site information is attached. • Since 1956, all around Broken Cross, there has been much development - of horticulture nurseries and Parkside Hospital - for housing, schools and leisure centre. Broken Cross was a distinct village, but now is a suburb of Macclesfield. I would hope Prestbury and Henbury villages remain as such.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Reconsider use of part of site NPS40 (Land to the North of Prestbury Road) which was favoured during development of the Macclesfield Town Strategy for the provision of 360 homes. By use of only part of the site, say for 100 homes, could enable the northern section to be retained as a buffer between the development and Upton Wood. • If green belt has to be developed (and all alternatives should be exhausted first) then this site is more suitable than CS9. • Use part of NPS40 for housing allocation
Council assessment of relevant issues	<p>The site is in Green Belt and is in use for recreational purposes.</p> <p>There is a need to plan for growth in Local Service Centres as established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>When assessed against reasonable alternatives, it has been considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p>
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS 41 Land North of Prestbury Road
Representations received	Total: 9 (Support: 6 / Object: 2 / Comment Only: 1)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> I whole heartedly support the council's decision not to allow building on this site and continuing to maintain it as greenbelt. This land fulfils the fundamental role of green belt land by stopping urban sprawl and enabling residents to access the countryside. This is a wildlife rich piece of agricultural land supporting and protecting the ancient Upton woods. Well done the council for recognising that any development here would not achieve the objectives of the core strategy. Fully support that this site is now non preferred. Local schools are already over subscribed and the traffic situation on Prestbury Road coming into Macclesfield should not be allowed to worsen. Maintain the green belt between Macclesfield and Prestbury! I think congratulations are in order to the council for common-sense to prevail.(No building on greenbelt area C/8) Wildlife is superb on these field's, also the land sustains sheep & cow's, so therefore is already being used. Well done & thank you. Of the four non-preferred sites, NPS 40/41 provides a valuable buffer zone between Macclesfield and Prestbury, helping both and particularly Prestbury, to retain their own identities. Also, ref 40 is the location of the rugby club and would necessitate an upheaval for them, should the grounds be redeveloped. Site references NPS38 between Chelford Road and Whirley Road, is well used by dog walkers and maintains Henbury Village's identity - as does NPS 39 which allows an open country aspect to Birtles Road. Since 1956, all around my present address in Broken Cross, there has been much development - of horticulture nurseries and Parkside Hospital - for housing, schools and leisure centre. Broken Cross was a distinct village, but now is a suburb of Macclesfield. I would hope Prestbury and Henbury villages remain as such. Invasion of Green Belt in these locations is not justified taking into account the alternatives and the real need. I fully support the council's decision not to build on this site as it performs the fundamental role of green belt land i.e. stopping urban sprawl. <p>Objection</p> <ul style="list-style-type: none"> I would prefer this area to be developed than that of

	<p>Gawsworth, Henbury etc.</p> <p>Comment Only</p> <ul style="list-style-type: none"> Since 1956, all around Broken Cross, there has been much development - of horticulture nurseries and Parkside Hospital - for housing, schools and leisure centre. Broken Cross was a distinct village, but now is a suburb of Macclesfield. I would hope Prestbury and Henbury villages remain as such.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Develop here to reduce impact of huge developed pockets elsewhere i.e Gawsworth Road Object to land off Prestbury Road, Macclesfield being excluded as a housing allocation. Highways report says site is in a sustainable location & development would result in little/no adverse impact on the local network. Site is self contained; not required for Green Belt; few constraints; available.
Council assessment of relevant issues	<p>The site is within a Local Landscape Designation Area and performs a strong Green Belt role in maintaining the separation of Macclesfield and Prestbury.</p> <p>There is a need to plan for growth in Local Service Centres as established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>When assessed against reasonable alternatives, it has been considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p>
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS42: Land adjoining Lark Hall, Macclesfield
Representations received	Total: 65 (Support: 63 / Object: 1 / Comment Only: 1)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support the decision to exclude this site from the allocated sites in the core strategy • No exceptional circumstances to remove the site from the Green Belt have been made • The Green Belt in this areas serve its purpose • The decision to remove the site from the Core Strategy is in accordance with the NPPF • There has been a large number objections to the inclusion of this site in previous consultations • The site allows the edge of the town to blend in with the peak national park • There are plenty of other brownfield sites which offer housing potential • It is important to retain Greenfield sites of landscape value, beauty and nature • Good for wildlife and there are many protected species on the site • Building on the site would increase the traffic in the area • Site has a covenant on it that there should be no future development • Trust this is the last time the site will be considered for development • The Council's report is well prepared and their conclusion justified • The Council should ensure they stay firm on this matter and not allow any future proposals • This site is of historic note and should be retained as is • This site forms part of the 'Green Lung' reaching from Victoria Park eastwards to Peak Park • Retention of such sites is a significant contribution to human wellbeing • NPPF requires attention to arguments in favour of preservation of green environment which it is of particular value to local people • This area is a popular area used by walkers • Brownfield sites should be brought forward first • There are mineshafts running underneath the site • This site is an Area of Special County Value for Landscape; Nature Conservation Priority Area and land within the Peak Park Fringe • The Stakeholders Panel stated in their report 'there was overwhelming consensus against using those sites to the east of Macclesfield' • Increase in traffic at this point would be a safety hazard

	<ul style="list-style-type: none"> Views from Higher Fence Road across Swan's Pool and up the hillside are amongst the most stunning in Macclesfield <p>Objection</p> <ul style="list-style-type: none"> Site should be allocated within the Core strategy as a developable site The site is an anomaly and does not connect to the green belt which lies beyond the houses to the rest of the site across Buxton Road on higher ground Site would appear as a rounding off in terms of the settlement boundary The site is deemed not to play a significant role in separating settlements which is a major purpose of the Green Belt Development of the site will improve local recreational amenity, currently a farmer's field with no access proposal will include half the site landscaped with access for the general public All natural features within the site will be retained The proposal would be for a mixed tenure – affordable and market housing Sustainably located site with good links to bus stops, and schools CS9 site – Land East of Fence Avenue is also a Green Belt site, but its deliverability is questionable given the need for the school to relocate This site is available for development Other sites to the South of Macclesfield have difficult ground conditions which may be costly and delay the developments East Cheshire Hospice and NSPCC to benefit Opportunity for Community Infrastructure Levy to help improve access Any sites which do not have a house builder on board should be allocated as safeguarded for future development potential <p>Comment Only</p> <ul style="list-style-type: none"> There are doubts over the developability and capacity of some of the sites shown in the Pre-Sub Core Strategy, therefore sites such as this one may be suitable replacements Any development would have to be low density and landscaped in keeping with the surroundings Site would create a 'rounding off' of the existing development in this area Possibility for safeguarded land for longer term development to avoid having to review the Green Belt at the end of the Plan period
List of policy changes submitted during consultation to be	<ul style="list-style-type: none"> Consider if housing numbers need increasing this site should be allocated This site could be safeguarded for future development Allocate site within the Core Strategy

considered	<ul style="list-style-type: none"> • Remove CS9 from preferred sites
Council assessment of relevant issues	<p>The site is within a Green Belt and local landscape designation. It does not have good access to local services and existing infrastructure.</p> <p>There is a need to plan for growth in Local Service Centres as established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>When assessed against reasonable alternatives, it has been considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p>
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS43: Land to the East of London Road
Representations received	Total: 2 (Support: 1 / Object: 1 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support the decision to exclude this site from the allocated sites in the core strategy • This green land connects the town to the fringes of the national park and serves to separate Sutton from Macclesfield • Marks a distinct edge between town and country • Any further development in this area would have an adverse impact on the Highway – London Road <p>Objection</p> <ul style="list-style-type: none"> • There is a need to release more housing land within CE • A number of sites which have been designated within the Core Strategy are constrained in association with their deliverability • Site should be allocated within the Core strategy as a developable site • Site could deliver 800-850 dwellings at 35dph and in the region of 50,000 sq.m of B1, B2 and/or B8 employment floor space – masterplan submitted • Areas of soft landscaping and green open space, including the retention of existing trees, hedgerows and watercourses within the site • Improved vehicle, cycle and pedestrian access • Green corridor network along the Macclesfield canal • Site is deliverable • The site should be released in phases • There are no insurmountable constraints on the site • Do not understand the statement... <i>'(the site) does not relate well to the achievement of the Vision and Strategic Priorities, particularly in relation to the preservation and enhancement of the environment'</i> • This site would have a lesser impact on the Green Belt than sites CS10 and CS32 • Agree the site would 'close the gap' between Sutton and Macclesfield, there are permanent defensible boundaries and land beyond the canal to prevent the long term merging of the two <p>Comment Only</p> <ul style="list-style-type: none"> • None received
List of policy changes submitted during consultation to be	<ul style="list-style-type: none"> • Allocate site within the Core Strategy

considered	
Council assessment of relevant issues	<p>The site is visually prominent within the Peak Park Fringe Local Landscape Designation and contains protected natural features and adjoins the Macclesfield canal Conservation Area. Parts of the site are susceptible to flood risk. The site forms part of an important gap between Sutton and Macclesfield as part of the Green Belt.</p> <p>There is a need to plan for growth in Local Service Centres as established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>When assessed against reasonable alternatives, it has been considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p>
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS17: MMU Extension
Representations received	Total: 3 (Support: 1 / Object: 2 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Support the decision to exclude this site from the allocated sites in the core strategy There are better sites available. <p>Objection</p> <ul style="list-style-type: none"> This site was put forward in the Alsager Town Strategy as being a preferred option and was fairly well supported in the public consultation, however was rejected by the Town Council Parts of the site have previously been considered suitable for development in the Inspection of the Congleton Local Plan however the BC rejected the proposals posed This site will form a natural, logical rounding off adjacent to the existing MMU site when that comes forward for development. This site would be more benefit to Alsager than the White Moss Quarry site – which is in an unsustainable location The site should be allocated for housing and ancillary development within the Core Strategy There is approval on the site for 30 dwellings SHLAA (2013) states the site is suitable, achievable and developable and capable of delivering 40 dwellings <p>Comment Only</p> <ul style="list-style-type: none"> None received
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Allocate site within the Core Strategy
Council assessment of relevant issues	This site is Greenfield site, and when assessed against reasonable alternatives, it has been considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS18: Sandbach Road North
Representations received	Total: 2 (Support: 0 / Object: 2 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • None <p>Objection</p> <ul style="list-style-type: none"> • Planning permission for 155 dwellings has been refused on the site (12/4872C) by the LPA, the appeal was dismissed however this decision is now subject to a Statutory Challenge • Potential developer submits that this site remains a suitable and sustainable location for development and should be allocated in the Submission Core Strategy • Phase II for an additional 62 dwellings should also be considered as a Preferred site as it is deliverable and sustainable (see attached plans) <p>Comment Only</p> <ul style="list-style-type: none"> • None
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Allocate site within the Core Strategy • Allocate Phase II of the site within the Core Strategy
Council assessment of relevant issues	<p>Development would have an adverse impact on the junction of Sandbach Road North and Crewe Road and contains constraints to development including areas of flood risk.</p> <p>When assessed against reasonable alternatives, it has been considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p>
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS19: Fanny's Croft
Representations received	Total: 2 (Support: 0 / Object: 2 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • None received <p>Objection</p> <ul style="list-style-type: none"> • Site should be allocated within the Core Strategy • The Council's proposed and target figures will fail to meet the required need for the Borough • Sustainable site as evidenced in the SA • Release of the site from the Green Belt would not harm the Green Belt • If the whole site is not acceptable a smaller site in accordance with SHLAA site 2458 should be considered (to the north east of the site) • Do not considered that there are any constraints on the site which would affect deliverability of the site i.e., nature consideration issues raised by the Councils Ecologist, Contaminated Land issues, Flood Risk potential, • Most of the woodland on the site will be retained • Do not consider that development of the site would have any impact on the Local Listed Alsager Railway Station • The PROW will be retained on site and is unlikely to require any diversion • The site creates a natural extension of the existing Alsager urban area and is in walking distance to the train station, schools, health centre • In the public consultation 28% of the residence said that the site was a potential for future development, given its sustainable location • White Moss Quarry is not a sustainable development site and should be removed from the Core Strategy and replaced with Fanny's Croft <p>Comment Only</p> <ul style="list-style-type: none"> • None received
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Allocate site within the Core Strategy
Council assessment of relevant issues	<p>The site contains important natural features and contains constraints including a significant flood risk.</p> <p>When assessed against reasonable alternatives, it has been</p>

	considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS20: Congleton West
Representations received	Total: 11 (Support: 4 / Object: 7 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Agree with the non-allocation of this site • Leader of the Council, assured West Heath residents at a public meeting on 23rd October 2013 that the Padgbury Lane fields area would not be included in any changes to the Local Plan • Not suitable infrastructure for the level of development on the site • Roads are not capable to deal with increase in traffic • Site would not contribute to the Congleton Link Road development strategy • Non-allocation of this site would help to ensure 'urban creep' is limited • The village of Astbury is already threatened by development to the north along A34 <p>Objection</p> <ul style="list-style-type: none"> • Site should be allocated for development within the Core Strategy • The Non-preferred sites in Congleton are more suitable than those that are preferred because they can be constructed without the construction of the link road • Wasting tax payers money on a link road is wrong when other solutions are available • Loachbrook Farm has planning permission therefore should be allocated within the Core Strategy • Planning application in on sites Padgbury Lane and Land east of Loach Brook also within the land designation • This site has direct access to the M6 and A34 • Although Open Countryside – its environmental value is limited • Not including the site with the reason 'it would not contribute to the provision of the Congleton Link Road' is not a reasonable argument • Sustainable site • The site should be extended to include land to the west and south of Bent Lane and allocated as a Strategic Site for housing purposes • Sites are clearly available to deliver early in the plan period with planning applications/pre-apps currently being considered • The site should be expanded to link into the proposed Northern Link Road to Newcastle Road thereby meeting other objectives of the Plan • The CEC preferred sites have no permission and therefore add uncertainty to the delivery of the plan over the plan period • Part of the site was considered within the Inspectors report for the

	<p>Congleton Local Plan he considered that the site is a suitable site for development if there is a need for housing in the area – at that time there was not a need</p> <ul style="list-style-type: none"> • Also considered as a mixed use site in CBLP – part of the site considered to be suitable for employment uses in the westerns corner of the site • SHLAA methodology (criteria 1) carried out on 9 sites and the two sites Padgbury Lane and Loachbrook Farm outrank all of the preferred Strategic/Locations as proposed within the PSCS • Congleton Town Strategy identified the land to the West of Congleton as a suitable location for growth • English Heritage have removed a Scheduled Monument status from the site after investigations in 2010 showed no significance of the archaeological deposits in the mound <p>Comment Only</p> <ul style="list-style-type: none"> • None received
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Replace the Strategic Locations to the North of Congleton with this non-preferred sites • This site, Loachbrook Farm, should be allocated as permission has been granted on the site • The site should be included within the CS and extended to include sites to the north/west (Land at Sandbach Road/Land off Holmes Chapel Road)
Council assessment of relevant issues	<p>When assessed against reasonable alternatives, it has been considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The merits of other sites will be considered in the Site allocations and Development Policies document.</p> <p>Committed sites with planning permission have been noted on plans for relevant towns.</p>
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS21: Land North of Lamberts Lane
Representations received	Total: 2 (Support: 1 / Object: 1 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Agree with the non-allocation of this site • This site should be considered within the Green Belt extension to afford it better protection from future development <p>Objection</p> <ul style="list-style-type: none"> • Site should be allocated within the Core Strategy • SHLAA (2013) states the site is suitable, achievable, developable and capable of delivering around 372 dwellings in the medium – long term • Parts of the site have been subject to planning application • Site can be developed without significant new infrastructure • Growth in this area will deliver social, economic and environmental benefits to the town • This is a sustainable location • More housing is required than the amount proposed by CEC in the plan • No reasoned justification for removal of the site from the emerging plan <p>Comment Only</p> <ul style="list-style-type: none"> • None received
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Allocate site within the Core Strategy • Green belt extension to protect these areas and surrounding farmland from development.
Council assessment of relevant issues	The site does not have good access to local services and existing infrastructure issues. When assessed against reasonable alternatives, it has been considered that other sites identified in the Local Plan Strategy can provide for the objectively assessed needs of the borough. The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.
Recommendation	This site has not been progressed further into the Local Plan Strategy.

Consultation Point	NPS61: Land Between Clay Lane and the proposed A555 Airport Link Road
Representations received	Total: 1 (Support: 0 / Object: 1 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> No expressions of support have been received in relation to this site <p>Objection</p> <ul style="list-style-type: none"> Land at Clay Lane constitutes a suitable, available and achievable area of land, capable of accommodating a significant scale of development, which may support, and be delivered in coordination with, the emerging Airport Relief Road. (Made by Persimmon Homes North West). <p>Comment Only</p> <ul style="list-style-type: none"> No 'comments only' have been received in relation to this site
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Positively consider releasing the site from the Green Belt in order to allocate the identified land for a strategic scale of development or as a future development site under some form of safeguarded land designation. (Made by Persimmon Homes North West).
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The merits of other sites may be considered in the Site Allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS46: Land to the south and west of Beggarmans Lane
Representations received	Total: 2 (Support: 2 / Object: 0 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Fully support the non- inclusion in the Core Strategy of those sites identified herein Knutsford Conservation and Heritage Group (KCHG) agrees that there should be no consideration of the site for development, nor for safeguarding for future development. <p>Objection</p> <ul style="list-style-type: none"> No objections to the non-inclusion of this site received <p>Comment Only</p> <ul style="list-style-type: none"> No comments only received
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> No changes to this policy/allocation have been submitted
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p> <p>Any future development will be subject to policies in the Local Plan Strategy including those which protect the natural and historic environment (the approach to which is established in Sustainable Environment policies, chapter 13), local transport implications (Connectivity, chapter 14) and the creation of Stronger Communities (Chapter 12).</p> <p>The merits of sites in Other Settlements and Rural Areas may be considered in the Site Allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS47: Land to the west of Blackhill Lane
Representations received	Total: 1 (Support: 1 / Object: 0 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Knutsford Conservation and Heritage Group (KCHG) agrees that there should be no consideration of the site for development, nor for safeguarding for future development. <p>Objection</p> <ul style="list-style-type: none"> No objections have been registered to the non-inclusion of this site <p>Comment Only</p> <ul style="list-style-type: none"> No 'comments only' have been received in relation to this site
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> No changes to this policy/allocation have been submitted
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p> <p>The merits of other sites may be considered in the Site Allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS48: Land to the south west of Knutsford High School
Representations received	Total: 2 (Support: 0 / Object: 0 / Comment Only: 2)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> No expressions of support have been received in relation to the non-inclusion of this site. <p>Objection</p> <ul style="list-style-type: none"> No objections have been registered to the non-inclusion of this site. <p>Comment Only</p> <ul style="list-style-type: none"> With lack of sufficient justification in the evidence base for the CS high level of proposed residential and employment land, and land to be safeguarded, consideration of this site (or part thereof) for development or future development would be premature. Land requirements of Knutsford Academy are significant and this site includes land adjacent to the existing Upper School. KCHG recommends CEC and Knutsford Town Council discuss with Knutsford Academy its land requirements to determine whether they are to be rationalised. If so, part of NPS48 might be required for educational use, possibly in exchange for land at the Lower School which might then be considered for potential Green Belt release as a brownfield site, potentially for residential use
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Knutsford Conservation and Heritage Group recommends CEC and Knutsford Town Council discuss with Knutsford Academy its land requirements to determine whether they are to be rationalised. If so, part of NPS48 might be required for educational use, possibly in exchange for land at the Lower School which might then be considered for potential Green Belt release as a brownfield site, potentially for residential use
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p> <p>Any future development will be subject to policies in the Local Plan Strategy including those which protect the natural environment (the approach to which is established in Sustainable Environment policies, chapter 13), local transport implications (Connectivity, chapter 14) and</p>

	the creation of Stronger Communities (Chapter 12). The merits of other sites may be considered in the Site Allocations and Development Policies document.
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS49: Land to the west of Parkgate Lane
Representations received	Total: 2 (Support: 0 / Object: 1 / Comment Only: 1)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> <i>No expressions of support have been received in relation to the non-inclusion site</i> <p>Objection</p> <ul style="list-style-type: none"> Assumption that the 'within town' figure of dwellings is insufficient for a realistic level of future residential use, and that the release of some Green Belt land will be required. If development proposals at Parkgate North (for residential use) and Parkgate East (for employment use) are progressed, Knutsford will be surrounded by Green Belt land. It is unreasonable to make no future provision at Knutsford for no safeguarded land. Although the scale of such safeguarded land is best decided with reference to objective evidenced need, Knutsford Conservation and Heritage Group (KCHG) recommends that NPS49 (Parkgate West) (or part thereof, in which case the land preferably at furthest distance from Tatton Park) is included for consideration as land to be safeguarded, subject to the following (in addition to any other conditions): <ul style="list-style-type: none"> - the deletion from the Local Plan of the currently proposed safeguarded land north and north west of Knutsford; - provision of a tunnel under the rail line at Parkgate, to provide access additional to that existing over the rail line. Apparently a 'Parkgate package' would be sufficient for funding of such a tunnel, the package comprising Parkgate West (if safeguarded), and Parkgate North (if pp for residential use is granted); - that 'package', together with Parkgate East (if pp for employment use is granted) would require servicing including by local retail facilities, which would need to be reconsidered; - provision of a buffer from Tatton Park and not to intrude upon nor adversely affect long-distance views looking south from Tatton Lake or elsewhere as deemed by Knutsford Town Council as worthy of protecting. <p>•</p> <p>Comment Only</p> <ul style="list-style-type: none"> No 'comments only' have been received in relation to this site
List of policy changes submitted during consultation to be considered	Include site or part further from Tatton Park as safeguarded land.

Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p> <p>Any future development will be subject to policies in the Local Plan Strategy including those which protect the natural environment (the approach to which is established in Sustainable Environment policies, chapter 13), local transport implications (Connectivity, chapter 14) and the creation of Stronger Communities (Chapter 12).</p> <p>Safeguarded land is considered in policy PG4.</p> <p>The merits of other sites may be considered in the Site Allocations and Development Policies document.</p>
Recommendation	<p>The site has not been progressed to inclusion in the Local Plan Strategy.</p>

Consultation Point	NPS50: Land South of Longridge
Representations received	Total: 7 (Support: 1 / Object: 4 / Comment Only: 2)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> There should be no consideration of the site for development, nor for safeguarding for future development. <p>Objection</p> <ul style="list-style-type: none"> Site should be included. This area had not been farmed since it was part of the development by Manchester overspill. The site is within the constraints of the Birkin Brook like the Parkgate extension and not a blatant intrusion into the belt, as is the land north west of Knutsford Part of this area, previously designated on a SHLAA 2012 map of Knutsford as area 3276 and clearly noted at that time as 'developable', should be allocated for development purposes. This area of former agricultural land has for many years been overgrown, derelict, wasteland being readily accessible from the road bounding south-west Longridge. This effectively 'brownfield' land could be utilised for housing development at this time in lieu of either of the areas of valuable agricultural fields currently identified for housing to the north of Northwich Road or to the east of Manchester Road, Knutsford. The proposal for the creation of a " high quality employment park " totally out of character for the approach to the historic market town of Knutsford and would be better located alongside the other employment sites within the town, thereby reducing the amount of high grade agricultural land needed to be taken out of the greenbelt. No evidence that this site " includes Booths Mere which is a Site of Special Scientific Interest", , as there is no mention of Booths Mere being a SSSI. The remainder of the land is merely scrub land, not having been farmed for some 30 years. This site is capable of taking some of the housing requirement for the town or provide some of the safeguarded land and thereby negate the need to use up top grade agricultural land to the NW of Knutsford. Promote land east of Longridge for residential-led development for approx 250 dwellings. (<i>Detailed site information, masterplan, ecology report and tree report provided (made by Emery Planning Partnership on behalf of Dewscope Ltd).</i>) No explanation as to why sites to north west of Knutsford are preferable to this site. Constraints could be addressed. <p>Comment Only</p>

	<ul style="list-style-type: none"> • Part of this area, outwith Booths Mere, previously designated on a SHLAA 2012 map of Knutsford as area 3276 and clearly noted at that time as 'developable', should be allocated for development purposes. This area of former agricultural land has for many been overgrown, derelict, wasteland being readily accessible from the road bounding south-west Longridge. • Land could be utilised for housing in the short term in lieu of valuable farmland and currently identified for housing to the north of Northwich Road or to the east off Manchester Road, Knutsford. • Area identified for Employment Use off the A50 to be totally inappropriately located adjacent to the entry of a town like Knutsford.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Incorporate area 3276 in the Core strategy and remove either of the two areas identified above. • Remove employment park from CS18 and relocate it to NPS 50 Land south of Longridge • Allocate land east of Longridge for residential-led development (<i>made by Emery Planning Partnership on behalf of Dewscope Ltd</i>)
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p> <p>Any future development will be subject to policies in the Local Plan Strategy including those which protect the natural environment (the approach to which is established in Sustainable Environment policies, chapter 13), local transport implications (Connectivity, chapter 14) and the creation of Stronger Communities (Chapter 12).</p> <p>The merits of other sites may be considered in the Site Allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS51: Booths Hall Estate
Representations received	Total: 3 (Support: 0 / Object: 2 / Comment Only: 1)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> No expressions of support have been received in relation to the non-inclusion of this site <p>Objection</p> <ul style="list-style-type: none"> Knutsford Conservation and Heritage Group (KCHG) recommend the inclusion of Booths Park as a Core Strategy site. Booths Park is described by CEC as one of seven “key employment/technological locations in Cheshire East and identified as being of particular significance to the economy in Cheshire East”. It is demonstrably incorrect that ‘a small number of sites concentrated in particular areas minimises the impact on the Green Belt’ (CS para 8.72) locations identified in north and north west Knutsford make significant incursions into open GB countryside, more obviously intruding into the Green Belt, and are visible from major highway thoroughfares. Much of Booths Park is hidden from view, and is effectively in a large cul-de-sac. Site can provide 150 new market and affordable homes and complementing existing employment and providing investment for sports facilities. The (business) Park is broadly full and half of its tenants have identified a requirement to expand in this location within the next three years. If they cannot be accommodated there is a real chance that, in time, businesses will move to other locations outside the area. Park contains cluster of high end knowledge based businesses recognised as a key growth sector for the national economy and for Cheshire East. Application for expansion of office floor space is estimated to accommodate circa 1,340 additional knowledge based jobs and has received general support and no technical objections to date Site has and close links to the town centre via a green network of paths, cycle ways and transport network. The site is effectively hidden to passing traffic from the main road and wider views into the site are screened from the Booth Park commercial development. The site has few constraints and is on less sensitive Green Belt land. The site is available and viable.

	<ul style="list-style-type: none"> • The scheme will enable significant investment into community sports facilities. • There is local support for the proposed development. • Housing could be delivered in the early to middle phases of the Plan period. <p>Comment Only</p> <ul style="list-style-type: none"> • No 'comments only' have been received in relation to this site
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Allocation of the field to the north west of Booths Hall and south west of the Mere, Knutsford in the Core Strategy for 150 new market and affordable homes. The Green Belt boundary should be amended to exclude the 8.6Ha of land identified to deliver around 150 new homes and the wider site should be identified to deliver new community sports facilities and office accommodation within the Green Belt. (P4 Planning Limited on behalf of Bruntwood Estates Limited).
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p> <p>Any future development will be subject to policies in the Local Plan Strategy including those which protect the natural environment (the approach to which is established in Sustainable Environment policies, chapter 13), local transport implications (Connectivity, chapter 14) and the creation of Stronger Communities (Chapter 12).</p>
Recommendation	<p>The area of the site around Booths Hall has been included in the Local Plan Strategy as a committed employment site, following a recent grant of planning permission. The remainder of the site has not been allocated.</p> <p>The reference to Booths Mere being a SSSI has been removed from the Local Plan Strategy. It should correctly be referred to as a Scheduled Ancient Monument and will be afforded appropriate protection in line with English Heritage guidance.</p>

Consultation Point	NPS52 - Land between Gough's Lane and Chelford Road
Representations received	Total: 3 (Support: 2 / Object: 1 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Agree that there should be no consideration of the site for development, nor for safeguarding for future development • Support all the non-preferred sites, especially NPS52 due to its role in preventing ribbon development and urban sprawl from Knutsford to Ollerton and Marthall. • Objection • Support development at land south of Oakleigh, Knutsford. No explanation as to why sites to north-west of Knutsford are preferable to this site. <p>Comment Only</p> <ul style="list-style-type: none"> • none
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Allocate land south of Oakleigh for development.
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p> <p>The merits of other may be considered in the Site Allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS34 Glebe Farm (Extended Site)
Representations received	Total: 1 (Support: 1 / Object: 0 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Against further ribbon of development along Warmington Lane and into open countryside; Pressure on traffic would be increased at Cross Lane and Long Lane South junctions; No suggestions that S106/CIL would be forthcoming for the locality; Preferred site allocated at Glebe Farm meets requirements for development. <p>Objection</p> <ul style="list-style-type: none"> none <p>Comment Only</p> <ul style="list-style-type: none"> none
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> none
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>Any future development will be subject to policies in the Local Plan Strategy including those which protect the natural environment (the approach to which is established in Sustainable Environment policies, chapter 13), local transport implications (Connectivity, chapter 14) and the creation of Stronger Communities (Chapter 12).</p>
Recommendation	Part of the site has now been progress to the Local Plan Strategy as part of the wider site at Glebe Farm (CS20).

Consultation Point	NPS35 Land to the North West of Booth Lane
Representations received	Total: 1 (Support: 0 / Object: 1 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • none • Objection Note. Objections from Town Council: • Object to non inclusion. This mixed use development site has extant planning approval for employment, retail, leisure, and tourism uses. Appropriate to develop in this manner; TC wouldn't support additional residential development south of Town • Site has a large part to play in future investment and regeneration opportunities for Middlewich Town • Transport, accessibility, connectivity issues apply equally to other sites • The development of this site would bring inward investment to contribute to provision of new services and facilities (hotel, retail, leisure) and to connect to and enhance the town centre offer. • This proposal, given its investment potential, (possible link road or infrastructure contributions?), and proximity to the proposed allocated site for 450 dwellings at Glebe Farm immediately adjacent (across the A533), links strongly to the Vision Statement behind the Town Strategy Plan • Comment Only • none
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Request that the land to the North West of Booth Lane is included in the Core Strategy for the aforementioned reasons
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The merits of other sites may be considered in the Site Allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS14 Land South of Queens Drive
Representations received	Total: 5 (Support: 3 / Object: 2 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support non inclusion of this site for environmental reasons • Objection • Part of the site has been granted planning permission (240 dwellings). An appeal on the same part of the site led to a permission for 270 dwellings. This should be reflected in the Core Strategy. This whole site should be reassessed given that it was considered sustainable through the permission for part of the site • Although the NE corner site is greenfield, it would now be acceptable as “rounding off indentation” of the “new” town boundary but not leading to any outward extension into open countryside Although it may have constraints, this part should be reconsidered for allocation as it is no more an outlying site than the one with permission • Comment Only
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Reconsider as a preferred site • Planning status for part of the site should be reflected in the Core Strategy. Remainder of site should be allocated for 95 dwellings. Please see attached Masterplan (PRENPS-842)
Council assessment of relevant issues	<p>Part of this site now has outline planning permission: 12/244N for up to 270 dwellings allowed on appeal 18/7/2013, and 12/4654N for up to 240 dwellings granted on 1/3/2013 following completion of a legal agreement. The ‘Pre-Submission Core Strategy Non-Preferred Sites, November 2013’ document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p>
Recommendation	The site as a whole is not allocated but the area with planning permission is now recognised as a committed housing site. The part of the site without permission has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS15 Land Bounded by the railway to the west and the River Weaver to the east
Representations received	Total: 3 (Support: 3 / Object: 0 / Comment Only: 0)
Relevant issues	Support <ul style="list-style-type: none"> • Support non inclusion for environmental reasons • Objection • none • Comment Only • none
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • none
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p> <p>Any future development will be subject to policies in the Local Plan Strategy including those which protect the natural and historic environment (the approach to which is established in Sustainable Environment policies, chapter 13), local transport implications (Connectivity, chapter 14) and the creation of Stronger Communities (Chapter 12).</p> <p>The merits of other sites may be considered in the Site Allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS16 Land to the South of Nantwich
Representations received	Total: 16 (Support: 13 / Object: 3 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Not sustainable • It is important to retain the rural character and atmosphere of Stapeley which is a significant gateway into Nantwich • Proposal for 250 dwellings at Stapeley Water Gardens should be the absolute maximum housing allocation for the village of Stapeley. 146 dwellings have recently been permitted on Stapeley Water Gardens, therefore to achieve this maximum, a further 104 dwellings would be needed. This would meet the needs of the village of Stapeley for the twenty year period between 2010 and 2030 • 94.6% disagreed with this site at Town Strategy consultation • The area is a sensitive piece of land and should be kept for the vital local wildlife, recreational and agricultural use. Any house building in this area would destroy this vital habitat, as well as increase traffic congestion for local residents • Access to site would involve destruction of protected trees • Would undermine on-going development of local plan • Piecemeal development • North West Nantwich site will provide enough houses • Development cannot be delivered in short to medium term due to access and ownership constraints. <p>Objection</p> <ul style="list-style-type: none"> • Although the NW corner site is greenfield, it would now be acceptable as rounding off indentation of the town boundary but not leading to any outward extension into open countryside • Although it may have constraints, this part should be reconsidered for allocation as it is no more an outlying site than the one with permission • No sound evidence to support its deletion from the plan, particularly when considered in context of CS22, SHLAA(2013) as suitable, achievable, and developable and capable of delivering 1,306 dwellings in medium-long term • More housing is required in Nantwich area, this site is comparative to other sites and there is no reason for this site not to be in the CS • The site can deliver in the region of 1,000 dwellings and be can be brought forward in phases • There is a need for additional sites • The site does not require significant investment or infrastructure • The extent of impact on landscape character can be mitigated • The development is sustainable with good accessibility <p>Comment Only</p>

	<ul style="list-style-type: none"> •
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Reconsider site as a preferred site; include NPS16 within preferred sites
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>Any future development will be subject to policies in the Local Plan Strategy including those which protect the natural environment (the approach to which is established in Sustainable Environment policies, chapter 13), local transport implications (Connectivity, chapter 14) and the creation of Stronger Communities (Chapter 12).</p> <p>The merits of other sites may be considered in the Site Allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS 63 Land to the West of Poynton
Representations received	Total: 4 (Support: 1 / Object: 2 / Comment Only: 1)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Any significant development on this site would risk impacting adversely on the local Poynton community and would remove the greenbelt buffer that acts to safeguard Poynton and its individualism <p>Objection</p> <ul style="list-style-type: none"> Remove land at Handforth East from CS and substitute with proposed 3 pieces of land If not substituted, allocate land anyway or safeguard it in CS Opposition to Handforth East Proposed 3 areas are more sustainable Support the short and long term promotion of land for development in-between the settlement boundary of Poynton and the Bypass route (NPS 63) Without reference to the development of land to the west of Poynton at Woodford Aerodrome and its subsequent contribution towards funding of the Relief Road, the Poynton Bypass is unlikely to be deliverable Evidence suggests that there are limited opportunities for brownfield development to meet the needs of the community and therefore some Green Belt release will be required The development of this site would accord with the housing objectives of the Framework <p>Comment Only</p> <ul style="list-style-type: none"> Where can the Site Allocations and Development Policies Document be viewed? it is difficult to comment without knowing what may be proposed elsewhere Allow access to view where development is proposed, rather than where it is not
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Remove land at Handforth East from CS and substitute with proposed 3 pieces of land If not substituted, allocate land anyway or safeguard it in CS Site NP6 63 should not be identified as a Strategic Site in the Development Strategy
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p>

	<p>Any future development will be subject to policies in the Local Plan Strategy including those which protect the natural environment (the approach to which is established in Sustainable Environment policies, chapter 13) and Connectivity (chapter 14)</p> <p>The merits of other sites may be considered in the Site Allocations and Development Policies document.</p>
Recommendation	<p>The site has not been progressed to inclusion in the Local Plan Strategy. Site allocations for Poynton will be looked at through the Site Allocations and Development Policies document.</p>

Consultation Point	NPS 64: Land at Lower Park
Representations received	Total: 3 (Support: 1 / Object: 2 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Site is within the Green Belt • Concern that an increased number of houses will adversely impact on Poynton a degrade its rural surroundings in the absence of an agreed Local Plan <p>Objection</p> <ul style="list-style-type: none"> • There is an identified need to release land from the Green belt to accommodate development in Poynton. • This site no longer fulfils the purposes of Green Belt, is in a sustainable location and would form a natural rounding off to the settlement boundary particularly when the SEMMMS road is constructed by 2017 giving it a strong boundary. • Site is suitable, available and achievable, free from significant constraints and is deliverable. <p>Comment Only</p> <ul style="list-style-type: none"> • Would seem logical to identify sites for development in Poynton at this stage rather than leaving until Site Allocations
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Consider allocating this site in the Core Strategy given some development will be needed in Poynton to meet local needs.
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p> <p>Any future development will be subject to policies in the Local Plan Strategy including those which protect the natural environment (the approach to which is established in Sustainable Environment policies, chapter 13) and Connectivity (chapter 14)</p> <p>The merits of other sites may be considered in the Site Allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy. Site allocations for Poynton will be looked at through the Site Allocations and Development Policies document.

Consultation Point	NPS 65: Land North of Middlewood Road and East of Towers Road
Representations received	Total: 1 (Support: 1 / Object: 0 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Site is within the Green Belt • Concern that an increased number of houses will adversely impact on Poynton a degrade its rural surroundings in the absence of an agreed Local Plan <p>Objection</p> <ul style="list-style-type: none"> • None registered <p>Comment Only</p> <ul style="list-style-type: none"> • None registered
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • None registered
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p> <p>Any future development will be subject to policies in the Local Plan Strategy including those which protect the natural environment (the approach to which is established in Sustainable Environment policies, chapter 13) and Connectivity (chapter 14)</p> <p>The merits of other may be considered in the Site Allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy. Site allocations for Poynton will be looked at through the Site Allocations and Development Policies document

Consultation Point	NPS 66: Land to the West of Poynton Coppice
Representations received	Total: 3 (Support: 2 / Object: 1 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Site is within the Green Belt • Concern that an increased number of houses will adversely impact on Poynton a degrade its rural surroundings in the absence of an agreed Local Plan • Foothills of Lyme Park <p>Objection</p> <ul style="list-style-type: none"> • Sustainable location well related to the existing settlement. • Sits below a landscape ridge and is also visually contained by mature planting • Allocation of this site would give greater certainty to the Plan • No physical constraints to development • No justification provided as to why Poynton is excluded from allocating strategic sites <p>Comment Only</p> <ul style="list-style-type: none"> • None registered
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Include within Core Strategy as a Strategic Site
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p> <p>Any future development will be subject to policies in the Local Plan Strategy including those which protect the natural environment (the approach to which is established in Sustainable Environment policies, chapter 13) and Connectivity (chapter 14)</p> <p>The merits of other sites may be considered in the Site Allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy. Site allocations for Poynton will be looked at through the Site Allocations and Development Policies document.

Consultation Point	NPS 67: Land East of Poynton Industrial Estate
Representations received	Total: 1 (Support: 1 / Object: 0 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Site is within the Green Belt • Concern that an increased number of houses will adversely impact on Poynton a degrade its rural surroundings in the absence of an agreed Local Plan <p>Objection</p> <ul style="list-style-type: none"> • None registered <p>Comment Only</p> <ul style="list-style-type: none"> • None registered
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • None registered
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p> <p>Any future development will be subject to policies in the Local Plan Strategy including those which protect the natural environment (the approach to which is established in Sustainable Environment policies, chapter 13) and Connectivity (chapter 14)</p> <p>The merits of other sites in may be considered in the Site Allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy. Site allocations for Poynton will be looked at through the Site Allocations and Development Policies document

Consultation Point	NPS 23: Land West of Cookesmere Lane
Representations received	Total: 8 (Support: 8 / Object: 0 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Unsustainable location, distant from town centre and other facilities • Need more local employment opportunities rather than housing • Increased congestion and pollution in the local area • Would require a new bypass to the M6 • Prime agricultural land • Use brownfield sites • No local infrastructure to support development • Already too many houses approved in Sandbach • Supports wildlife <p>Objection</p> <ul style="list-style-type: none"> • None registered <p>Comment Only</p> <ul style="list-style-type: none"> • None registered
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Sandbach needs more employment opportunities not housing • No more housing in Sandbach until infrastructure is in place
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS 24: Land at Marsh Green Road
Representations received	Total: 7 (Support: 7 / Object: 0 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Unsustainable location, distant from town centre and other facilities • Need more local employment opportunities rather than housing • Increased congestion and pollution in the local area • Infrastructure already overloaded • Would be overdevelopment of Elworth • Part of the green space that separates Elworth from Sandbach <p>Objection</p> <ul style="list-style-type: none"> • None registered <p>Comment Only</p> <ul style="list-style-type: none"> • None registered
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Sandbach needs more employment opportunities not housing
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS25: Land East of Cookesmere Lane
Representations received	Total: 5 (Support: 5 / Object: 0 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Unsustainable location, distant from town centre and other facilities • Would require a bypass to M6 • Increased congestion and pollution in the local area • Infrastructure already overloaded • Poor access <p>Objection</p> <ul style="list-style-type: none"> • None registered <p>Comment Only</p> <ul style="list-style-type: none"> • None registered
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • None registered
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS 26 Land at Congleton Road Sandbach
Council assessment of relevant issues	Outline planning permission 12/1903C for up to 160 dwellings, including access and associated infrastructure, and demolition of 130 Congleton Road, was granted at appeal dated 18/10/2013.
Recommendation	The site has been included as a committed site.

Consultation Point	NPS27: Land South West of A533
Representations received	Total: 6 (Support: 5 / Object: 1 / Comment Only: 0)
Relevant issues	<p>Support (inclusion of site as NPS)</p> <ul style="list-style-type: none"> • Site is not sustainable and development would impact on local road network and services • Development here would mean loss of a Greenfield site • Wording of the core strategy should be changed to be clear that development at the northern section of the site is not possible <p>Objection</p> <ul style="list-style-type: none"> • Object to inclusion of the site in the NPS – development here will deliver a highly sustainable neighbourhood. • Planning application 13/2389c details site investigations that confirm no environmental or technical issues that would prevent development • Accessibility assessment confirms the site meets all accessibility standards apart from 1 (rail). • Site should be allocated to ensure plan is positively prepared and justified. <p>Comment Only</p>
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • The inclusion of NPS27 in the core strategy.
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS28: Land off Houndings Lane
Representations received	Total: 8 (Support: 6 / Object: 2 / Comment Only: 0)
Relevant issues	<p>Support (inclusion of site as NPS)</p> <ul style="list-style-type: none"> • Site is not sustainable and development would impact on local road network and services • Development here would mean loss of a Greenfield site • Wording of the core strategy should be changed to be clear that development at the northern section of the site is not possible <p>Objection</p> <ul style="list-style-type: none"> • Object to inclusion of the site in the NPS – development here will deliver a highly sustainable neighbourhood. • Planning application 13/2389c details site investigations that confirm no environmental or technical issues that would prevent development • Accessibility assessment confirms the site meets all accessibility standards apart from 1 (rail). • Site should be allocated to ensure plan is positively prepared and justified. <p>Comment Only</p> <ul style="list-style-type: none"> •
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Land to the south of Old Mill Lane/Houndings Lane, Sandbach should be included in the Core Strategy.
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need and approach to planning for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS29: Land to the west of Wheelock Bypass
Representations received	Total: 4 (Support: 4 / Object: / Comment Only: 0)
Relevant issues	<p>Support (inclusion of site as NPS)</p> <ul style="list-style-type: none"> • Site is on good agricultural land, is too far from the town centre and is not sustainable • Development here would put further pressure on roads, infrastructure and services <p>Objection</p> <ul style="list-style-type: none"> • none <p>Comment Only</p> <ul style="list-style-type: none"> • none
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • none
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need to plan for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS30: Land to the rear of Park Lane and Crewe Road
Representations received	Total: 25 (Support: 25 / Object: 0/ Comment Only: 0)
Relevant issues	<p>Support (inclusion of site as NPS)</p> <ul style="list-style-type: none"> • Development of this site would increase pressure on roads, local services and infrastructure. • The site is homes to various wildlife, flora and fauna. • Suspected drainage problems on site • Greenfield site with high quality agricultural land • Brownfield sites should be used first • Site performs a green gap function between Wheelock and Sandbach • A Roman road traverses the site • There are listed buildings on site • There are areas of subsidence in the site • Development would compromise the Wheelock Trail as a countryside walk • Development will contribute to Sandbach losing its identify as a small market town <p>Objection</p> <ul style="list-style-type: none"> • none <p>Comment Only</p> <ul style="list-style-type: none"> • none
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • none
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need to plan for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>Any future development will be subject to policies in the Local Plan Strategy including those which protect the natural environment (the approach to which is established in Sustainable Environment policies, chapter 13) and Connectivity (chapter 14).</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS 31 land at Hind Heath
Council assessment of relevant issues	Planning permission has been granted following the re-determination of the appeal by the Secretary of State, due to the High Court quashing the initial decision (ref 10/2608, 10/2609C). The proposals include up to 269 homes, open space, highway works and provision of a shared footpath and cycleway on land along the southern boundary of Hind Heath Road.
Recommendation	The site has been included as a committed site.

Consultation Point	NPS32: Land at Yeowood Farm
Representations received	Total: 78 (Support: 74 / Object: 2 / Comment Only: 2)
Relevant issues	<p>Support (inclusion of site as NPS)</p> <ul style="list-style-type: none"> • Development would increase pressure on local highways and negatively impact local infrastructure • Site is at significant distance from Sandbach town centre • The performs an important green lung function between Eitley Heath and Elworth and Sandbach • The site is unsuitable for development due to the potential presence of contamination from an inactive landfill site. • The site is located in a brine subsidence area • There is no guarantee that supporting infrastructure will be delivered • The existing Yeowood proposal does not provide a suitable property mix to enable young people to live in the area • The land is grade two and three agricultural land and should not be developed • Brownfield sites should be a priority before development on Greenfield sites • The site is enjoyed for its recreational amenity value • This site is the last area of green land separating Eitley Heath and Wheelock • Future development in Sandbach must be supported by improvements and upgrading of Junction 17 of the M6 • Enough homes have been built in this area to meet local need <p>Objection</p> <ul style="list-style-type: none"> • The assessment is poor and does not reflect the planning application submitted. The site is well related to Sandbach and will provide new facilities including retail, a marina, green infrastructure and community facilities. • The site relates well to the achievement of the Vision and Strategic Objectives and represents a sustainable urban extension to Sandbach on low quality, uneconomic farmland. • Development can protect existing heritage interests • Development can protect existing habitats • The location of this site and the ability to integrate it within the wider community offers CEC an opportunity to deliver a sustainable community. <p>Comment Only</p> <ul style="list-style-type: none"> • Sandbach needs a new primary school to service new homes and
List of policy changes submitted during consultation to be	<ul style="list-style-type: none"> • The Yeowood Farm proposals for housing , a primary school, a satellite doctors surgery, allotments, community orchard, marina and road improvements should be included in the Core Strategy.

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Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need to plan for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>Any future development will be subject to policies in the Local Plan Strategy including those which protect the natural environment (the approach to which is established in Sustainable Environment policies, chapter 13) and Connectivity (chapter 14)</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS 33 Abbeyfields
Council assessment of relevant issues	Planning permission was granted via a recovered appeal in October 2013 for 280 dwellings, 10/3471C.
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy however is now considered a committed site.

Consultation Point	NPS 55: Land at Little Stanneylands
Representations received	Total: 1 (Support: 0 / Object: 1 / Comment Only: 0)
Relevant issues	<p>Support (inclusion of site as NPS)</p> <ul style="list-style-type: none"> • <p>Objection</p> <ul style="list-style-type: none"> • In terms of the role the site plays, the gap between Wilmslow and Handforth has not been robustly assessed. Given topographical constraints, a significant open gap would remain between Wilmslow and Handforth even if Little Stanneylands were to be released. • The land falls under a single ownership and is deliverable • There are no known contamination constraints which would affect viability and therefore deliverability. • Access to the site is possible via a new junction at the entrance to Stanneylands Hotel. • The site is sustainably located in most respects when assessed against Policy SD2 <p>Comment Only</p> <ul style="list-style-type: none"> •
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Site should be included in the Core Strategy
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need to plan for growth in Key Service Centres is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p> <p>The merits of other sites may be considered in the Site Allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS56: Land at Dean Row (West)
Representations received	Total: 5 (Support: 3 / Object: 3 / Comment Only: 0)
Relevant issues	<p>Support (inclusion of site as NPS)</p> <ul style="list-style-type: none"> • The site is significant and sensitive Green Belt land set between two areas of special designation • The site has a lack of infrastructure to support new development, is a relatively long distance from the town centre. • Impact on local services, highways and infrastructure will be negative • Dean Row is a separate Hamlet with its own character - development will subsume this into the urban area • Development will have a negative visual impact and result in the loss of open space of recreational value • There is a historic over reliance on this area of Wilmslow for new housing <p>Objection</p> <ul style="list-style-type: none"> • There is a danger that the housing needs of Wilmslow will not be met by dependence on the North Cheshire Growth Village proposals. • Wilmslow is one of the largest Key Service Centres in the Borough • Historically this area of land was envisaged as part of a large Dean Row urban extension in the 1970's. • If additional housing is required in Wilmslow then this site would form a logical and sustainable extension to the built up area. • Site is well related to Wilmslow and is deliverable. • The site at North Cheshire Growth Village would function in a different way Heathfield Farm (a site within the Dean Row West site) – the two sites also access different parts for the road network • The allocation of the North Cheshire Growth Village is not considered an impediment to the allocation of this site • Release of Green Belt will be required to accommodate new development and this site makes the lowest contribution possible to the function of the Green Belt • Ecological survey work has been carried out at the site, and those natural assets that exist are considered to be of low value. In event, the Development Statement has clearly identified how ecological features can be satisfactorily incorporated into any future development. • Allocation of land here would deliver the Strategic Priorities identifies in the Plan • There are no ecological, heritage or any other technical constraints which would prevent its development. It contributes minimally to the role of the Green Belt. There are no 'more appropriate' sites. <p>Comment Only</p>

	<ul style="list-style-type: none"> • none
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Consider allocation in the event that North Cheshire Growth Village cannot meet housing needs of Wilmslow
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need to plan for growth in Key Service Centres is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p> <p>Any future development will be subject to policies in the Local Plan Strategy including those which protect the natural environment (the approach to which is established in Sustainable Environment policies, chapter 13), Connectivity (chapter 14) and Stronger Communities (chapter 12)</p> <p>The merits of sites in Other Settlements and Rural Areas will be considered in the Site Allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS 57 Land at Dean Row (eastern parcel)
Representations received	Total: 5 (Support: 3 / Object: 1 / Comment Only: 1)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Fully support the non-inclusion of site, within a significant and sensitive green belt on edge of CEC region between Dean and Bollin Valleys which are areas of special designation. Close to Dean Row village with heritage, conservation and wildlife value. Adjacent development very undesirable. Inclusion would not be in line with CS Vision and Strategic Priorities. Petition from 'Friends of Dean Row', with 273 signatures: Question sustainability of site in view of the long distance to town centre so walking and cycling are unlikely; the lack of public transport. There would be a loss of Dean Row as a separate hamlet with its own character. Other adverse effects would include; urban sprawl; visual impact; loss of natural beauty and wildlife; loss of open spaces; drainage and flood risk; too much development in this area. <p>Objection</p> <ul style="list-style-type: none"> Landowner: Support development at Chapel Lane, off Dean Row Road, Wilmslow. <p>Comment Only</p> <ul style="list-style-type: none"> A full Habitats Regulation Assessment is required. This has not been carried out and, and have merely touched the surface; covering just the European Sites is not a full Habitats Regulations Assessment. This is lip service to ecology.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Complete a full HRA. Allocate site for development.
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>There is a need to plan for growth as established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p> <p>Any future development will be subject to policies in the Local Plan Strategy including those which protect the natural environment (the approach to which is established in Sustainable Environment policies, chapter 13).</p> <p>The merits of sites will be considered in the Site Allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan

	Strategy.
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Consultation Point	NPS 58 land north of Beech Road
Representations received	Total: 1 (Support: 0 / Object: 1 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • none <p>Objection</p> <ul style="list-style-type: none"> • Landowner: Land to the north of Beech Road, Alderley Edge is a sustainable, developable site and could provide affordable and retirement properties, as well as public open space. • The site would ensure that the right housing in the right location is provided for the skilled workforce required to attract inward investment into the area. <p>Comment Only</p> <ul style="list-style-type: none"> • none
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Landowner: Allocation of land to the north of Beech Road, Alderley Edge.
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>There is a need to plan for growth in Rural and Other Settlements as established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The merits of sites in Other Settlements and Rural Areas will be considered in the Site Allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS 59 Land at Ryley's farm
Representations received	Total: 0 (Support: 0 / Object: 0 / Comment Only: 0)
Relevant issues	Support <ul style="list-style-type: none"> • none Objection <ul style="list-style-type: none"> • none Comment Only <ul style="list-style-type: none"> • none
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • none
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The merits of other sites may be considered in the Site Allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS 60: Rotherwood Road
Representations received	Total: 4 (Support: 1 / Object: 2 / Comment Only: 1)
Relevant issues	<p>Support .</p> <ul style="list-style-type: none"> Glad this is a non preferred site. The peat bog should be conserved for its wildlife value. <p>Objection</p> <ul style="list-style-type: none"> This is a brownfield site that could meet some of Wilmslow's housing need. Alternatively it should be included as Safeguarded Land for longer term development. Landowner: Support development of land at the property known as Rotherwood as a small scale urban extension of Wilmslow. Detailed site information attached. It is not clear why the other Wilmslow sites proposed to be safeguarded for future development are preferable to this site. <p>Comment Only</p> <ul style="list-style-type: none"> As no realistic alternative sites for residential uses have been identified within Wilmslow, the importance of the allocation of Upcast Lane as a Safeguarded Site is stressed.
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Consider as part of green belt review. Include as housing allocation. Alternatively view as longer term land Landowner: Allocate land at property known as Rotherwood for development.
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The site consists of both Brownfield and Greenfield land.</p> <p>The need to plan for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p> <p>The merits of other sites may be considered in the Site Allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS 44 Chelford
Representations received	Total: 4 (Support: 4 / Object: 0 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> Chelford PC supports the non-inclusion NPS44 except for SHLAA sites 3172, 3782 and 3175. We support development of these brown field sites for the continuing vitality of our community even though 3782 is designated Green Belt. The PC would not support the erosion of other Green Belt sites around the village including the other sites of NPS44 east of the railway. Support the non-inclusion of Site NPS 44 for housing development, but should be included as a location for transport use. Livestock market and road maintenance facility and former rail sidings may be suitable for a road/rail transfer for small and medium sized containers. There may be potential to include single storey brick building near the entrance. <p>Objection</p> <ul style="list-style-type: none"> none <p>Comment Only</p> <ul style="list-style-type: none"> none
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> Inclusion of Site NPS 44 for transport use. Recognise sites within village
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>There is a need to plan for growth in Rural and Other Settlements as established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p> <p>Any future development will be subject to policies in the Local Plan Strategy including those which protect the natural environment (the approach to which is established in Sustainable Environment policies, chapter 13) and Connectivity (chapter 14)</p> <p>The merits of sites in Local Service Centres and Other Settlements and Rural Areas will be considered in the Site allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS 45 Siddington
Representations received	Total: 2 (Support: 2 / Object: 0 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Agree with the comments on pages 56 and 57, and sustainable development principles should be concentrating such development in Principal Towns, Key Service Centres and the North Cheshire Growth Village and oppose the use of any Green Belt Land in Cheshire East. • Support the on inclusion of site NPS 45. • Objection • none <p>Comment Only</p> <ul style="list-style-type: none"> • none
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • none
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>There is a need to plan for growth in outside the Principal Towns and Key Service Centres, as established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p> <p>The merits of sites in outside of the Principal Towns and Key Service Centres will be considered in the Site Allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS 13 Greater Wardle
Representations received	Total: 1 (Support: 0 / Object: 1 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • none <p>Objection (landowner)</p> <ul style="list-style-type: none"> • Request that the land at Wardle/Barbridge is, as a minimum, identified as safeguarded land for future residential development for the reasons identified. This will help to ensure that the Core Strategy is compliant with the NPPF and the tests of soundness in ensuring sufficient flexibility and that alternative growth options are in place should the supply of housing be restricted elsewhere. • Despite its greenfield status this land is not of high environmental quality and initial investigations have demonstrated that there are no major technical barriers to its development. The Pre Submission Core Strategy identifies land at Wardle Airfield (site reference CS28) for major employment development and other land at Wardle was also identified, but discounted, for a new settlement previously. There is a long history associated with the concept of a new sustainable settlement at Wardle. • The Council has also recently approved a major outline planning application for a strategic employment park on land at the former Wardle Airfield. This amounts to some 135,000 m². Over the course of the Plan period therefore it is evident that there will be a requirement for additional residential accommodation in this area which could provide a complementary role to the delivery of major employment development. • It is suggested that the identified land could provide a focus for a new sustainable community which would effectively represent an extension to the existing settlements of Wardle and Barbridge. The site could play a key role in helping the Council to meet its major growth plans including the delivery of 27,000 new homes by 2030. This land complies with the NPPF tests of being suitable, available and deliverable for residential development. It is therefore capable of being identified as a suitable location for residential land use. • The land is generally of lower environmental quality and is not restrained by any statutory or other landscape designations; The land is highly accessible and can the location can be made more sustainable. • The site could contribute towards affordable housing needs in this part of the borough where there has been historically a limited supply of new homes. <p>Comment Only</p>

	<ul style="list-style-type: none"> • none
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Request that the land at Wardle/Barbridge is, as a minimum, identified as safeguarded land for future residential development for the reasons identified. This will help to ensure that the Core Strategy is compliant with the NPPF and the tests of soundness in ensuring sufficient flexibility and that alternative growth options are in place should the supply of housing be restricted elsewhere.
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>The need to plan for growth is established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The merits of sites in sites outside the Principle Towns and Key Service Centres will be considered in the Site allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS 20 Employment Area 3
Representations received	Total: 42 (Support: 41 / Object: 1 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> The site is located a considerable distance from the existing urban area and does not have good access to local services and existing infrastructure. The site contains significant policy constraints, notably Green Belt designations, and unsustainable transport access, in term of employees reaching the site, as there is very limited public transport provision available in the area. The sites lie within the Green Belt and no special circumstances have been advanced to justify either development or any alteration to the boundaries of the Green Belt at these locations. Development would cause irreparable harm to the local environment, landscape and biodiversity contrary to both national and emerging local planning policies; If development was to happen this would cause untold damage and harm to the local environment and landscapes. Also, this goes against both natural and local planning policies. In nearby North Staffordshire there are many empty industrial units and a lot of brown field sites waiting development. Site should not be in CS as it is in greenbelt; would result in loss of high quality agricultural land and jobs in the agric. sector; irreversible damage to environment, biodiversity, landscape; poor access to services and infrastructure, would not benefit Crewe regeneration; no longer required to fund improvements to the A500 and Junction 16. Stoke-on-Trent City Council & Newcastle-Under-Lyme BC: The removal of development previously indicated in the plan, located around Junction 16 of the M6 and the formerly included area of search for a new village around Barthomley, is strongly supported. It is considered that the alternative approaches to accommodating growth will allow for development in more sustainable locations. The loss of farmland required by this development is wasteful because there is a vast amount of brown-field land suitable for industrial use in both Stoke, Newcastle and Crewe. These areas also have a large population and thus traffic would be minimised overall. <p>Objection</p> <ul style="list-style-type: none"> Support <p>Comment Only</p> <ul style="list-style-type: none"> none
List of policy changes submitted during	<ul style="list-style-type: none"> Give support to site

consultation to be considered	
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>There is a need to plan for growth in Rural and Other Settlements as established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p> <p>Any future development will be subject to policies in the Local Plan Strategy including those which protect the natural environment (the approach to which is established in Sustainable Environment policies, chapter 13) and Connectivity (chapter 14)</p> <p>The merits of sites in Other Settlements and Rural Areas will be considered in the Site allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS 21 Employment area 1
Representations received	Total: 38 (Support: 37 / Object: 1 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • The site is located a considerable distance from the existing urban area and does not have good access to local services and existing infrastructure. The site contains significant policy constraints, notably Green Belt designations, and unsustainable transport access, in term of employees reaching the site, as there is very limited public transport provision available in the area. • The sites lie within the Green Belt and no special circumstances have been advanced to justify either development or any alteration to the boundaries of the Green Belt at these locations. • Development would cause irreparable harm to the local environment, landscape and biodiversity contrary to both national and emerging local planning policies; • If development was to happen this would cause untold damage and harm to the local environment and landscapes. Also, this goes against both natural and local planning policies. • In nearby North Staffordshire there are many empty industrial units and a lot of brown field sites waiting development. • Site should not be in CS as it is in greenbelt; would result in loss of high quality agricultural land and jobs in the agric. sector; irreversible damage to environment, biodiversity, landscape; poor access to services and infrastructure, would not benefit Crewe regeneration; no longer required to fund improvements to the A500 and Junction 16. • Stoke-on-Trent City Council & Newcastle-Under-Lyme BC: The removal of development previously indicated in the plan, located around Junction 16 of the M6 and the formerly included area of search for a new village around Barthomley, is strongly supported. It is considered that the alternative approaches to accommodating growth will allow for development in more sustainable locations. • The loss of farmland required by this development is wasteful because there is a vast amount of brown-field land suitable for industrial use in both Stoke, Newcastle and Crewe. These areas also have a large population and thus traffic would be minimised overall. <p>Objection</p> <ul style="list-style-type: none"> • support <p>Comment Only</p> <ul style="list-style-type: none"> • none
List of policy changes submitted during	<ul style="list-style-type: none"> • support site

consultation to be considered	
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>There is a need to plan for growth in Rural and Other Settlements as established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p> <p>Any future development will be subject to policies in the Local Plan Strategy including those which protect the natural environment (the approach to which is established in Sustainable Environment policies, chapter 13) and Connectivity (chapter 14)</p> <p>The merits of sites in Other Settlements and Rural Areas will be considered in the Site allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS 22 Village B Barthomley
Representations received	Total: 43 (Support: 42 / Object: 1 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • Support site <p>Objection</p> <ul style="list-style-type: none"> • The site is located a considerable distance from the existing urban area and does not have good access to local services and existing infrastructure. The site contains significant policy constraints, notably Green Belt designations, and unsustainable transport access, in term of employees reaching the site, as there is very limited public transport provision available in the area. • The sites lie within the Green Belt and no special circumstances have been advanced to justify either development or any alteration to the boundaries of the Green Belt at these locations. • Development would cause irreparable harm to the local environment, landscape and biodiversity contrary to both national and emerging local planning policies. • If development was to happen this would cause untold damage and harm to the local environment and landscapes. Also, this goes against both natural and local planning policies. • Site should not be in CS as it is in greenbelt; would result in loss of high quality agricultural land and jobs in the agric. sector; irreversible damage to environment, biodiversity, landscape; poor access to services and infrastructure, would not benefit Crewe regeneration; no longer required to fund improvements to the A500 and Junction 16. • Stoke-on-Trent City Council & Newcastle-Under-Lyme BC: The removal of development previously indicated in the plan, located around Junction 16 of the M6 and the formerly included area of search for a new village around Barthomley, is strongly supported. It is considered that the alternative approaches to accommodating growth will allow for development in more sustainable locations. • The loss of farmland required by this development is wasteful because there is a vast amount of brown-field land suitable for industrial use in Stoke, Newcastle and Crewe. These areas also have a large population and thus traffic would be minimised overall. • The site would break up the countryside between Crewe and Alsager so making it less valuable for wildlife, • Although the road system needs considerable improvement this development will mean it has to be completely redesigned. • High quality agricultural land will be lost, • Crewe and Alsager will become just one large conurbation leading to the Potteries,

	<ul style="list-style-type: none"> • There is no point Green Belts if they can be just ignored. It is crucial that such a beautiful and historic area should be preserved for future generations. • There is no existing infrastructure. • The site would not deliver sustainable development or wider infrastructure needs, and does not successfully contribute to the delivery of the Core Strategy Vision and Strategic Priorities or wider policy objectives • Green belt, farming land should not be used for this development. The development would destroy the rural environment around the village of Barthomley, which is a historic parish. <p>Comment Only</p> <ul style="list-style-type: none"> • none
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • Support site
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>There is a need to plan for growth in Rural and Other Settlements as established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The approach to Green Belt is established in Policy PG3; the Green Belt Review 2013</p> <p>The merits of sites in Other Settlements and Rural Areas will be considered in the Site allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS 62 Land at Audlem road, Audlem
Representations received	Total: 2 (Support: 1 / Object: 1 / Comment Only: 0)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • The site is miles from employment centres. • There is little demand for housing, and there are currently 40+ properties for sale- some less than 100k. • High schools are full and the surgery is oversubscribed. There are few jobs in the village. • There is barely any public transport so development would increase car traffic across Cheshire East. • Site is agricultural land within open countryside. <p>Objection</p> <ul style="list-style-type: none"> • Landowner/ prospective developer: The Council has a great deal of supporting information before it in two recent planning applications which demonstrates that this is a deliverable, sustainable site. • It is noted that the comments regarding Site NPS62 state that the scheme is not well related to the existing settlement. However, the Officer's Assessment contained in the Committee Report regarding 13/2224N concluded "the development performs well in terms of the [accessibility] checklist and for this reason is considered to be more sustainable than some sites on the edge of the principle towns." In short, the outline assessment undertaken as part of the plan making process does not reflect the more detailed assessment undertaken by the Case Officer. • Accordingly, whilst the Council may decide not to allocate any sites within the LSCs in the CS, this site should be correctly assessed and found sustainable and deliverable in any future relevant policy document. <p>Comment Only</p> <ul style="list-style-type: none"> • none
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • This site should be correctly assessed and found sustainable and deliverable in any future relevant policy document.
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>There is a need to plan for growth in Local Service Centres as established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The merits of sites in Local Service Centres will be considered in the Site allocations and Development Policies document.</p>

Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.
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Consultation Point	NPS 53 Land at junction of Town and Smith Lane, Mobberley
Representations received	Total: 6 (Support: 4 / Object: 1 / Comment Only: 1)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> E-petition with 79 signatures (an additional 27 signatures to a previous version submitted re 'Possible Additional Sites' consultation.) The village school is full and amenities are over-subscribed. Smith Lane is unsuitable for extra traffic; development will destroy the character and identity of the village. Local roads and amenities would not be able to satisfactorily cope with the increase in demand placed upon them by this development. <p>Objection</p> <ul style="list-style-type: none"> Site has been previously promoted. Site is suitable, available and achievable for residential/mixed use. Development would round off Mobberley naturally on a well-contained site which makes nothing more than a contribution to the Green Belt. There is a need for Green belt release, including in Local Service Centres. There is a lack of credible brownfield alternatives. <p>Comment Only</p> <ul style="list-style-type: none"> none
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> none
Council assessment of relevant issues	<p>The 'Pre-Submission Core Strategy Non-Preferred Sites, November 2013' document outlines key reasons this site has not been selected for inclusion within the Local Plan Strategy.</p> <p>There is a need to plan for growth in Local Service Centres as established by Chapter 8 of the Local Plan Strategy, specifically policies PG1, PG2 and PG6.</p> <p>The merits of sites in Local Service Centres will be considered in the Site allocations and Development Policies document.</p>
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

Consultation Point	NPS 54 Ilfords Mobberley
Representations received	Total: 5 (Support: 4 / Object: 0 / Comment Only: 1)
Relevant issues	<p>Support</p> <ul style="list-style-type: none"> • The scale of proposed development on Ilford site is too large. • Some more modest development in keeping with the village character may be appropriate, especially if new amenities and open space is included. A new planning brief is required. • E-petition with 79 signatures (an additional 27 signatures to a previous version submitted re 'Possible Additional Sites' consultation.) The village school is full and amenities are over-subscribed; Smith Lane is unsuitable for extra traffic; development will destroy the character and identity of the village. • Thoroughly support the Mobberley sites not being included in the Core Strategy. We now look forward to these sites also not being included in the Site Allocations and Development Policies document for the reasons already submitted. <p>Objection</p> <ul style="list-style-type: none"> • none <p>Comment Only</p> <ul style="list-style-type: none"> • none
List of policy changes submitted during consultation to be considered	<ul style="list-style-type: none"> • none
Council assessment of relevant issues	The merits of sites in Local Service Centres will be considered in the Site allocations and Development Policies document.
Recommendation	The site has not been progressed to inclusion in the Local Plan Strategy.

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Cheshire East Pre-Submission Core Strategy

Summary of Recommended Changes

Consultation on the Local Plan Pre-Submission Core Strategy took place between 5th November and 16th December 2013. This represented further preparatory work under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

This document details recommendations for proposed material changes to the document. The material changes relate to changes proposed by the consultation responses received to the Cheshire East Pre-Submission Core Strategy consultation. Please note that further changes made to the Local Plan Strategy to aid its presentation or changes made as a consequence of the Habitats Regulations Assessment or Sustainability Appraisal Process have been made to the document and are not captured in the table below.

In addition, the original consultation document and all consultation responses can be viewed online at the Council's Consultation Portal <http://cheshireeast-consult.limehouse.co.uk/portal/planning/cs/cspre>.

Please note that unless otherwise stated, references to chapters and paragraph numbers in this document refer to the chapters and paragraphs in the Local Plan Pre-Submission Core Strategy that was consulted on between 5th November and 16th December 2013. Changes to the document mean that these references may not now correspond to the references in the new document, the Local Plan Strategy – Submission Version.

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Consultation point	Summary of recommended changes
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Foreword	<ul style="list-style-type: none"> The Foreword should be updated by the Strategic Communities Portfolio Holder and Deputy Leader of the Council to reflect the next stage of consultation (Cheshire East Local Plan Strategy – Submission Version)
Your Views and How to Comment	<ul style="list-style-type: none"> The section should be updated to reflect this stage as the Local Plan Strategy – Submission Version.
Chapter 1: Introduction	<ul style="list-style-type: none"> The wording of paragraphs 1.2 and 1.3 should be amended and an additional paragraph added, as follows: <p><i>1.2 We are proud of our industrial heritage: the Railway Industry in Crewe, the Silk Industry In Macclesfield and Congleton and the Salt Industry of Middlewich and Nantwich. Not only has that resulted in the distinctive physical and cultural landscapes that we see today, but it has also set the foundations for the strong entrepreneurial culture which continues to permeate through our area.</i></p> <p><i>1.3 In conjunction with our historic industrial centres, our vibrant and historic market towns located throughout the Borough, with their attractive and varied townscapes and concentrations of listed buildings, provide high quality living and working environments, and are a key part of the Borough's visitor economy. Many are also designated as conservation areas. Their rich historic environment provides the focus for vibrant and locally distinct communities, with a strong sense of place and self. They also provide a valuable link to our rural communities, who are equally vital to our wider economy and local identity. Their conservation and enhancement is extremely important, to ensure that communities remain genuinely sustainable, retain their individual character and maintain their important economic function.</i></p> <p><i>New paragraph proposed to be added - The richness and diversity of our built and cultural heritage, and highly attractive townscapes and landscapes provides Cheshire East with its own very unique character and identity.</i></p> <ul style="list-style-type: none"> Delete Figure 1.1 as it repeats information shown in the Key Diagram Amend the number of proposed strategic sites and strategic locations to reflect the final selection Amend the figure re number of consultation responses received (from 28,000 to 37,000) Re-order some of the content to make it more logical and easy to read
Chapter 2: The Context of the Core Strategy	<ul style="list-style-type: none"> Move section to Chapter 1 (Introduction) Core Strategy is now called Local Plan Strategy – references should be updated throughout the document Add additional sentence to paragraph 1.10 (now 1.33) 'The Local Enterprise Partnership can access funding from Central Government to deliver its objectives and overall vision'. Add additional sentence to Paragraph 2.6 (now 1.48) relating to the rural

	<p>economy 'The Borough also has an extensive rural area with a successful rural and agricultural based economy.'</p> <ul style="list-style-type: none"> • Update Figure 2.1 (now figure 1.2) and the diagrammatic context of Cheshire East to reflect the proximity of Greater Manchester to the Borough • Restructure section and combined with the introduction to the document to aid its presentation
<p>Chapter 3: Spatial Portrait</p>	<ul style="list-style-type: none"> • Update Footnotes to reflect updated evidence sources • Paragraph 3.3 – update to economic output and employment figures • Paragraph 3.4 – update first line from “pharmaceutical” to read “chemicals & pharmaceuticals”. Penultimate sentence should read “There is a relative abundance of jobs (significant net inflows of commuters, in other words) in Crewe, Handforth and Knutsford, whereas Alsager, Congleton, Middlewich, Poynton and Sandbach face a relative shortage of jobs (a significant net commuting outflow). Macclesfield and Nantwich have more modest net outflows, whilst Wilmslow’s inflows and outflows are broadly equal.” • Paragraph 3.6 – update to read “An estimated 173,500 people were working in Cheshire East in 2012, as either employees or working proprietors. Of those working as employees (167,000), 69% were full-time and 31% part-time. 13% of employees worked in the health and social work sector, with professional, scientific and technical activities (12%), manufacturing (11%) and retail (10%) also accounting for a large proportion of the employee total.” • Paragraph 3.9 – update to state ‘The closeness of Manchester Airport provides considerable economic benefits to the Borough by providing access to national and international markets as well as supporting a substantial number of jobs, both directly and indirectly. In 2011, the Airport was estimated to contribute £627 million of Gross Value Added for the North West Region, supporting over 17,000 onsite jobs and 40,000 in the wider sub-region.’ • Amend references to Manchester International Airport to read ‘Manchester Airport’ • Paragraph 3.13 - update to read “with about 10,000 jobs...” and “...turnover of around £700 million” • Paragraph 3.13 – additional text should be added as follows ‘The extensive footpath, cycleway and bridleway network is a key attraction of the Borough’. • Paragraph 3.13 – update text to read ‘Major attractions include Tatton Park, Jodrell Bank, Lyme Park, Quarry Bank Mill, the canal network and the Peak District National Park. There are 14 National Trust properties in Cheshire East and one partially located in the Borough. Little Moreton Hall, Nether Alderley Mill, Tatton Park, Lyme Park and Quarry Bank Mill are all examples of National Trust Properties’ • Figure 3.5 – change Functional Diagram to have a greater emphasis of travel to work links between Macclesfield and Greater Manchester • Paragraph 3.16 - update to read “Over the ten year period from July 2001 until June 2011, an estimated 157,000 people moved into Cheshire East and 141,800 people moved out of the Borough. These estimates include people immigrating and emigrating and those moving within the UK. The result is a net in-flow of 15,200 people (an average of around 1,500 each year). Net

	<p>migration was higher in the early part of this ten year period: for example, the average net migration per year between July 2001 and June 2006 was around 1,900, compared to 1,200 between July 2006 and June 2011.”</p> <ul style="list-style-type: none"> • Paragraph 3.24 – add reference to Meres and Mosses Nature Improvement Area. • Paragraph 3.25 – add additional text ‘The Borough’s historic built environment is complex due, for the most part, to the size and diversity of the area. Constituent areas are heavily influenced by their geological, landscape and topographical character, which invariably has heavily influenced their purpose, character and identity’. • Paragraph 3.31 – additional paragraph as follows: ‘Historic transport routes crisscross the Borough in the form of canals, railways and historic roadways, further enriching the built heritage of the Borough and influencing aspects of the townscape and development of towns and villages. A number of landmark structures are associated with the canals and railways, not least the viaducts across the Dane Valley to the east of Holmes Chapel and that at Bollington. Many canal structures are listed, including bridges, locks and mileposts. The Trent and Mersey and Macclesfield canals are both designated as extensive, linear conservation areas’ • Paragraph 3.35 – additional paragraph ‘Crewe evolved around the growth of the railways, with the opening of the station in 1837 and the first works in 1840. Soon the industry was employing thousands of people and new housing was built alongside the expanding railway works. Within the centre of the town, the Town and Indoor Market Halls, churches and chapels and later, the Queens Park and Lyceum Theatre were all developed as part of the emerging social infrastructure of the burgeoning town.’ • Paragraph 3.37 – additional text ‘Situated on the River Bollin, the early mills were located alongside the river, utilising the damp conditions and the power of the river for mill machinery.’ • Paragraph 3.38 – additional text ‘The centre of Macclesfield characterised in part by its cobbled and meandering streets and narrow lanes is essentially a medieval street pattern, partly overlaid by later phases of the town’s growth.’ • Additional paragraph ‘There are a high number of listed buildings and structures concentrated in the centre of the town but also many that are quite widely distributed. Much of the town centre is designated as a conservation area and there are also several outlying conservation areas. A number of buildings are also locally listed. This illustrates the historic importance and significance of the town and reflects the strong identity, character and picturesque qualities of Macclesfield.’ • Principal Town / Key Service Centre Section has been updated to reflect updated population information • Paragraph 3.43 – additional text to read ‘Parts of the town are characterised by spacious tree-lined streets with attractive Villas and designated as conservation areas.’ • Paragraph 3.5 – amend to read ‘Within the town centre, there are over 200 retail units, making it an important shopping centre in the Borough. There is a
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	<p>linear high street aligned by historic buildings of various periods, but principally Georgian, many of which are Listed and within the Conservation Area. The town thrived due to its close relationship with nearby Tatton Park, one of the key heritage assets in Cheshire East and the ancestral home of the Egerton family. Knutsford contains many buildings of architectural and historic importance’.</p> <ul style="list-style-type: none"> • Paragraph 3.57 – additional text: ‘The canal is a Conservation Area, with a number of listed structures and the Mergatroyd Brine Works nearby, which is both listed and a Scheduled Monument’. • Paragraph 3.60 –delete and replace with alternative wording as follows ‘The centre of Nantwich is in essence a planned Elizabethan town, largely rebuilt as a consequence of a fire in 1583; the re-build partly financed by Elizabeth I. This has resulted in a re-created original street pattern and a number of fine timber framed buildings dating from the 16th century onwards. There are also a number of elegant Georgian and Victorian buildings. The centre of Nantwich contains a number of listed buildings and is designated as a conservation area. The town was also prominent in the Civil War, and besieged until the Parliamentary victory in January 1664. The battlefield is designated and lies to the north of the town’ • Paragraph 3.62 – amend to read ‘Poynton’s origins lie as a small mining village, however the decline of mining and its accessibility to Greater Manchester, led to significant growth during the 20th Century. Much of the mining infrastructure has therefore been lost as the town expanded, but remnants of the associated landscape still exist.’ • Add additional text: ‘at its heart are the characterful cobbled market square and Anglo Saxon crosses, which are both listed and a Scheduled Monument, along with a number of other key listed buildings. The wider town centre is also designated as a Conservation Area, with a number of other prominent buildings. The town also has strong associations with Sir George Gilbert Scott’. • Paragraph 3.68 – add additional text ‘Wilmslow has developed beyond its historic core and have substantial late Victorian and Edwardian suburbs’. • Paragraph 3.79 – update second sentence to read “Travel-to-work flows are particularly pronounced from the Cheshire East towns of Alsager, Congleton and Crewe, although with respect to the latter two towns there is an even greater reverse flow.” • Paragraph 3.91 – update second sentence to read “However, the main flow involving Cheshire East is that of Warrington residents travelling to work in Knutsford”. • Paragraph 3.92 – add to this paragraph ‘The Peak District National Park is also a key tourism brand for Cheshire East’. • Paragraph 3.97 – delete: “has house prices lower than Congleton and Macclesfield so attracts home buyers from these towns, though a significant proportion of the local housing stock is of poor quality” • Due to its importance, the section on Duty to Co-operate should be moved to a separate chapter in the document.
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Duty to Co-Operate (Now chapter 2)	<p>Duty to Co-operate is an ongoing and continuous process. A number of issues noted in this section will be addressed through a number of supporting documents including the Committee Report. The following material changes should also be made to the document:</p> <ul style="list-style-type: none"> • CO1 – add additional point to policy justification - Improved cross boundary and public transport connections are sought with all surrounding Local Authority areas and will be progressed through ongoing Duty to Co-operate arrangements. • Text has been added to the Spatial Portrait section to reflect comments from English Heritage
Chapter 4: Vision and Vision Statement (Now chapter 5)	<ul style="list-style-type: none"> • Addition of 'well designed' inserted into paragraph 4.6 and within the vision statement.
Chapter 5: The Case for Growth (Now chapter 4)	<ul style="list-style-type: none"> • Addition of two additional bullet points to the Case for Growth headline list: "To provide improvements to the built and natural environment" and "To promote a thriving rural economy and tourism industry" • Paragraph 5.3 – replace "economic prosperity" with "economic and social wellbeing". • Paragraph 5.5 – reword section to read "The Cheshire & Warrington sub-region's economic output (Gross Value Added or GVA) is around £21.9bn and the area employs an estimated 444,100 people (as of 2012). Cheshire East already makes an impressive contribution to the sub-regional and regional economies: its GVA is around £9.2bn (2012 estimate), which equates to 7.0% of the North West region's economic output. As of 2012, an estimated 173,500 people were working in Cheshire East, as either employees or working proprietors." • Paragraph 5.5 – update final sentence to read "The overall ambition of the Local Plan Strategy is to further strengthen the Borough's economy." • Paragraph 5.10 – update second sentence to read "despite the recent recession, our analysis shows that the need for housing over the next twenty years is likely to outstrip supply unless we increase the amount of housing." • Paragraph 5.11 – update second sentence to read "It creates employment and skills development opportunities." • Paragraph 5.19– update third sentence to read "New development will be necessary, but environmental assets will be protected wherever possible." The last sentence referring to urban extensions and new villages could be removed. • Minor presentational changes made to paragraph 5.16

Chapter 6: Strategic Priorities	<ul style="list-style-type: none"> • Add a reference to protecting and enhancing environmental quality of the built and natural environment.
Strategic Priority 1: Promoting economic prosperity by creating conditions for business growth	<ul style="list-style-type: none"> • No material change proposed.
Strategic Priority 2: Creating sustainable communities	<ul style="list-style-type: none"> • Add the word “full” to objectively assessed housing needs
Strategic Priority 3: Protecting and enhancing environmental quality	<ul style="list-style-type: none"> • Point 7 has been proposed to be updated to include a reference to safeguarded land.
Strategic Priority 4: Reducing the need to travel, managing car use and promoting more	<ul style="list-style-type: none"> • No material change proposed.

sustainable modes of transport and improving the road network.	
Chapter 7 and Policy MP1: Presumption in Favour of Sustainable Development	<ul style="list-style-type: none"> • Add clarification to the policy introduction that the three dimensions to sustainable development (economic, social and environmental) are mutually dependent and should be sought jointly and simultaneously through the planning system otherwise no material changes to the policy.
Chapter 8 and Policy PG1: Planning For Growth	<ul style="list-style-type: none"> • Amend Policy PG 1 to add clarity to the policy and specify the phased delivery of objectively assessed needs. Justification amended for clarity. • Amend Policy PG1 to include provision of up to 500 homes during the Plan period to assist with meeting the housing needs of High Peak Borough • Amend Justification section to reflect updated evidence
Settlement Hierarchy and Policy PG2: Settlement Hierarchy	<ul style="list-style-type: none"> • Insert into justification: 'in the case of Goostrey which adjoins Holmes Chapel, a larger Local Service Centre it is expected that development needs will largely be provided in Holmes Chapel'.
Green Belt and Safeguarded Land and Policy PG3: Green Belt	<ul style="list-style-type: none"> • Add 'Existing Council Depot at Lyme Green' to the list of sites to be removed from the Green Belt (previously included under Site CS11) • Add 'Existing Car Showrooms, Manchester Road, Knutsford' to the list of sites to be removed from the Green Belt to provide a good defensible boundary • Clarify (in point 6 of policy) that additional "non-strategic" sites will be identified in the Site Allocations and Development Policies document (rather than "smaller" sites) • Revise map showing sites to be removed from the Green Belt to reflect amended boundaries for some of the sites (reasoning set out by site in the appropriate sections) • Revise map showing area of search for new Green Belt to clarify that areas around Willaston close to the urban edge are included (to correct a minor drafting error in the previous map)

Policy PG4: Safeguarded Land	<ul style="list-style-type: none"> • PG4, 5 (ii) Reduce amount at South West Macclesfield from 135 hectares to 45.5 ha • PG4, 5(iii) Reduce amount at North West Knutsford from 41 hectares to 25.1 hectares • PG4, 5 (iv) Reduce amount at North Cheshire Growth Village from 26 ha to 19.8 ha • PG4, 5 (v) Reduce amount at Prestbury Road from 26 ha to 14.5 ha • PG4, 5 (vi) Reduce amount at Upcast Lane, Wilmslow from 14 ha to 7.4 ha • Revise policy point 6 to refer to additional 'non strategic' sites rather than additional smaller sites (for consistency with Policy PG3 where a similar revision is recommended) • Revise the policy justification to refer to the reduced quantity of safeguarded land required.
Policy PG5: Open Countryside	<ul style="list-style-type: none"> • Remove definition of spatial extent of open countryside from policy point 1 and use this definition to replace definition in penultimate paragraph of justification • Add "plus public infrastructure" to point 2 of policy • Remove reference to 'outside the Green Belt' in first paragraph of justification. • Insert paragraph to clarify the approach to applications on Strategic Sites • Amend policy to expand the exceptions allowed under point 3 to allow for the re-use of rural buildings: "3. Exceptions 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 the dwelling is exceptional in design and sustainable development terms; for the re-use of existing rural buildings where the building is permanent, substantial and would not require extensive alteration, rebuilding or extension; for the replacement of an existing dwelling by a new dwelling not materially larger than the dwelling it replaces; for extensions to existing dwellings where the extension is not disproportionate to the original dwelling; for development that is essential for the expansion or redevelopment of an existing business • Additional of a new paragraph to the policy justification "The National Planning Policy Framework recognises that there will be cases where exceptions can be made to countryside policies, including: ' the exceptional quality or innovative design of the dwelling'. Criteria for meeting this test are set out in the National Planning Policy Framework." • Addition of clarification to the policy justification to highlight the value of the Cheshire countryside and the importance of its preservation. • Addition of clarification to the policy justification that the intention to define boundaries for the Strategic Locations and exclude them from the Open Countryside during the Site Allocations and Development Policies document will be a material consideration in the determination of any applications in these locations prior to the boundaries being confirmed.
Policy PG6: Spatial	<ul style="list-style-type: none"> • Alteration of figures in Policy PG6 to reflect changes to distribution of development. Alsager reduced from 1700 to 1600: Handforth changed from 200 to 150 and Sandbach increased from 1600 to 2200. • Updated policy justification to reflect changes to distribution of development.

Distribution of Development	
Key Diagram	<ul style="list-style-type: none"> • The southern boundary of Greater Manchester has been amended. • All other changes are reflective of the specific site policies and diagrams covered elsewhere in the Local Plan Strategy. • Given the importance of the Key Diagram; it should be moved to the start of the document.
Chapter 9 and Policy SD1: Planning for Sustainable Development	<ul style="list-style-type: none"> • Para 9.1 Now includes the five guiding principles of sustainable development as set out in the NPPF • SD1 (14) now includes the word cultural • Para 9.2 now includes the NPPF actual definition of Sustainable Development rather than the previous Ministerial Foreword reference. It also acknowledges the three roles of Sustainable Development in achieving a balance of economic, social and environmental factors. • The rest of the issues raised are largely covered through the specific policies elsewhere in the Core Strategy
Policy SD2: Sustainable Development	<ul style="list-style-type: none"> • No material changes are proposed to be made to this policy
Chapter 10 Infrastructure and Policy IN1: Infrastructure	<ul style="list-style-type: none"> • The word “ageing” has been added to paragraph 10.4 line before population • The strategic policies covering Green Infrastructure are contained in policy SE6 Green Infrastructure.
Policy IN2: Developer Contributions	<ul style="list-style-type: none"> • The specific points of detail raised for this consultation point will be covered by the CIL regulations upon adoption of a charging schedule. Therefore the detail is not required at this stage of the plan preparation but will be taken forward for consideration at the drawing up of the charging schedule.
Chapter 11: Enterprise and Growth	<ul style="list-style-type: none"> • No material change proposed
Policy EG1: Economic Prosperity	<ul style="list-style-type: none"> • The words ‘...and tourism’ be added at the end of paragraph 11.14.

Policy EG2: Rural Economy	<ul style="list-style-type: none"> No material change proposed
Policy EG3: Existing and Allocated Employment Sites	<ul style="list-style-type: none"> Paragraph 11.14 will be supplemented by the addition of the following key strategic employment sites:- <ul style="list-style-type: none"> Crewe Green Business Park, Crewe Crewe Gates Industrial Estate, Crewe Waters Corporation, Wilmslow Sanofi/Aventis, Holmes Chapel That the 'Key Strategic Employment Sites' be added to the Town Plans in the Local Plan –Submission Version. Point 3. That the marketing period in Footnote 42 is amended to '<i>... not less than 2 years</i>'
Policy EG4: Tourism	<ul style="list-style-type: none"> Paragraph 11.26 is proposed to be amended by adding an additional sentence to read: 'The rich and varied natural and historic environment, and the beauty and character of the wider countryside, plays a vital role in the visitor economy of Cheshire East. These Borough-wide assets will be protected and where possible enhanced to help drive the visitor economy as well as for their own sake'. Paragraph 11.32 be amended by adding '...including green infrastructure and improvements to the Right of Way Network' after visitor economy. That a new Criterion 1 (v) be added as follows 'Encouraging and promoting opportunities for new tourist attractions in the historic and natural environment in sustainable and appropriate locations
Policy EG5: Promoting a Town Centre First Approach to Retail and Commerce	<ul style="list-style-type: none"> That the last sentence of paragraph 11.37 is amended to read: '... commercial, retail, visitor and leisure hubs'. That the following is added to paragraph 11.44: 'The Council will apply the sequential test set out in paragraph 26 of the NPPF when determining retail applications with a floorspace in excess of 2500 square metres'.
Chapter 12: Stronger Communities	<ul style="list-style-type: none"> Paragraph 12.5 – add after the words Local Plan Strategy will –“strive for a decent quality of life for all residents” and will contribute etc. Paragraph 12.6 – in list of infrastructure amend to read: leisure “and community” facilities.
Policy SC1:	<ul style="list-style-type: none"> In Criterion 2 add the word “community” after leisure. At the end of Criterion 5 add “of local leisure, community and recreation facilities”

Leisure and Recreation	<ul style="list-style-type: none"> In justification - add to end of paragraph 12.9: "The policy covers indoor leisure, community and recreation facilities. Community halls for example can be a focus for indoor recreation such as bowls and exercise classes. Policy SE6 in the Sustainable Environment Chapter covers outdoor open space such as parks and allotments."
Policy SC2: Outdoor Sports Facilities	<ul style="list-style-type: none"> Re-order criteria to aid clarity and accord with paragraphs 73 and 74 of the NPPF: "1. Protect existing outdoor sports facilities, unless: Either a) They are proven to be surplus to need; or b) Improved alternative provision will be created in a location well related to the functional requirements of the relocated use and its existing and future users; And in all cases: c) The proposal would not result in the loss of an area important for its amenity or contribution to the character of the area in general." <p>Add to Criterion 2: ;and iii. "Where they are listed in an action plan in any emerging or subsequently adopted Playing Pitch Strategy, subject to the criteria in the policy."</p> <ul style="list-style-type: none"> Add to justification regarding type and scale of development: "The type and scale of development appropriate to a settlement will depend upon a number of factors: <ul style="list-style-type: none"> The demand and supply factors in relation to the particular outdoor sports being catered for, for example, a combined sports facility catering for local football clubs in an area which may serve a wider area than the adjacent settlement; The classification of the settlement within the settlement hierarchy; The proximity of other settlements and facilities; and Accessibility and infrastructure considerations, for example, traffic impact." Add to justification regarding funding etc: "In terms of the development of appropriate facilities this will be determined through evidence from the Playing Pitch Strategy process, other work with the community and sports bodies to determine a particular club or community's needs. The Council is expected to introduce the Community Infrastructure Levy (CIL) and the balance between what monies are collected between s106 and CIL will be part of this process. The level of contributions will be determined through the s106 and CIL setting agenda." Add cross-reference to SE6: "Policy SE6 in the Sustainable Environment Chapter covers all outdoor open space such as parks, allotments and playing

	fields; open space standards and contributions.”
Policy SC3: Health and Wellbeing	<ul style="list-style-type: none"> • Revise Criterion 3: ".....opportunities for healthy living and improve health and well being through..... " And ".....sufficient open space and other green infrastructure, and sports facilities” • Revise criteria (5) to read: Protecting existing community infrastructure and ensuring the provision of a network of community facilities, providing essential public services, together with private and voluntary sector facilities, to meet the needs of the local community. • Add “and community infrastructure” after care services in paragraph 12.22 • Add to justification: “Any future Cheshire East Council policy on Health Impact Assessments will set out when a HIA is required in relation to new development. This policy (SC3) will then be applied to new development in relation to Criterion 2.”
Policy SC4: Residential Mix	<ul style="list-style-type: none"> • No material change required
Policy SC5: Affordable Homes	<ul style="list-style-type: none"> • Point 1i – remove reference to Local Service Centres • Point 1ii – add reference to Local Service Centres • Insert new paragraph to read ‘The Draft Core Strategy and CIL Viability assessment (2013) noted that greenfield residential development is generally viable at the current time at a 30% affordable housing requirement. The assessment acknowledges challenges however, in respect the viability of brownfield development in meeting the 30% requirement with particular issues around the urban area of Crewe. Point 7 of policy SC5 allows for the viability of schemes to be a key consideration in demonstrating an alternative affordable housing provision alongside an open book viability assessment in order to consider schemes on a case by case basis’
Policy SC6: Rural Exceptions Housing for Local Needs	<ul style="list-style-type: none"> • No material change is proposed to be made to the policy
Policy SC7: Gypsy and Traveller and	<ul style="list-style-type: none"> • Update policy to reflect the outcomes of the Gypsy and Traveller Accommodation Assessment (January 2014) with references to 2007 Gypsy and Traveller Accommodation Assessment removed. • Present the outcomes of the GTAA with an updated picture regarding the number of pitches / plots required up to 2028 and how these figures should be broken down into 5 year timeframes.

Travelling Showpeople	
Chapter 13: Sustainable Environment	<ul style="list-style-type: none"> No material change is proposed to be made to the opening to this section
Policy SE1 Quality of Place and Design	<ul style="list-style-type: none"> Additional wording added to paragraph 13.9 in the justification to include 'boundary treatment and hard surfaces are equally important to successful design. Additional paragraph added 13.10 in relation to landscape character and characteristics of localities. No material changes recommended to the policy wording
Policy SE2: Efficient Use of Land	<ul style="list-style-type: none"> Delete point 2(vi) of policy SE4 and move to a new point 4 of Policy SE2. This is because it relates better to the efficient use of land than landscape. New paragraph added after 13.5 regarding the role of minerals and agriculture in Cheshire East.
Policy SE3: Biodiversity and Geodiversity	<ul style="list-style-type: none"> Paragraph 3: Add "Nature Improvement Areas" to the list of bullet pointed sites listed in this paragraph. Paragraph 4: Add the following additions "and there are no appropriate alternatives" plus "and offsetting", to the text of this paragraph of the policy: "where in exceptional circumstances the reasons for the proposed development clearly outweigh the value of the ecological feature affected and there are no appropriate alternatives, the adverse impacts of the development....." "....appropriate monitoring is undertaken to make sure mitigation, compensation and offsetting is effective" Paragraph 5: Amend the final sentence to read. "....will only be permitted where suitable mitigation and/or compensation is provided to address the adverse impacts of the proposed development".
Policy SE4: The Landscape	<ul style="list-style-type: none"> 13.29 insert: 'further guidance and/or design advice will be published for areas of particular distinctiveness such as the peak district fringe, Alderley Edge sandstone escarpment.'; Point 2(vi) of policy SE4 has been deleted and moved to a new point 4 of Policy SE2. This is because it relates better to the efficient use of land than landscape. Second sentence should refer to Local Landscape <u>Designation</u> Areas.

Policy SE 5: Trees, hedgerows and woodland	<ul style="list-style-type: none"> Add reference to hedgerows and biodiversity to Policy SE5 bullet point 2, and within the preamble and justification of the policy
Policy SE6: Green Infrastructure	<ul style="list-style-type: none"> Criterion 1: Add trees and woodland and wildlife habitats to list of assets. Criterion 3 – add to list “The ecological network of habitats identified in policy SE3”. Add to justification: “Viability considerations will be taken into account with any development proposal especially when applying open space standards.” Add to justification: “Paragraphs 76 and 77 of the NPPF consider Local Green Space designations and set out when they might be appropriate. Local Green Space designations proposed in Neighbourhood Plans can be considered at the Site Allocations stage.”
Policy SE7: The Historic Environment	<ul style="list-style-type: none"> Include reference to veteran trees and ancient woodlands in the supporting text paragraph 13.59. Amend point 3 of the policy to refer to ‘The Council will seek to avoid or minimise conflict between the conservation of a designated heritage asset and any aspect of a development proposal by:’ Reword point 3 iv of policy SE7 as follows: ‘The use of appropriate legal agreements or planning obligations to secure the benefits arising from a development proposal where the loss, in whole or in part, of a heritage asset is accepted.’ In paragraph 13.63 bullet 2 - architecture should be ‘architectural’.
Policy SE8: Renewable and Low Carbon Energy	<ul style="list-style-type: none"> Amend point 2i to read: “The surrounding landscape including natural, built, historic and cultural assets and townscape; including buildings, features, habitats and species of national and local importance and adjoining land uses.”
Policy SE9: Energy Efficient Development	<ul style="list-style-type: none"> No material changes proposed
Minerals and Policy SE10: Sustainable Provision of Minerals	<ul style="list-style-type: none"> Reference to peat and the non support of its extraction in line with NPPF in policy and justification. Reference need to address hydrocarbon development in the Site Allocations Document (as mineral development) in policy justification. The ‘support’ rather than just encouragement the use of alternative methods of transport where practicable in policy. Clarification of the interpretation of ‘conserving’ mineral resources (as referenced in the NPPF) and support provision of suitable alternatives in

	<p>policy and justification</p> <ul style="list-style-type: none"> • Closer alignment to NPPF policy wording on the provision of silica sand in policy and justification. • Closer alignment with the NPPF on acknowledgement that there are other acceptable storage uses for brine cavities in justification. • Expansion of policy concerning mineral safeguarding to better comply with BGS guidance in policy. • Clarification of policy wording concerning safeguarding of minerals infrastructure in justification. • Amendment to policy and supporting text wording concerning restoration to recognise all benefits and that afteruse. • Inclusion in justification of figures and detail on sub-regional/national aggregate apportionment to indicate amount rolled forward beyond the plan period. • Remove restriction to small scale building and roofing stone in policy and justification. • Reference to the safeguarding local building stone in justification.
Waste and Policy SE11: Sustainable Management of Waste	<ul style="list-style-type: none"> • Re-emphasise need to ensure sufficient opportunities for the provision of waste management facilities to meet CE's needs in appropriate locations • Policy justification to add that timetable of Waste DPD will be outlined in the LDS • Policy justification clearer over production of evidence in support of Waste DPD • Reference to the strategic nature of waste planning and recognition of the cross boundary movement of waste with regard to neighbouring authorities
Pollution and Policy SE12: Pollution and Unstable Land	<ul style="list-style-type: none"> • In response to consultee comments, minor amendments should be made to the policy and its supporting justification concerning: • The re-titling of the policy to 'Pollution, Land Contamination and Land Instability' in response to more accurately reflect the policy's scope. • Reference to brine subsidence and statutory duty to consult with the Cheshire Brine Subsidence Compensation Board for all development within certain prescribed consultation areas
Policy SE13: Flood Risk and Water Management	<ul style="list-style-type: none"> • In response to consultee comments, minor amendments should be made to the policy and its supporting justification concerning: • Additional text to policy concerning dispose of surface water via the public sewer systems • The requirements of the Water Framework Directive in relation to River Basin Management Plans. • Reference to the Environment (Water Framework Directive) (England and Wales) Regulations 2003 as key evidence.
Policy SE14: Jodrell Bank	<ul style="list-style-type: none"> • No material changes proposed.

Policy SE15: Peak District National Park Fringe	<ul style="list-style-type: none"> • No material changes proposed.
Chapter 14: Connectivity	<ul style="list-style-type: none"> • No material changes proposed.
Policy CO1: Sustainable Transport and Travel	<ul style="list-style-type: none"> • Add additional point as follows - Point 2 (vi) Supporting measures to introduce safe routes to schools. The following text has been added to justification - Policy Y1 (Travel to Education) of the Local Transport Plan 2011 -2026 states that the Council will work with schools and colleges to enable sustainable travel to education, including appropriate provision for those eligible for free or assisted transport. • Add additional point as follows - Point 2 (vii) Ensuring a selective and ongoing review of speed limits, as appropriate. The following text has been added to the justification - Policy H8 (Road Safety) of the Local Transport Plan states that the Council will improve road safety and take account of vulnerable road users. This includes the consideration of where reduced speed limits would be appropriate (e.g. 20s Plenty Campaign for residential areas) • Add additional text to Point 4 (ib) Supporting the aspiration for re-opening the Sandbach to Northwich railway line to passengers including the opening of a station at Middlewich • Add additional point (point 5) to the policy - Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods. Additional text added to justification - an effective freight network is essential for delivering sustainable economic growth. However roads through residential areas would not be considered appropriate. • Add additional paragraph to the justification section - investment in a high quality public realm linking housing, employment and town and village centres encourages people to walk and cycle and positively manages vehicular access that enables more sustainable patterns of travel. It can also act as a focus and arrival points to key uses and promotes the legibility of towns and villages, encouraging more sustainable lifestyles. • Add additional text to point 2 (ii) - Supporting safe and secure access for mobility and visually impaired persons including mobility scooter users and parents with pushchairs • Add additional point to point 4 (i) - Supporting proposals for rail infrastructure and the provision of rail facilities as appropriate

Policy CO2: Enabling Business Growth Through Infrastructure	<ul style="list-style-type: none"> Point 2 (i) to read 'Supporting schemes outlined in the current infrastructure delivery plan / local transport plan' 14.17 justification to include an additional paragraph and read as follows - A selection of the major highway schemes listed in the Infrastructure Delivery Plan include: <ul style="list-style-type: none"> Improvements to the Crewe Green Roundabout junction and completion of Crewe Green Link Road South Macclesfield Town Centre Movement Strategy Congleton Link Road Poynton Relief Road Middlewich Eastern Bypass Junction improvements on the A51 corridor north of Nantwich Improvements to the A534 corridor in Sandbach, including the M6 and A533 junctions Improvements to the A34 and A555 corridors in Handforth Improvements to the A537/A50 corridor through Knutsford Improvements to the junction of B5077 Crewe Road/B5078 Sandbach Road in Alsager
Policy CO3: Digital Connections	<ul style="list-style-type: none"> No material changes proposed
Policy CO4: Travel Plans and Travel Assessments	<ul style="list-style-type: none"> No material changes proposed
Chapter 15: Core Strategy Sites and Strategic Locations	<ul style="list-style-type: none"> Reference needed within the 15.7 to include the Pre-submission Core Strategy consultation which has informed the final document – Local Plan Strategy.
Crewe	<ul style="list-style-type: none"> New plan, text and heading included within the 'Crewe' overview to highlight the potential impact area of the HS2 proposals.
Strategic Location SL1: Central Crewe	<ul style="list-style-type: none"> Point 5 amended as follows: 'Support for an enhanced cultural offer in particular around the Lyceum Theatre' Point D has been amended as follows: 'New buildings should be of a high design quality and respond to Crewe's Railway heritage and contemporary living. The new development should sensitively retain and incorporate any heritage buildings and/or structures within them'

	<ul style="list-style-type: none"> Point H has been amended as follows: 'Depending on the location within the town, a cultural heritage desk based assessment of the surviving fabric of the 19th Century Railway town and its industrial heritage may be required; proposals should also demonstrate that redevelopment proposals will conserve elements that contribute to Listed Buildings status and their setting' Policy Context: National Policy: Delete reference to paragraph 7 (sustainable development principles) and 17 (planning principles), add paragraphs 100, 101, 102 (flooding). Strategic priorities: add Priority 3: Protecting and enhancing environmental quality. Add: 'Cheshire East Strategic Flood Risk Assessment' to Local Evidence.
Site CS1: Basford East, Crewe	<ul style="list-style-type: none"> Supplement Point 6 to refer to the need for the pedestrian bridge to be suitable for cycle access Replace paragraph 15.37 of the Pre-Submission Core Strategy with updated information regarding the Crewe Green Link Road South as follows: 'The Crewe Green Link Road (South) scheme (CGLRS) is a 1.1km dual-carriageway link running north-south between the Weston Gate roundabout on the A5020 Weston Road and the A500 Hough-Shavington Bypass. The scheme was granted planning permission in October 2011. A revised planning application was progressed through 2012, and this was granted in January 2013. A Compulsory Purchase Order (CPO) for the land required to construct, operate and maintain the scheme was made in January 2013, and a CPO public inquiry was completed in August 2013. The CPO was confirmed in November 2013 with modifications. Construction of the scheme is expected to start in the summer of 2014 to be completed in 2015'. The site plan has been amended to reflect the route of the Crewe Green Link Road South Policy context: add paragraphs 109 and 112 to National Policy, add Priority 3: protecting and enhancing environmental quality to strategic priorities. Add: 'Cheshire East Strategic Flood Risk assessment' to Local Evidence. Criterion 'a'. of Site Specific Principles of Development: change compliment to complement. Criterion 'e' of Site Specific Principles of Development: remove capitalisation from great crested newts
Site CS2: Basford West, Crewe	<ul style="list-style-type: none"> Combine points 3-6 to bullet point list for local centre. Policy Context: National Policy: add paragraphs 109 and 112 to National Policy, add priority 3: protecting and enhancing environmental quality to Strategic Priorities
Site CS3: Leighton West, Crewe	<ul style="list-style-type: none"> Point 2 to read – 'The delivery of around 850 new homes (at a variety of densities)'. Last word of point 4 to read 'including' instead of 'comprising'. Point 4i to read 'Retail appropriate to meet local needs' Point 5 to read 'About 5 hectares of additional employment land will be provided at the southern end of the site, including a science/energy park which could include advanced/automotive engineering and manufacturing'

	<ul style="list-style-type: none"> Point 7 – add to the end of the sentence - ‘and nearby residential areas’ Policy Context box: add paragraph 112 to national Policy, add priority 1: Promoting economic prosperity by creating conditions for business growth, and add priority 3: Protecting and enhancing environmental quality to Strategic Priorities. In Local Evidence, delete last item, and insert: Geothermal Energy Potential: Great Britain and Northern Ireland
Site SL2: Leighton, Crewe	<ul style="list-style-type: none"> Delete reference to Cheshire East Council in paragraph 15.69 (now 15.73) of the Justification. Update Figure 15.6 to indicate the boundaries of the site which will be confirmed in the Site Allocations and Development Policies document. Policy Context: add paragraph 109 to National Policy
Site CS4: Crewe Green, Crewe	<ul style="list-style-type: none"> Point 1 to read – ‘The delivery of around 150 homes.’ Point 4b to read ‘The development of the site will assist in the facilitation and delivery of highway improvements at Crewe Green roundabout’ Additional paragraph added to the Justification to read ‘This site is a key gateway to Crewe. The development of this site will assist in the delivery of improvements to the Crewe Green roundabout which is a key piece of highway infrastructure and is identified in the Infrastructure Delivery Plan which states that the roundabout suffers from peak period delays and includes it within the ‘Physical Infrastructure Delivery Schedule’, with funding sources being developers, Local Transport Plan and Local Enterprise Partnership.’ Policy Context: add paragraph. 109 and 112 to National Policy, add Priority 3: Protecting and enhancing environmental quality to Strategic Priorities
Site CS5: Sydney Road, Crewe	<ul style="list-style-type: none"> Policy context box: delete paragraph 9, insert paragraphs 109, 112 and 117 in national Policy, add priority 3 Protecting and enhancing environmental quality to Strategic Priorities, add priority 5 Ensure a sustainable future to SCS priorities. Add paragraph to justification: The site is subject to a current outline planning application for up to 240 dwellings on the north-western part of the site (13/2055N). The minutes of the Strategic Planning Board held on 9/12/2013 include a resolution to grant permission, subject to a prior legal agreement including highway improvements.
Site SL3: South Cheshire Growth Village	<ul style="list-style-type: none"> Add point’s’ to site specific principles of development: Noise and air quality assessments, if required, relating to the railway and main road passing through or adjoining the site. Reduce allocation to 800 dwellings following clarification of site boundary. Amend paragraph 15.98 to read: This site will be able to take advantage of the interchange planned at Crewe for the current preferred route for the High Speed Rail 2 network. Amend paragraph 15.99 to read: The site has good accessibility to the M6 via the A500, which will be improved by the Crewe Green Link Road. Policy context box: add paragraphs 112 and 117 to National Policy. The site is now a Local Plan Strategy Site (CS37) as it has defined boundaries. Additional text added to the justification, regarding landscaping to the southern boundary of the site.

	<ul style="list-style-type: none"> Additional text added to justification regarding the provision of a safe and secure environment for children to travel to school with an example approach provided.
Site CS6: Shavington/ Wybunbury Triangle	<ul style="list-style-type: none"> Amend paragraph 15.103: planning permission has now been granted. Policy Context box: delete paragraph 18, add paragraph 112 and 117 to National Policy. Site justification wording has been altered to include; - Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).
Site CS7: East Shavington	<ul style="list-style-type: none"> Policy Context box: delete paragraph 18, add paragraphs 100, 112 and 117 to National Policy Site justification wording has been altered to include; - Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).
Macclesfield	<ul style="list-style-type: none"> No material change proposed
Strategic Location SL4: Central Macclesfield	<ul style="list-style-type: none"> Add additional point to policy to encourage opportunities to bring disused and underused buildings back into use. Minor wording to point 16 so that it reads properly (change 'or' to 'on') Add sentence to paragraph 15:129 (now 15.137): 'The need to safeguard and enhance the River Bollin corridor will be an important consideration.' Policy context box: add paragraphs 109, 126, 132 and 137 to National Policy. Add Macclesfield Conservation Area Appraisal and Cheshire East Strategic Flood Risk assessment to Local Evidence.
Site CS8: South Macclesfield Development Area	<ul style="list-style-type: none"> Reduce the number of dwellings to be provided from 1100 to 1050 and amend phasing information accordingly Policy context box: add paragraphs 109, 112, 117 and 120 to National Policy. Add reference to requirement for site specific flood risk assessment to the Site Specific Principles of Development Add clarification to the retail elements of the policy including that the floorspace figure refers to the net sales area (rather than gross internal area) Add additional explanation to set out evidence and justification for the retail element of the scheme
Site CS9:Fence Avenue, Macclesfield	<ul style="list-style-type: none"> Development will focus on the School curtilage (which includes the sports fields) An area adjacent to canal will be retained as open space (which will limit any impact of development on the Conservation Areas and ASCV) Remove reference in the 'Site Specific Principles of Development' section of

	<p>the plan re retaining “other existing school buildings”. The only building to be retained will be the main School building</p> <ul style="list-style-type: none"> • Bullet point ‘1’ amended to refer to “around 250 new homes” • Policy Context box: add paragraphs. 74, 109, 126, 132 and 137 to National Policy, add: Cheshire East: Local Landscape Designation Study (2013), Macclesfield Canal Conservation Area: Appraisal and Management Proposals (2009), Buxton Road Macclesfield Conservation Area appraisal to Local Evidence.
Site CS10: Land Between Congleton Road and Chelford Road	<ul style="list-style-type: none"> • Increase the site area to accommodate 300 new dwellings • Addition of requirement for a landscaped buffer between any development and the rear of properties on Hillcrest Road. • Policy Context: add paragraphs 109, 112, 117 and 120 to National Policy
Site CS11: Gaw End Lane, Macclesfield	<ul style="list-style-type: none"> • The Council Depot is to be removed from the site (though this will still be taken out of the Green Belt to be used as Employment Land). Hence, the site plan will be amended accordingly • The site is to be used solely for housing, around 150 dwellings (i.e. no employment land within the amended site area). Therefore, any references to Employment removed from this section, i.e.: i) sentence “potential exists for development proposals to incorporate the existing Cheshire East Council depot into a future scheme...” removed; ii) Local Evidence ref to ‘Employment Land Review’ deleted; iii) ref to “promoting economic prosperity by creating conditions for business growth” deleted from ‘strategic priorities’ refs; iv) ref to SCS priority 2 – ‘create conditions for business growth’ – deleted. • Refs to National Policy (‘Policy Context’) add paragraphs: 109, 112, 117, 126, 132 and 137.
Alsager	<ul style="list-style-type: none"> • No material alterations proposed.
Strategic Location SL5: White Moss Quarry	<ul style="list-style-type: none"> • Reduce size of Strategic Location on maps • State that proposed development will be focused on the south eastern part of this location allowing for the wider existing worked areas to be effectively restored. • Reduce the number of dwellings that the Strategic Location would be expected to provide from 750 to 350 • Deletion of the provision up to 1000 metres squares (including convenience) and replacement with appropriate retail provision to meet local needs. • Amend to the provision of a small scale community facility • Remove provision of new pedestrian footbridge • Add the expectation for development proposals to fully assess and mitigate any potential adverse impacts of development in line policy requirements of Policy SE12 to the Site Specific Principles of Development

	<ul style="list-style-type: none"> • Refer to the provision of Green Infrastructure in the Site Specific Principles of Development • Remove requirement to provide bridge to replace existing Radway Green Level crossing • Remove references to supporting economic growth of Crewe • Add reference to the granting of outline planning consent at adjacent site to the east of the Strategic Location • Remove reference to potential capacity for 900 homes • Amend indicative site delivery from 375 homes in the middle and 375 in the end of the Plan period to 175 • Policy context: add paragraphs 100, 117, 120 and 143 to National Policy • Site justification wording has been altered to include; - Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).
Site CS12: Twyfords and Cardway, Alsager	<ul style="list-style-type: none"> • Remove existing bullet point 'b' (Site Specific Principles of Development) from the Plan • Insert a bullet point under 'Site Specific Principles of Development' stating that the existing open space on the Cardway site will be retained (not built on) and improved. • Policy Context box: delete paragraphs. 7 and 19, insert paragraphs 110, 120 and 126 from National Policy. Add priority 6: Prepare for an increasingly older population in SCS priorities.
Site CS13: Former MMU Campus, Alsager	<ul style="list-style-type: none"> • Policy Context box: delete paragraph 7, insert paragraph 110 to National Policy. Insert priority 6: Prepare for an increasingly older population in SCS priorities. • Site justification wording has been altered to include; - Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).
Site CS14: Radway Green Brownfield, Alsager	<ul style="list-style-type: none"> • Include an additional requirement for a desk based archaeological assessment to assess whether there are any original buildings and structures which require preservation or recording. • Policy Context box: delete paragraph 7, insert paragraph 110 to National Policy. • Site justification wording has been altered to include; - Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).

Site CS15: Radway Green Extension, Alsager	<ul style="list-style-type: none"> No material changes are proposed to the policy wording however the allocation of this site will require an adjustment to the Green Belt boundary. However, it is intended that the Site Allocations and Development Policies document will review the detailed Green Belt boundary to the south west of the existing Radway Green area to include this area within the Green Belt. Policy Context box: delete paragraph 7, insert paragraphs 83, 110, 120 and 126 in National Policy.
Congleton	<ul style="list-style-type: none"> The introduction to the Congleton section to be updated to reflect progress on the Congleton Link Road and the consultation on route options. The explanatory text, figures and maps to be updated as appropriate. Add text to this section to note that the preferred route of the Congleton Link Road will form the northern boundary for the strategic locations at Back Lane / Radnor Park, Congleton Business Park and Giantswood Lane to Manchester Road Strategic Locations.
Strategic Location SL6: Back Lane / Radnor Park, Congleton	<ul style="list-style-type: none"> Point 3 amended as follows: 'the delivery of 10 hectares of employment land adjacent to Radnor Park Trading Estate' Point J added to 'Future masterplanning should have reference to the River Dane Site of Biological Importance and Ancient Woodland'. Point K added to 'Future development should also have consideration to Policy SE14 (Jodrell Bank)' Paragraph 15.217 has been amended to read 'the preferred route of the Congleton Link Road will form the northern boundary for the site'. Paragraph 15.218 from the Pre-Submission Core Strategy – 'Additional development land beyond the plan period will be identified in the Site Allocation and Development Policies document for 500 dwellings' has been deleted from the policy alongside reference in the indicative site delivery section. Reference to Planning application 13/2746C relating to land between Black Firs Lane, Chelford Road and Holmes Chapel Road, for the erection of up to 180 dwellings, public open space, green infrastructure and associated works has been submitted on a section of the Strategic Location has been added to the site justification for this policy. Point B amended as follows: 'The provision of a network of open spaces for nature conservation and recreation, including access to and enhancement of the River Dane Corridor'. Policy Context box: add paragraphs 109, 112 and 117 to National Policy. Add Priority 3: Protecting and enhancing environmental quality to Strategic Priorities. Add Cheshire East Strategic Flood Risk Assessment to Local Evidence
Strategic Location SL7: Congleton Business Park	<ul style="list-style-type: none"> Point 3 - The delivery of 10 hectares of land for employment and commercial uses adjacent to Congleton Business Park; Additional point J Future masterplanning should have reference to the River Dane Site of Biological Importance and Ancient Woodland. Additional point K -Future development should also have consideration to Policy SE14 (Jodrell Bank)

Extension	<ul style="list-style-type: none"> Removal of reference to additional land being allocated beyond the plan period presented in the indicative site delivery section Policy Context box: add paragraphs 109, 112 and 117 to National Policy. Add Priority 3: Protecting and enhancing environmental quality to Strategic Priorities. Add Cheshire East Strategic Flood Risk Assessment to Local Evidence.
Site CS16: Giantswood Lane South, Congleton	<ul style="list-style-type: none"> Additional point 'J' added: Future masterplanning should consider the use of SuDs to manage surface run off from the site Additional Point 'K' added: A desk-based archaeological assessment should be undertaken, with appropriate mitigation, if required Additional Point I added: Future development should also have consideration to Policy SE14 (Jodrell Bank) Additional point m added: contributions to education and health infrastructure. Policy Context box: add paragraphs 50, 112 and 117 to National Policy, add Priority 3: Protecting and enhancing environmental quality to Strategic Priorities.
Strategic Location SL8: Giantswood Lane to Manchester Road, Congleton	<ul style="list-style-type: none"> Additional point i added: requirement for affordable housing. Additional point j added: Future development should also have consideration to Policy SE14 (Jodrell Bank) Additional point k added: Future masterplanning should consider the use of SuDS to manage surface run off from the site Additional Point I added: A desk-based archaeological assessment should be undertaken, with appropriate mitigation, if required Policy context box: add paragraphs 100, 109, 112 and 117 to National Policy, add priority 3: Protecting and enhancing environmental quality to Strategic Priorities.
Site CS17: Manchester Road to Macclesfield Road, Congleton	<ul style="list-style-type: none"> Additional point 'J' added: requirement for affordable housing Additional point k added: Future masterplanning should consider the use of SuDS to manage surface run off from the site Additional Point 'I' added: A desk-based archaeological assessment should be undertaken, with appropriate mitigation, if required Additional point 'm' added: Development proposals should positively address and mitigate any impacts on the adjacent Cranberry Moss Policy Context box: add paragraphs 100 and 112 to National Policy, add Priority 3: Protecting and enhancing environmental quality to Strategic Priorities.
Handforth	<ul style="list-style-type: none"> No material changes proposed
Knutsford	<ul style="list-style-type: none"> Figure 15.31 has been proposed to be amended to include Booths Hall as a Strategic Employment Area within the Green Belt and changes are proposed to be made to the boundaries, extent and use proposed at the North West Knutsford Site.
Site CS 18:North	<ul style="list-style-type: none"> 5 hectares of employment land removed and reallocated as safeguarded land Reference to small scale retail changed to 'appropriate retail provision to meet

West Knutsford	<p>local needs'</p> <ul style="list-style-type: none"> Remove the 20 hectares of safeguarded land south of Tabley Road and retain its Green Belt status. Reduction in the northern most extent of the protected open space (0.75 of an acre) to the south of Tabley Road to reflect the extent of the proposed housing land and the removal of the safeguarded land. Paragraph 15.250 amended to read: 'As with all new development, any ecological constraints should be considered and respected, and where necessary the proposal should provide appropriate mitigation.' Policy Context box: references to paragraphs 7, 17 and 19 of the NPPF proposed to be deleted. Paragraphs 72 and 117 proposed to be added to the policy context box to reflect the NPPF. An additional Priority 3 added to the policy context box: Protecting and enhancing environmental quality to Strategic Priorities Additional paragraph added to site justification as follows: - 'Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).'
Site CS19: Parkgate extension, Knutsford	<ul style="list-style-type: none"> The number of houses proposed has been reduced from 250 to 200 due to the need to allow more land for acoustic mitigation from the adjacent industrial site. There are currently planning applications for housing and employment already being considered. <i>Para 15.259</i> – last sentence amended to read 'There is a waste water treatment plant on the eastern boundary of the proposed employment site with the Birkin Brook.' <i>Para 15.264</i> – additional text added to paragraph to read 'The floodplain of the Birkin Brook must be excluded from development'. Policy context box has been amended to update references to the NPPF and an additional Priority 3 'Protecting and enhancing environmental quality to Strategic Priorities' Additional reference to evidence base added to the policy context box – Strategic Flood Risk Assessment Additional paragraph added to site justification to read as follows: Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).
Middlewich	<ul style="list-style-type: none"> Figure 15.34 has been amended to show the Borough boundary, route of Middlewich Eastern Bypass, existing Strategic Employment Area and Committed Strategic Sites.

Site CS20: Glebe Farm, Middlewich	<ul style="list-style-type: none"> • The boundary of site is to be expanded to west to meet Warmingham Lane. • Add to end of paragraph 15.272: To the east of the site on the other side of Booth Lane lies the Trent and Mersey Canal conservation area, which also includes the listed Rumps locks. • Add criteria h and i to site specific principles of development: H: The Local Plan Strategy Site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes). I: The development proposals adjoining the Trent and Mersey Canal Conservation Area and associated listed buildings must reflect the location and be of a high standard. • Policy Context box: add paragraphs 112, 117 and 126 to National Policy, add priority 3: protecting and enhancing environmental quality to Strategic Priorities.
Strategic Location SL9: Brooks Lane, Middlewich	<ul style="list-style-type: none"> • Add to paragraph 15.278: There is potential to expand the site into the salt lagoons in the future. • Add to point b of Site Specific Principles of Development: The development proposals adjoining the Trent and Mersey Canal Conservation Area and associated listed buildings must reflect the location and be of a high standard. • Policy Context: delete paragraphs 20 and 156, insert paragraphs 110, 117 and 127 in National Policy. Add Priority 3: Promoting and enhancing environmental quality to Strategic priorities.
Strategic Location SL10: Midpoint 18 Extension, Middlewich	<ul style="list-style-type: none"> • Minor alteration to justification - insert reference to Midpoint 18 as strategic employment site • Corrections 15.286: • Change 'importance' to 'important', and between by pass and enhance, insert 'and'. • Amend point d of site specific principles of development: 'Future development should safeguard the river Croco and other watercourses and deliver significant ecological mitigation areas for protected and priority species and habitats on site; and' • Policy Context: delete paragraph 156, insert paragraphs 100 and 112 in National Policy. Add Cheshire East Strategic Flood Risk Assessment to Local Evidence
Nantwich	<ul style="list-style-type: none"> • The Local Plan Strategy recognises that Nantwich is a Key Service Centre and the allocation of sites is in accordance with the Strategy. The current planning application for Kingsley Fields (CS21) includes employment areas and a site for a school and will create a balanced development enhancing local facilities. • No material changes proposed
Site CS21: Kingsley Fields, Nantwich	<ul style="list-style-type: none"> • The wording of the schools contributions criteria may be revised following clarification of the section 106 agreement for the current application. • Amend site boundary to include land south and east of Holly Farm to conform to application 13/2471N boundary. • Amendments relating to conservation issues: • Point f of site specific principles of development: end of sentence to read: 'and upon Reaseheath Conservation Area.'

	<ul style="list-style-type: none"> Paragraph 15.295. Immediately to the west of the site lies the Nantwich Civil War battlefield, included on English Heritage's Register of Battlefields. The northern part of the allocated site includes part of Reaseheath Conservation Area. These heritage assets will be protected and enhanced through appropriate landscaping, design and heritage assessments. The part of the allocated site within Reaseheath Conservation Area is not affected by the current planning application (except for part of the A51 diversion scheme). Any development proposals within the Conservation Area must be of a very high standard, reflecting their location. End of Point 2 changed to 'including' instead of 'comprising of'. Policy Context box: add paragraphs 109, 112, 117 and 126 to National Policy, add priority 3: Protecting and enhancing environmental quality to Strategic Priorities. Add 'Cheshire East Strategic Flood Risk Assessment' to Local Evidence.
Site CS22: Stapeley Water Gardens, Nantwich	<ul style="list-style-type: none"> Removal of references to employment land in paragraph 15.300 Change to Figure 15.40 to reflect status of adjoining site as a committed site Policy Context box: delete paragraphs 7 and 19, insert paragraphs 109, 112 and 117 in National Policy, delete priority 1 and insert Priority 3: Protecting and enhancing environmental quality in Strategic Priorities, delete priority 2 in SCS Priorities. Site justification wording has been altered to include; - Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during any future planning application process on this site as part of sustainable development proposals and their proximity to European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).
Site CS23: Snow Hill, Nantwich	<ul style="list-style-type: none"> Additional point 'n' added – 'Proposals should consider impacts of development on the Listed 'Nantwich Bridge' and it's setting'. Additional point 'o' added – 'Proposals should include an assessment of the contribution the area makes to the setting of the adjacent Conservation Area, including views of the Conservation Area'. Additional point 'p' added – 'Investigate the potential of contamination on the site on the former gasworks area' Additional point 'q' added – 'New development will be expected to respect any flooding constraints on the site and where necessary provide appropriate mitigation' Conference Venue added to hotel reference Policy Context: delete paragraph 18, insert paragraphs 100, 110, 120 and 126 in National Policy, and insert Priority 3: Protecting and enhancing environmental quality in Strategic Priorities. Add 'Cheshire East Strategic Flood Risk Assessment' to Local Evidence. Text has been added "Retention of the floodplain of the River Weaver; a large area of the site lies within the floodplain of the River Weaver which needs to be protected from development."

Poynton	<ul style="list-style-type: none"> Figure 15.42 has been amended to show more detail about the route of the Poynton Relief Road which will be reflected further at the site allocations stage. Amendments to the Green Belt will be quantified at the site allocations stage along with and any safeguarded land required.
Sandbach	<ul style="list-style-type: none"> Reduction of housing numbers at the Capricorn site to 200. No additional housing proposed within the Sandbach area given the level of development which has been approved on 'committed sites' in the recent past. Area of safeguarded land to be allocated around Junction 17 of the M6 to allow for future improvements to the Junction.
Site CS24: Land adjacent to J17 of M6, South East of Congleton Road, Sandbach	<ul style="list-style-type: none"> An area of land around Junction 17 of the M6 motorway is to be safeguarded for future improvements to the junction. Number of dwellings planned for the site should be reduced down to 200 and is to be implemented at the same time as the infrastructure improvements, such as 'constructing a bridge over the brook'. Phasing of residential development removed. All development to come forward in early part of development plan. Policy Context box: add paragraphs 100, 112 and 117 to National Policy, add priority 1 Promote economic prosperity and Priority 3 Protecting and enhancing environmental quality to Strategic Priorities, add priority 2 Create conditions for business growth to SCS Priorities. Add: 'Cheshire East Strategic Flood Risk Assessment' to local evidence
Wilmslow	<ul style="list-style-type: none"> Representations regarding strategic sites have been included in appropriate sections. Changes to the Wilmslow map reflect this.
Site CS25: Adlington Road, Wilmslow	<ul style="list-style-type: none"> This site should be retained. To better reflect the surrounding area, the density of development should be decreased by lowering the overall number of new dwellings proposed from 225 to approximately 200. This would also be more consistent with the number proposed in the recent planning application. The indicative site delivery (phasing) should be amended so that 175 homes are expected in the early part of the plan period with 25 expected during the middle part. 'Negate' changed to 'mitigate' 4th paragraph of justification. Policy Context box: delete paragraphs 7 and 20, insert paragraphs 109, 112 and 117 in National Policy.
Site CS26: Royal London, Wilmslow	<ul style="list-style-type: none"> This site should be retained in the Plan. To better reflect the amount of land required to deliver the employment floorspace envisaged, increase the amount of employment land as indicated in Appendix A has been from 2 ha to 5 ha. Add a specific reference to the provision of additional playing fields for Wilmslow High School Add a specific reference to the preparation of a site specific flood risk assessment to support any development proposals Include The Coach House within the boundary of the Royal London site to be removed from the Green Belt Add reference to respecting the setting of listed buildings on site including Fulshaw Hall

	<ul style="list-style-type: none"> • Reword point A of Site Specific Principles of Development to tie delivery of housing to the provision of a serviced site for employment • Policy Context box: Delete paragraph 7, insert paragraphs 85, 109 and 117 in National Policy, add priority 7. Drive out the causes of poor health to SCS Priorities. • Add: 'Cheshire East Strategic Flood Risk Assessment' to Local Evidence.
Site CS27: Wilmslow Business Park	<ul style="list-style-type: none"> • Change plan to show designation of northern area of the site to be safeguarded for education use. • Reduction in area of business use • Add new paragraph after 15.358 to include the retention of the existing educational use to the north of the site. • Include '2. Retain and improve the educational use of the allocation' • Include 'where applicable' to section 'd' of the site specific principles of development. • Within the justification paragraph 15.364 add 'the southern part of the site' • Within the justification paragraph 15.369 add to the end 'and the educational use to the north'. • Policy Context box: Delete paragraphs 7 and 120, insert paragraphs. 74, 85, 112 and 117 in National Policy.
Site CS28: Wardle Employment Opportunity Area	<ul style="list-style-type: none"> • Amend boundary of allocated site to correspond with the planning application site boundary. • Change point 2 of CS28 policy: Intensification of employment and ancillary uses within the area including B1(C Light Industry), B2 and B8 uses, of an appropriate scale, design and character and in accordance with an acceptable Masterplan. • Point 3. Re-number sub-headings in Roman numerals and delete 'and to separate' from point 3i (duplication). • Amend point 3v: Compliance with a habitat creation and management plan including mitigation for protected species. • Amend last sentence of 15.372 for readability. • Amend second sentence of paragraph 15.374: The Masterplan will ensure that an appropriate landscape-driven employment park is achieved, in keeping with the character of the surrounding area. • Policy Context box: add paragraphs 117 and 126 to National Policy, add priority 3: Protecting and enhancing environmental quality to Strategic Priorities.
Site CS29: Alderley Park Opportunity Site	<ul style="list-style-type: none"> • A new footnote has been inserted to state: 'The life sciences industry is defined by the application of Biology, covering medical devices, medical diagnostics and pharmaceuticals, through to synthetic and industrial biotechnology. (Strategy for UK Life Sciences, March 2012, Department for Business Innovation and Skills).' • Policy re-written to clarify purpose of development on site and specify conditions under which residential development may be acceptable. • Text inserted into justification at 15.378 for further clarity: 'The Council and AstraZeneca have a shared aspiration that the site should evolve from a single occupier site to a 'cluster' of life science businesses with a particular focus on human health science research and development, technologies and

	<p>processes.'</p> <ul style="list-style-type: none"> Text inserted into justification at 15.379 for further clarity: 'and not prejudicial to its longer term growth, or complimentary to the life science park and not prejudicial to its establishment or growth.' For clarity and accuracy the Policy Context section has been updated: 'National Policy' now includes paragraph 126 of NPPF. Priority 3 in Strategic Priorities corrected to read priority 2; Priority 3 added to include 'Protecting and enhancing environmental quality'.
Site CS30: North Cheshire Growth Village	<ul style="list-style-type: none"> Alterations to point 2 within CS30 policy box: 12 hectares replaced with 'up to 12 hectares'. Alterations to point 1: Housing figure reduced to 1650 new homes. Delete following reference to densities "at densities between approximately 25 dwellings per hectare and approximately 30 dwellings per hectare". Alterations to point 5; insert: 'Part of the open space requirements to serve this development could, in principle, be accommodated within the adjacent Green Belt areas; Point 3: change 'comprising' delete and replace with 'potentially including'. Policy Context: add paragraphs 74, 85, 100, 112, 117 and 126 to National Policy, correction- Priority 3 in Strategic Priorities should read priority 2, add priority 3: Protecting and enhancing environmental quality to Strategic Priorities. Site boundaries have been changed to clarify the committed site west of the A34, identify areas to be retained as Green Belt and clarify the extent of safeguarded land to be allocated.
Committed Strategic Sites	<ul style="list-style-type: none"> Update list of committed sites to 31st December 2013.
Safeguarded Land	<ul style="list-style-type: none"> No material change proposed
Site CS31: (Safeguarded) Gaw End Lane, Macclesfield	<ul style="list-style-type: none"> Policy Context: delete paragraphs 7 and 17 from National Policy
Site CS32: (Safeguarded) Land Between Congleton Road	<ul style="list-style-type: none"> Level of safeguarded land has been reduced from 135ha to 45.5. Pre-amble amended to reflect new site boundaries. Name of site changed from 'Land between Congleton Road and Chelford Road, Macclesfield' to 'South West Macclesfield'. Policy Context: delete paragraphs 7 and 17 from National Policy

and Chelford Road, Macclesfield	
Site CS33: (Safeguarded) North West Knutsford	<ul style="list-style-type: none"> • 20 hectares of safeguarded land south of Tabley Road has been removed and retained as Green Belt. • The five hectares of land to the north of Tabley Road has been re-designated as safeguarded land giving a total area of safeguarded land in North West Knutsford to 25.1 hectares. • Policy Context: delete paragraphs 7 and 17 from National Policy
Site SC34: (Safeguarded) North Cheshire Growth Village, Handforth East	<ul style="list-style-type: none"> • Policy Context: delete paragraphs 7 and 17 from National Policy
Site CS35: (Safeguarded): Prestbury Road, Wilmslow	<ul style="list-style-type: none"> • Reduce level of safeguarded land • Policy Context: delete paragraphs 7 and 17 from National Policy
Site CS36: (Safeguarded) Upcast Lane, Wilmslow	<ul style="list-style-type: none"> • Reduce extent of safeguarded land by deleting area of site to the south-west.
Chapter 16 – Monitoring and Implementation	<ul style="list-style-type: none"> • Change to E4 to include aggregates and silica sand into the target to be monitored.
Chapter 17: Glossary	<ul style="list-style-type: none"> • Minor amendments made to clarify certain definitions.
Appendix A: Housing Growth	<ul style="list-style-type: none"> • Housing figures have been revised to more accurately reflect commitments, completions and anticipated site delivery

and Distribution	
Appendix A: Employment Land Growth and Distribution	<ul style="list-style-type: none"> • Employment figures have been revised to more accurately reflect supply, completions and anticipated site delivery.
Appendix B: Saved Policies	<ul style="list-style-type: none"> • This section has been revised to reflect the policies contained in the Local Plan Strategy document
Appendix C: Car Parking Standards	<ul style="list-style-type: none"> • Table C.4 – clarify that the size and layout of standard parking bays also applies to residential developments • For clarification add theatres under sui generis as an example • Amend table C.3 – cinemas are D2, theatres sui generis – replace with concert halls • Correct the dimensions of disabled parking bays to reflect the fact that a standard bay is 2.5m wide (not 2.4m wide)
Appendix D: Evidence and links	<ul style="list-style-type: none"> • Minor updates to the list.
Appendix E: Housing Trajectory	<ul style="list-style-type: none"> • It is recommended that a revised Housing Trajectory, as set out in Appendix E of the <i>Submission Version</i> be approved pending the preparation of a new SHLAA with a base date of 31st March, 2014. • For clarity, add, at the end of paragraph E.2, 'It takes into account completions, and thereby captures the resulting shortfall, or surplus, spreading this over the remainder of the plan period.'
Appendix G: Evolution of the Core Strategy	<ul style="list-style-type: none"> • No material change required
Appendix H: Partners and Initiatives	<ul style="list-style-type: none"> • Additional text added - The Visitor Economy Strategy is a strategically important component of the Council's economic development priorities. It is an important contributor to the economy of Cheshire East, contributing to local quality of life, and has a positive impact on decisions over business location and individual choices over where to live and work. The strategic framework outlines some of the issues and priorities that the Council must consider and resource, the opportunities to align the needs of residents and visitors and a model for partnership working to help realise the potential of Visitor Economy in Cheshire East. The outcome targets we seek to achieve are: Develop a

	<p>Visitor Economy with a value of £818m by 2015 Increase jobs directly related to the Visitor Economy by around 1271 over the same period Increase visitor numbers to Tatton to 1m by 2015. Increase the number of businesses achieving quality accreditation.</p>
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A Consultation Responses to the Habitats Regulations Assessment for the Pre-Submission Core Strategy

A.1 Public Consultation

Organisation	ID	S/O/C	Comment	Summary	Response/Action
	HRAPRE-2	Object	The Habitats regulation Assessment has not taken into account Areas Of Specific County Value and the damage to wildlife and their habitat. Taking into account only the European Sites is not in my opinion carrying out a full Habitats Regulation Assessment. It is therefore a flawed HR Assessment. Merely serving the purpose of enabling development where ever CEC wishes and not the local wildlife.		Habitats Regulations Assessment (HRA) is required under the European Directive 92/43/EEC on the "conservation of natural habitats and wild fauna and flora" for plans that may have an impact on European Sites. HRA under the directive applies only to European Sites. Other designated nature conservation sites and areas of high biodiversity value are considered within the Local Plan Strategy document (Policy SE3 and within the Site Specific Principles of Development for strategic sites and locations.
	HRAPRE-5	Object	Another pointless, superficial paper exercise that takes little or no account of local habitats and wildlife. It is meaningless and provides no potential protection. Obviously a box ticking exercise.		
	HRAPRE-7	Object	We have destroyed enough of our natural heritage already, taking no serious account of the further damage this reckless plan will cause to our biodiversity.		
	HRAPRE-9	Comment only	At the time of the previous consultation on the CELP, given the similarity between the two authorities' local plan timetables and the Habitats Regulations Assessment (HRA) processes, Cheshire West and Chester welcomed the opportunity to jointly review the outcome of these assessment processes. CWAC have made HRA consultants aware of CE document which have been taken into account in the preparation of the	Both authorities must continue make each other aware of findings in each others HRA documents.	CWAC HRA documents to be taken into account when produced and as Local Plan develops.

Organisation	ID	S/O/C	Comment	Summary	Response/Action
			HRA for the Publication Draft Plan. Both authorities must continue make each other aware of findings in each others HRA documents.		
	HRAPRE-10	Object	This section is at such a macro level that it fundamentally overlooks key habitat issues if they are NOT directly linked to European recognised sites. Cheshire will be effectively devastated by the absolute lack of local governance and protection of habitat.		Habitats Regulations Assessment (HRA) is required under the European Directive 92/43/EEC on the "conservation of natural habitats and wild fauna and flora" for plans that may have an impact on European Sites. HRA under the directive applies only to European Sites. Other designated nature conservation sites and areas of high biodiversity value are considered within the Local Plan Strategy document (Policy SE3 and within the Site Specific Principles of Development for strategic sites and locations.
	HRAPRE-6	Object	This whole document is of little value or relevance to Cheshire East. It looks like a form filling/box ticking exercise and adds nothing for the residents of CE. It is in no way an assessment of the habitats in CE.		
	HRAPRE-3	Comment only	I am sorry but as there is too much information to read I cannot do this on a computer screen. This should have been sent out to people as a paper copy		n/a
	HRAPRE-11	Object	I am frustrated by the lack of time given to respond to this document and other associated documents. I have raised objections and made comment in sections in a number of associated documents about Poynton being designated as a Key Service Centre. I have asked for this designation to be challenged. Table 4.2 in this Habitat document refers to a small number of sites for development that will	Consistency required in statements relating to the need for land to be taken out of existing greenbelt surrounding Poynton	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

Organisation	ID	S/O/C	Comment	Summary	Response/Action
			need to identified in the Site Allocations Document. More detail about the amount of land involved (ha) should be added so that statements about Poynton needing more land to be taken out of existing greenbelt are consistent throughout all Local Plan documents.		however, that these sites are still likely to require small amendments to the Green Belt including the provision of Safeguarded Land.
	HRAPRE-8	Object	This assessment takes only the European Sites into account. This omits the local SBI's, SSI's, protected woodlands, etc.. It is NOT a full Habitats Regulation Assessment. Consequently it is flawed and merely serves to enable development wherever. Offers NO PROTECTION whatsoever to local wildlife and habitats. This looks very like a box ticking exercise for the eventual submission to the Inspectorate.	This assessment takes only the European Sites into account. This omits the local SBI's, SSI's, protected woodlands, etc.. It is NOT a full Habitats Regulation Assessment.	Habitats Regulations Assessment (HRA) is required under the European Directive 92/43/EEC on the "conservation of natural habitats and wild fauna and flora" for plans that may have an impact on European Sites.
	HRAPRE-4	Comment only	In the Habitat sections where we expected to find these, and in the Environment section of Local Plan Research and Evidence, it appears that only sites covered by European law are considered, ie. high quality undisturbed nature sites (eg. the only ones on the map near Sandbach are Bagmere and Oakhanger). Even for a prime nature site like Sandbach Flashes we had to look in Landscape Character Assessment (where the birdlife got relatively little mention). Local nature sites to the town like Brook Wood appear only in the Sandbach section of the Open Spaces assessment (Open space? What happened to their habitat value?) This is at http://www.cheshireeast.gov.uk/pdf/2012-02-03%20Sandbach%20OS%20Report.pdf pages 4-5, and map http://www.cheshireeast.gov.uk/pdf/Sandbach.pdf	Need to consider locally-designated sites as well as European-designated sites	HRA under the directive applies only to European Sites. Other designated nature conservation sites and areas of high biodiversity value are considered within the Local Plan Strategy document (Policy SE3 and within the Site Specific Principles of Development for strategic sites and locations.

A.2 Natural England Consultation

Comment	Response/Action
Natural England	
<p>Section 6.3.3 sets out impacts on the European sites hydrological pathways. Natural England's previous response (reference 65170) requested that there should be reference to ground water. This section refers to water discharges and water abstraction; it should also refer to ground water. As previously explained there are likely to be impacts on groundwater quality and quantity. Anything that will increase nutrient levels will have an impact including road run off, effluent discharge, the types of building material used and impacts on ground water (water quality and flows).</p>	<p>More reference to groundwater has been added to section 6.3.3 of the Local Plan Strategy Habitats Regulations Assessment Report</p>
<p>Deterioration in Water Quality The justification provided in respect of potential water quality impacts being screened as having no likely significant effect is considered to be insufficient for:</p> <ul style="list-style-type: none"> • Midland Meres and Mosses Phase 1 Ramsar • Midland Meres and Mosses Phase 2 Ramsar • Rostherne Mere <p>The HRA suggests Policy SE 13 from the Core Strategy as mitigation to avoid adverse impacts on the integrity of the above sites. This policy states that developments will integrate measures for sustainable water management, including appropriate SUDS to manage surface water, and enhance and protect water quality. It however does not deal with the impacts from development on ground water and impacts on the sewage system. Section 6.3.3 of the HRA clearly sets out that development can potentially have adverse impacts on the integrity of European designated sites through both water abstraction i.e. new developments increasing the demand for water and subsequently affecting water flow, quality and levels and via water discharges i.e. new developments resulting in an increase in discharges to water via foul and surface water/storm water drainage (flood risk). Therefore, with respect to the European sites listed above, there is the potential for effects to occur as a result of increased water abstraction and further demand of discharge infrastructure. Natural England offers the following response with regards to avoiding adverse impacts on the integrity of European sites owing to hydrological impacts. Discharge of wastewater by the sewerage undertaker is licensed by the Environment Agency, who is also a competent authority under the Habitats</p>	<p>Additional justification has been added to Tables 6-2, 6-3 and 6-4 of the Local Plan Strategy Habitats Regulations Assessment with regards to wastewater infrastructure capacity and meeting future needs.</p>

Comment	Response/Action
<p>Regulations. As such, whilst the avoidance of adverse effects on European sites is a result of such discharge consents is principally the responsibility of the Environment Agency, the HRA must recognise that the consenting and management options available to Environment Agency are limited both by capacity within existing infrastructure and the existing pollutant levels in the receiving environment. Sewerage undertakers have a duty to accept wastewater from new development, when connection to the mains sewer system is viable.; There may be tension within the HRA if it assumes either that the sewerage undertaker can simply accept any associated increases in wastewater irrespective of limitations in capacity, or that such capacity issues can simply be resolved by EA consenting options which avoid adverse effects on European sites.</p> <p>A sewerage undertaker has a general duty under section 94 of the Water Industry Act 1991 to effectually drain the area. To this end, if additional capacity is required in the existing systems they are legally obliged to provide it through their normal funding mechanisms. Following the Barratt Homes Ltd v Dwr Cymru Welsh Water case¹¹, the law has been clarified such that this general duty extends to sewerage systems as well as sewage treatment works.</p> <p>The purpose of the HRA of the Core Strategy is to ensure that the allocation of housing is done in such a way as to ensure that there are viable options available to both Environment Agency and the sewerage undertaker to meet wastewater drainage demands without adverse effects on the integrity of any European sites. It is the opinion of Natural England that this does not appear to be evidenced with the HRA. If permitting options which avoid adverse effects upon the European sites (at each of the works which will receive the wastewater from planned new development) are not available to the Environment Agency then some of the allocations within the Local Plan may be undeliverable with associated risks for the Council. This issues therefore has an effect on the soundness of the plan under the 'effectiveness' test.</p> <p>We would strongly recommend that the HRA needs to provide further evidence that infrastructure exists or is planned in order to meet water demands from new development. For example the HRA could identify the quantum of development within each wastewater treatment works catchment and the permitting options that are available to enable the works to receive the wastewater from planned new development without adverse impacts upon European sites. We would suggest that the Environment Agency may need to have an input to the development of such a justification. Natural</p>	

Comment	Response/Action
<p>England advise that discussion should take place between the Environment Agency, United Utilities, Welsh Water and Cheshire West and Chester Council to ensure Cheshire East Council can facilitate development with the appropriate infrastructure in place. We assume that discussions regarding planned infrastructure and the capacity of existing infrastructure has already been discussed during the preparation of the Core Strategy As such it would be beneficial to provide further evidence that housing can be delivered without resulting in an adverse effect on European sites. This will ensure deliverability of development during the entire plan period.</p>	

Pre-Submission Core Strategy Sustainability Appraisal Report 2013

Table D.5 Pre-Submission Core Strategy SA Report 2013 Consultation Responses

Doc Ref	Consultee Comment Summary	Response	Changes
NTS. Para S1.	<p>"...how the appraisal process was utilised to assist in planning for development and use of land as required by planning legislation and Government guidance.identify how the Core Strategy will contribute towards meeting environmental, social and economic planning.." I can't see much evidence of this in the appraisal or the Pre-Submission Core Strategy doc.</p> <p>Carry out a more sentient appraisal and then actually apply it.</p>	Opinion noted. Paragraph S.31 sets out the Sustainability Appraisal (SA) framework, which includes the environmental, social and economic objectives for the Core Strategy to be assessed against. Paragraphs S.40 to S43 explain the effect of the plan on the sustainability objectives. Paragraphs S.44 to S.45 explain how the SA has influenced the development of the Core Strategy.	No change.
General	1.11.7. the inadequacy of the SEA as a putative basis for classifying the Gorstyhill Lands as 'non preferred' at this early stage.	It should be noted that whilst the SA findings are considered by the Council in its selection of options and form part of the evidence supporting the Core Strategy, the SA findings are not the sole basis for a decision.	No change.
	<p>8. THE INADEQUACY OF THE STRATEGIC ENVIRONMENTAL ASSESSMENT AS A BASIS FOR CLASSIFYING THE GORSTYHILL LANDS AS 'NON PREFERRED'</p> <p>8.1. In the context of Strategic Environment Assessment ('SEA') the Core Strategy will have - by virtue of Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment to satisfy the requirements of the regulations whereby these have been transposed into domestic law namely the Environmental Assessment of Plans and Programmes Regulations 2004 SI no.1633.</p>	Noted.	No change.





Doc Ref	Consultee Comment Summary	Response	Changes
	8.2. We note that 'The Sustainability Appraisal of Focused Changes (2013)' sets out to analyse issues in respect of a range of sites including the Gorstyhill Lands on pages 5 and 13 in brief detail in particular in paragraph 6.56 - 6.59.		
	8.3. That summary establishes that the appraisal of sustainability has been flawed in at least the following respects: 8.3.1. it classifies the Gorstyhill Lands as 'Greenfield' they are in fact (and for the planning purposes of the NPPF) previously-developed land however;	Opinion noted. The NPPF defines previously developed land in Annex 2. This definition excludes ...'land in built-up areas such as private residential gardens, parks, recreation grounds and allotments.' For purposes of the SA, Gorsty Hill Lands was considered to be a greenfield site as it mostly consisted of a golf course (a recreational area) adjacent to a built up area.	No change.
	8.3.2. it mis-states the envisaged potential number of housing units by over 10 % - circa 900 units are contemplated by HPDL not 1000;	Noted and disagree. The figure of 1,000 was taken from the Possible Additional Sites Proposed by Developer and Land Interests Consultation Document, where Gorsty Hill Golf Course was included as Site J.	No change.
	8.3.3. It purports to have identified 'negative effects' on the causes and effects of climate change but by sustainable co-location of employment with housing and the introduction of sustainable public transport arrangements between it and Crewe and the making good of existing deficits in sustainable travel patterns between Crewe and the existing settlements south-east of Crewe, there would be no negative effect in climate change terms as far as emissions are concerned;	Opinion noted. The Pre-Submission Core Strategy Sustainability (Integrated) Appraisal November 2013 identified both positive and negative effects on the SA Objective relating to climate change – please see Appendix G (pages 1405 to 1406). On page 1405, it is identified that 'Mixed-use development including employment areas could mitigate' [increases in vehicle emissions resulting from development]. It also acknowledged	No change.

Doc Ref	Consultee Comment Summary	Response	Changes
		that 'implementation of emerging policy CS8 will ensure development is accessible by public transport, walking and cycling.'	
	8.3.4. It purports to have identified 'negative effects' in terms of 'pollution' but the development of the Gorstyhill Lands does not contemplate any polluting land uses whatsoever and any concern about emissions from vehicles is capable of being alleviated through public transport subsidy arrangements which a development of this scale could readily put into place;	Opinion noted. The Pre-Submission Core Strategy Sustainability (Integrated) Appraisal November 2013 identified the potential for development to 'negatively impact upon water quality and air pollution'. This pollution can result from construction activities and operational activities for example increased vehicle emissions – please see Appendix G (pages 1407 to 1408).	No change.
	8.3.5. It purports to have identified 'negative effects' on 'biodiversity and geodiversity' but since it is not an SPA, SAC, in an AONB nor does it contain any SSSI, nor is it even in fact a greenfield site - this is unjustifiable;	Opinion noted. The Pre-Submission Core Strategy Sustainability (Integrated) Appraisal November 2013 identified that the site was within 240 m of an SBI and that 'the site may contain designated fauna and ponds which may provide habitats for certain flora and fauna - please see Appendix G (pages 1408 to 1409). Please also see response to Consultee Comment 8.3.1 above.	No change.
	8.3.6. It purports to have identified 'negative effects' on 'heritage, landscapes and townscapes' but there are no listed buildings or conservation areas or the settings for either of the same on or in proximity to the Gorstyhill Lands this is inexplicable as far as heritage is concerned and since the Gorstyhill Lands centre upon a redundant golf course it is equally unjustified as far as 'landscape' is concerned;	Opinion noted. The Pre-Submission Core Strategy Sustainability (Integrated) Appraisal November 2013 identified that 'development could result in the loss of open countryside and a golf course and land within the Lower Farms and Woods Landscape Character Type, and could also	No change.





Doc Ref	Consultee Comment Summary	Response	Changes
	there are no towns at the Gorstyhill so townscape impact is entirely imaginary also;	result in the loss of Historic Landscape Character Types; Ancient Field Systems, and 20th Century Field Systems leading to negative effects. It was noted that the 'site does not contain and is not close to any heritage assets' - please see Appendix G (pages 1409 to 1410).	
	8.3.7. It purports to have identified 'overall very negative impacts on sustainable access to jobs services and facilities'- but employment development, services and additional facilities can all be accommodated on-site within a sustainable development at the Gorstyhill Lands and CEC has already acknowledged that '[the Gorstyhill] site may be of a sufficient size to create a sustainable settlement' in the 2013 SHLAA. That is clearly the case and development of the Gorstyhill Lands would naturally be a 'mixed' use scheme since together with the circa 900 units of housing appropriate additional employment, retail, community and other development could readily be accommodated within the 64 ha of the Gorstyhill Lands. This negative conclusion on CEC's part is contradicted by the recognition in the SHLAA of its capacity to be developed sustainably in this respect, and cannot be justified. Clearly there will be some services and facilities for which residents would travel to Crewe but since: (a) sustainable public transport arrangements with Crewe would be integral to any development of the Gorstyhill Lands; and (b) the southern edge of Crewe is already close to the Gorstyhill Lands - and would become even closer if developments at West Basford and East Basford were to proceed- the expression 'overall very negative' represents severe over-statement and is wrong.	Opinion noted. The Pre-Submission Core Strategy Sustainability (Integrated) Appraisal November 2013 has presented potential opportunities and mitigation to prevent certain effects. It was found that 'the site significantly fails to meet accessibility standards for existing services, facilities and jobs, potentially conflicting with emerging policy CS9 - please see Appendix G (pages 1399 to 1400). See also Pg. 1632 of Appendix K (Accessibility Assessments).	No change.
	8.4. The summary is also incoherent in itself. Since for example the Gorstyhill Lands are acknowledged in paragraph 6.57 to be '..likely to have an overall positive impact....?' (emphasis added) in terms of ability to deliver: 8.4.1. Equality and social inclusion;	The detailed appraisal for Site J (Table G.5) provided in Appendix G found that a mixed use development has the potential for positive effects on a number of SA Objectives through the provision of	No change.

Doc Ref	Consultee Comment Summary	Response	Changes
	<p>8.4.2. Healthy and active lifestyles;</p> <p>8.4.3. Safety and the discouragement of crime;</p> <p>8.4.4. Infrastructure ,services and facilities;</p> <p>8.4.5. Energy efficiency and use of renewables;</p> <p>8.4.6. A sustainable, competitive, low carbon economy;</p> <p>8.4.7. Vital,vibrant and diverse town and village centres; and</p> <p>8.4.8. Education training jobs and employment opportunities</p> <p>The Sustainability Appraisal simply cannot justify the ‘overall very negative’ impacts asserted in paragraph 6.58 to arise in respect of access to exactly the same employment opportunities , services and facilities which in the immediately preceding paragraph have been acknowledged to be positively available.</p>	<p>employment, housing and services/facilities. The SA found that there is the potential for negative effects against SA Objective 2 (Sustainable access to jobs, services and facilities) as the site significantly fails to meet accessibility standards for existing services, facilities and jobs, potentially conflicting with emerging policy CS9. The appraisal was informed by the Accessibility Assessment in Appendix K.</p>	
	<p>8.5. As to the regulations, regulation 8 prohibits a plan being adopted until regulation 12, amongst others, has been complied with.</p> <p>8.6. Regulation 8 also prohibits the adoption of a plan before the environmental report and the consultation response have been taken into account.</p> <p>8.7. Regulation 12 (2) (b) then requires an environmental report ‘to identify, describe and evaluate the likely significant environmental effects of implementing the plan, and of reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme.’ (emphasis added)</p>	<p>Opinion noted. The Pre-Submission Core Strategy Sustainability (Integrated) Appraisal November 2013 has been carried out in accordance with the SEA Directive and Regulations.</p>	No change.





Doc Ref	Consultee Comment Summary	Response	Changes
	<p>8.8. Our concern in all the circumstances, however, is that the requirements of the regulations and of the Directive will not be met unless an objective appraisal has been made.</p> <p>8.9. No such appraisal has been made; in particular the approach taken towards the Gorstyhil Lands both in itself and in terms of objective evaluation of the alternative of the Gorstyhill lands as against the heavily constrained Crewe Hall Site has been seriously flawed.</p> <p>8.10. CEC has not undertaken a legally compliant SEA process and lacks evidence or reasoned objective assessment of environmental effects which could justify the relevant conclusions it purports to have reached.</p> <p>8.11. That claim that the south Cheshire growth village should be located at Crewe Hall rather than Gorstyhill does not appear capable of being substantiated if an objective assessment is made in accordance with the regulations and the Directive. It is moreover strongly refuted in this objection.</p> <p>8.12. HPDL's interests have been prejudiced accordingly.</p>		
	Since the Sustainability Appraisal has not effected an adequate objective assessment of the relative merits of potential sites - and for example has failed to do so in respect of site SL 3 (South East Crewe) where weighty relevant planning/environmental constraints exist - as opposed to the Gorstyhill Site where those constraints do not exist and a sustainable development is achievable on site	Opinion noted. Please see the above responses.	N/A
	The Core Strategy should recognise the Gorstyhill Site as the preferred location for a sustainable growth village south-east of Crewe	This is a planning matter and will be addressed by CEC's Core Strategy consultation response procedure.	No change.

Doc Ref	Consultee Comment Summary	Response	Changes
Paragraph 5.37 (page 52)	<p>Table 5.9 Option 6, Growth reflecting the principles of the Town Strategy documents. Poynton – Draft strategy aims for between 200 and 400 homes, including sites that currently have been completed or have planning permissions. BUT Draft Infrastructure Delivery Plan, November 2013 proposes housing growth distribution for Poynton as requiring 200 homes (and 10ha) after taking out the 10 homes committed at 31.3.2013. Clarify which is applicable. Has the additional homes up to 400 now been ruled out and it is only 200 homes that are needed over the plan period up to 2030? Thank you.</p> <p>Change to read only 200 homes needed for Poynton up to 2030.</p>	The figure of 200 as quoted in the Draft Infrastructure Delivery Plan (2013) is correct. This has evolved from previous options looked at in the various iterations of the Local Plan Sustainability Appraisal.	No change.
Paragraphs 5.552 (Page 115), 5.555 (Page 116), 5.559 (Page 116), 5.568 (Page 117)	This site, together with the other alternative non strategic sites identified in this Sustainability Appraisal Document have all been found overall positive in terms of their ability to deliver an appropriate quality and quantity of housing. in the numbers that have been quoted. I would like to see some assurance that such developments would not impact adversely on Poynton. In total, Poynton 1 to 5 inclusive represents some 2610 houses (i.e 1000 + 550 + 670 + 390). Set against this, the Draft Infrastructure Delivery Plan, November 2013 proposes a housing growth distribution for Poynton of 200 houses. This gives an excess of potential over proposed of 2,410 houses. Expressed another way, the potential for housing is approximately 13 times higher than which the pre-submission document deems to be needed. Consequently, I have concern that, in the absence of an agreed Local Plan, there will be pressure from developers to seek to build on these greenfield sites and Poynton may end up with more houses than is needed by the local community and the possibility that housing will be taken up by people coming from outside the local area. (Possibly attracted by developments around the Manchester Airport and made more accessible by the introduction of new roads in the Poynton area.) My concern here is to retain the rural surroundings that characterise and distinguish Poynton and to avoid any unmanageable impact on local services.	The 5 sites considered through the SA for Poynton are potential alternatives for development, they are not allocations. Sites for allocation in Poynton will be considered through the Site Allocations and Development Policies Document.	No change.





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Table 5.14 Progression of Strategic Site Options (Development Strategy 2013) (page 139)	Comments relate to Poynton. Can sites in Poynton be looked at before the Site Allocations and Development Policies Document is produced or does this depend upon the Local Plan (Core Strategy) being agreed first? Concern here is that developers may come forward with planning applications before the Local Plan (Core Strategy) is in place.	This is a planning matter and will be addressed by CEC's Core Strategy consultation response procedure.	No change.
NTS Paragraph S.1	This document is totally unsustainable. It is so fragmented that it is unreadable. It looks like a pure box-ticking exercise to support the "Core`Strategy". It has an added-value of absolutely zero. Withdraw this meaningless/pointless document.	Opinion noted. The Pre-Submission Core Strategy Sustainability (Integrated) Appraisal November 2013 has been carried out in accordance with the SEA Directive and Regulations.	No change.
Paragraph 4.1 (SA of Issues and Options 2010)	Whilst I believe that the NPPF is a flawed document and itself is unsustainable in the long term, one must recognize that there is a need for controlled housing growth. This growth must be instep with suitable local employment relative to the type of housing, services/education growth and the infrastructure of the locality. In accepting the NPPF directive as a policy I believe that there is a need to make greater use of brownfield locations that do not impact on industrial growth. Preserve agricultural land where possible, Britain will need the land in future to feed itself as population rises and food import costs rise. Agricultural land helps to preserve gaps between communities preventing urban sprawl.	Noted. The SA Scoping Report 2012 recognised the importance of protecting and enhancing high quality agricultural land and optimising the re-use of previously developed land, buildings and infrastructure through Sustainability Objective 16 (page 34) in accordance with the NPPF. The Issues and Options Paper consulted on three alternative levels of growth. These	No change.

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		options/alternatives were also considered as part of the SA of the Development Strategy and assessed against the revised SA Objectives set out in the Revised SA Scoping Report in 2012. This is explained in paragraph 5.4 (page 42) of the Pre-Submission Core Strategy Sustainability (Integrated) Appraisal November 2013.	
Table F.107 SA of Wilmslow Strategic Site Options 7 to 9	For Wilmslow 8 (Wilmslow Business Park) whilst the Sustainability Appraisal identifies the site's development as anticipated in the Development Strategy was likely to have 'overall negative impacts' on: biodiversity and geodiversity; and on heritage, landscape and townscapes, the Core Strategy sets out a number of 'site specific principles of development' within Site CS 27 to mitigate against any potential impacts. Additionally, an Ecology Scoping Report and a Preliminary Landscape and Visual Overview have been undertaken on the site to assess any potential consequences of the development and, where appropriate, make recommendations for mitigation of any adverse effects.	Noted. It is likely that the mitigation set out in the CS will help to address the identified significant negative effects. It should also be noted that further mitigation will also be available at the project level.	
Table 5.14 Progression of Strategic Site Options (Development Strategy 2013)	4.1 The Councils choice of preferred Strategic Sites (including CS24) relies on a sustainability (integrated) appraisal process that has been on-going for several years as the Core Strategy has developed. The sustainability appraisal process is described as 'integrated' in its full title because it includes four main parts: Sustainability Appraisal (broadly sustainability/environmental effects). Equality Impact Assessment. Health Impact Assessment. Rural Proofing Assessment. Accessibility Assessment.	Noted. Para 33 within the NTS states that the Accessibility Assessment has informed the SA. Para 7.35 in Chapter 7 also states that the Accessibility Assessment has informed the Integrated Appraisal (IA). The detailed appraisal matrices in Appendices F and G also stated that they were informed by the Accessibility	No change.





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	<p>4.2 Paragraph S.33 of the Council's 'Sustainability (Integrated) Appraisal Report' [(S(I)A Report)] for the November 2013 'Pre-Submission CS' document states that the Health Impact Assessment (HIA), an Equality Impact Assessment (EqIA), Rural Proofing Assessment and Accessibility Assessment have informed the SA.</p> <p>4.3 Although not stated as so, we had assumed that the detailed assessment on sites reported in the Accessibility Assessments (Table K.9) (Appendix B) has informed the Sustainability Appraisal of Nantwich Strategic Site Options 1 to 3 (Table F.97), logically filtering down to the 'Reasons for Progression or Non-Progression of the Option in Plan Making' (pages 138 and 139 of Sustainability (Integrated) Appraisal and the summaries of the SA findings (paragraphs 5.308 to 5.701).</p> <p>4.4 However, this is by no means clear and we have noted discrepancies within and between the assessments presented, as detailed below. These discrepancies are discussed in order from the most detailed and bespoke assessment data to the broadest, most summarised data, to assist in identifying the source and nature of errors as they have involved within the integrated SA process.</p>	<p>Assessments. The various information sources used to carry out the IA are presented in Chapter 11 of the Report.</p>	
	<p>General</p> <p>4.5 It is apparent that the detailed matrix-style assessments on sites reported in Appendix F of the S(I)A Report (e.g. Appendix C) have been summarised in a shorter text assessment on sites in Chapter 5 of the S(I)A Report, which is described (at paragraph 5.305 of the S(I)A Report) as dealing with the SA of the January 2013 CS Development Strategy and Emerging Policy Principles documents. However, as paragraph 6.1 of the S(I)A Report explains, the Appendix F matrix data has been updated (using underlined red text) to incorporate changes resulting from the responses to the January 2013 Development Strategy and Emerging Policy Principles consultation. It is clear from the summarised assessment text in Chapter 5 of the S(I)A Report that these post-January</p>	<p>Noted and agreed.</p>	<p>The site summary findings in Chapter 5 and 6 of the Report will be amended to take account of any changes to the detailed</p>

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	2013 changes to the Appendix F matrix assessment have not all been included in the summary assessment text in Chapter 5. For example, additional adverse health impacts on sites noted in red font under Sustainability Objective 4 are not included in the shorter text assessment on sites in Chapter 5.		appraisal matrices presented in Appendix F.
	4.6 Overall summary site assessments are given in Table 5.14 of Chapter 5 of the S(l)A Report, which sets out the options/alternatives for the Strategic Sites considered through the Development Strategy, with an outline of the reasons for their progression or on-progression where relevant (Paragraph 5.702). The paragraph text makes it clear that 'the SA findings are not the sole basis for a decision; other factors, including planning and feasibility, play a key role in the decision-making process'. As noted above, the summarising process for the SA findings themselves is questionable. In addition, whilst, the sources of the evidence base for the 'other factors' are listed in paragraph 15.8 of the November 2013 CS Pre-Submission document, the substance of evidence base for the 'other factors' is absent in the suite of November 2013 documents. This makes the ultimate reasons for site progression or non-progression unclear and un-transparent. One can guess that the SHLAA site assessment data has been heavily relied upon, providing as it does information on planning and feasibility issues. However, this is not explicit.	Noted. Please see Appendix D (Evidence and links) of the Pre-Submission Core Strategy.	No change.
	<p>Conclusion</p> <p>4.7 In summary, this lack of internal and external integration between the statutory Sustainability (Integrated) Appraisal and Local Plan Preparation processes is unfortunate and raises concerns as to whether the plan is 'justified' (one of four tests for plan soundness), since the plan may not be 'the most appropriate strategy when considered against the reasonable alternatives based on proportionate evidence' (Paragraph 182 of the NPPF; underline emphasis added).</p>	Noted and disagree. The SA process has appraised all reasonable alternatives considered through the Core Strategy with its findings informing the Council's decision-making process. Paragraphs S.44 – S.45 explain how the SA has influenced the development of the Core Strategy.	No change.





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	The discrepancies and lack of integration between the assessments presented in Core Strategy and its Sustainability (Integrated) Appraisal suggests there is a lack of proportionate evidence and the former is, therefore, not 'justified' and must be 'unsound'.		
	4.8 Paragraph 165 of the NPPF states that 'a sustainability appraisal'.. should be an integral part of the plan preparation process and should consider all the likely significant effects on the environment, economic and social Factors'. The lack of integration between the assessments presented in Core Strategy and its Sustainability (Integrated) Appraisal suggests the latter is not integrated with the former and the former is, therefore, not 'justified' and must be 'unsound'.	Noted. The SA has been carried out in accordance with the NPPF which states that 'a sustainability appraisal which meets the requirements of the European Directive on strategic environmental assessment should be an integral part of the plan preparation process, and should consider all the likely significant effects on the environment, economic and social factors' (paragraph 165). Paragraphs S.44 to S.45 explain how the SA has influenced the development of the Core Strategy.	No change.
	The summarising process for the SA findings themselves is questionable. lack of internal and external integration between the statutory Sustainability (Integrated) Appraisal and Local Plan Preparation processes is unfortunate and raises concerns as to whether the plan is 'justified.'	Noted and disagree. Please see response above.	No change.
Paragraphs 5.523 and 5.528 (pages 138 – 139) Nantwich Site 1 (Kingsley Fields) and Site 2 (Snow Hill),	5.1 The written summaries of the sites (within pages 138 - 139 and Paragraphs 5.523 and 5.528) are misleading and do not sufficiently convey the environmental constraints of the site.	Noted. The site summary findings in Chapter 5 and 6 will be amended to provide a clearer indication of the potential sustainability effects. Table 5.14 on Pgs 138 & 139 sets out the reasons for the selection or rejection of options in plan-making. It does not provide a summary of the findings for the SA of those options.	The site summary findings in Chapter 5 and 6 of the Report will be amended to provide a clearer indication of

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			the potential sustainability effects.
	5.2 These two preferred sites are both within an area of 'significant' Flood Risk. The Environment Agency advise that the 'chance of flooding each year is greater than 1.3% (1 in 75) (this takes into account the effect of any flood defences that may be in this area). Flood defences reduce but do not completely remove the likelihood of flooding and can be over-topped or fail in extreme weather conditions.'	In Appendix F (page 1171), both sites were identified as being partially located in an area of flood risk (flood risk zones 2 and 3) and given an overall negative rating against the SA Objective of 'water management'. It was also stated that the development could occur outside of the flood risk area. The CS seeks to protect the floodplain from development at these sites.	No change.
	5.3 Table F.97 correctly reports that the sites are within an area of Flood Risk. However, the subsequent explanation of 'Reasons for Progression' (pages 138 -139) does not report this key environmental issue. Moreover, the synopses of the SA findings overly summarises the issue, merely stating that there are negative impacts in terms of 'water management' (Paragraphs 5.523 and 5.528). 5.4 We consider this to be misleading and, therefore, at the very least, this needs to be considered and addressed within 'Reasons for Progression', to enable proper consultation on the sites and their constraints.	Opinion noted. Table 5.14 only presents reasons for progression or non-progression in Plan-making – it does not summarise the key environmental issues of the options. The approach taken to summarising the overall effects for Nantwich Sites 1 and 2 has been consistently applied to all summarises in Chapter 5. The detailed site assessment findings regarding 'water management' have been included in Appendix F (page 1171).	No change.
	Amend site summaries to cover environmental constraints of site.	Noted. The site summary findings in Chapter 5 and 6 will be amended to provide a clearer indication of the potential sustainability effects.	The site summary findings in Chapter 5 and 6 of the





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			Report will be amended to provide a clearer indication of the potential sustainability effects.
Table K.9 Nantwich Strategic Site Options Accessibility Assessment (page 1617)	<p>Nantwich Site 1 – Kingsley Fields</p> <p>5.5 It is unclear as to how the detailed tabular accessibility assessment on sites reported in Appendix K of the S(I)A Report (see Appendix C) have been taken account of in Table F.97 (“Sustainability Appraisal of Nantwich Strategic Site Options 1 to 3) (Appendix D).</p> <p>5.6 The “local amenities” part of Site 1’s Accessibility Assessment reports that the site:</p> <ul style="list-style-type: none"> - “met” the minimum distance standard for 4 services/amenities. - “failed to meet” the minimum distance standards for 8 services/amenities. - “significantly failed to meet” the minimum standards for 3 services/amenities. <p>5.7 This therefore demonstrates that the site is not overly accessible to local services/amenities.</p> <p>5.8 However, this is not conveyed within table F.97, which states that, when assessed whether it will “provide good opportunities to access facilities and services”, the answer given was “++” (i.e. “very positive effect”).</p>	<p>Appraisal of this site was considered to be justifiable due to the proposed inclusion of a local centre on the site. This factor improved the score with regards to services and facilities.</p>	No change.

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	<p>5.9 As such, we consider that the subsequent sustainability summaries of the site are unfounded and misleading based on the evidence. To illustrate, Paragraph 5.521 states that the site has “overall positive impacts in terms of delivering sustainable access to jobs, services and facilities”. We fail to see how this can be reasoned, considering that the site failed more of the tests than it met.</p>		
Table K.9 Nantwich Strategic Site Options Accessibility Assessment (page 1617)	<p>Nantwich Site 1 (Kingsley Fields) Compared with Discounted Site A (Land Around Acton Village) (Draft Nantwich Town Strategy)</p> <p>5.10 Land around Acton Village was originally discounted at the Town Strategy Stage. This section compares the Sustainability (Integrated) Assessment of ‘Land around Acton Village’ with Kingsley Fields.</p> <p>5.11 It is firstly important to highlight that the Authority have incorporated the four individual sites submitted for consideration from the beginning of the Local Plan process into one area of land known as ‘Land Around Acton Village.’ This is despite the land being split and submitted to the Local Authority as different sites throughout the emerging Local Plan and SHLAA process.</p> <p>5.12 Accordingly, we would expect the Sustainability (Integrated) Appraisal to assess each site put forward separately (Appendix A). However, this is not the case and we consider this has led to some of the sites noted in Appendix A being incorrectly discounted during the Sustainability Appraisal process (demonstrated below).</p> <p>5.13 Therefore, whilst we maintain that all sites within Appendix A should be allocated for development considering their acceptability in terms of relationship to the existing settlement of Acton and their ability to meet Acton’s housing needs, for the purposes of the next section (Accessibility), we have concentrated on site ‘Land at Acton Marina’</p>	<p>Noted and disagree. Whilst the accessibility assessment provided does appear to show that Site 4 (Land at Acton Marina) within Site A Land around Acton Village meets 3 more minimum standards than Nantwich Site 1 Kingsley Fields, it also shows that the site significantly fails to meet 3 more of the minimum standards than Nantwich Site 1 Kingsley Fields. The accessibility assessment provided also only considers a small section of the area that was considered in Appendix F of the Draft Nantwich Town Strategy Sustainability Appraisal Report (August 2012).</p>	No change.





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	<p>(Appendix A, site no.4), to test whether this site is more sustainable (in this respect) than the preferred site of Kingsley Fields. Accessibility (Appendix B)</p> <p>5.14 This section assesses the two sites accessibility to local services, amenities and public transport nodes. We have undertaken our own review for Land at Acton Marina (which is included within Appendix A, site no.4), Land around Acton Village). Measurements were taken from the centre of the site. This was undertaken as we consider this is the most sustainable site (of those contained within Appendix A) and, considering its size, it should be allocated within the Core Strategy (although if the Authority does not this should not prevent its allocation within the subsequent Site Allocations Development Plan Document as a secondary option). This assessment shows that, whilst the accessibility of 'Land at Acton Marina' and 'Kingsley Fields' is finely balanced, 'Land at Acton Marina' scored higher overall, as the site reached three more 'minimum Standards'.</p>		
Draft Nantwich Town Strategy Sustainability Appraisal Report (August 2012)	<p>Sustainability Appraisal Tables (Appendix C)</p> <p>5.17 We disagree with some of the results for Site A.</p> <p>5.18 As the above section demonstrates that "Land around Acton Marina" meets more of the accessibility minimum standards than fails them, the "+ -" score needs to be amended to "+"</p>	<p>Noted. These comments refer to the appraisal of Area A (Land around Acton Village) presented in Appendix B of the Draft Nantwich Town Strategy Sustainability Appraisal Report (August 2012). The SA Report accompanied the Draft Nantwich Town Strategy on consultation from 31st August to 1st October 2012.</p>	No change.
	<p>"Land Around Acton Village" is scored as a double negative for "Biodiversity and Geodiversity". Whilst we acknowledge that there will be loss of open countryside, the description confirms that the site does not contain any designated biological or geological features and is not known to contain any designated flora or fauna. In comparison, Kingsley Fields is scored as a "?" despite the statement that it "could contain</p>	<p>Noted. When the SA of the Draft Nantwich Town Strategy was carried out there were no Cheshire East Local Plan policies to provide mitigation. Site B (Land to the north west of Nantwich, to the north of Waterlode) now referred to as Nantwich 1</p>	No change.

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	designated flora and fauna". Accordingly, to ensure a consistent and fair approach, at the least the score for Land around Acton Village needs to be amended to a "?".	(Kingsley Fields) was similarly considered to have negative effects against SA Objective 11 in Appendix B of the Draft Nantwich Town Strategy Sustainability Appraisal Report (August 2012).	
Draft Nantwich Town Strategy Sustainability Appraisal Report (August 2012)	<p>Under "Heritage, Landscapes and Townscapes" Site A is scored as "- -" because it is within a Conservation Area and Registered Battlefield, is in close proximity to a Scheduled Monument, Registered Parks and Garden and listed Buildings and would result in the loss of historic landscape character. We disagree with the notion that new development within or close to heritage assets is scored as a negative as we consider that new development (if sensitively designed) can actually improve the setting, character and appearance of heritage assets. This view is supported by the NPPF which states that "Local Planning Authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance" (Paragraph 137). Instead, considering that development could negatively or positively impact (dependant on the scheme specifics) a more fair approach would be to score the site as a "?".</p> <p>Upon reviewing "Land Around Acton Village" alone, the site is outside the Conservation Area, and further away from the majority of nearby Listed Buildings (centred around Acton Village) and</p> <p>Scheduled Ancient Monument (Monks Lane Moated Site). Therefore, whilst we maintain that both sites "Land Around Acton Village" and "Land Around Acton Marina" should be scored as "?", at the very least when considering "Land Around Acton Marina" there is even more justification for the result to be a "?".</p>	Noted. These comments refer to the appraisal of Area A (Land around Acton Village) presented in Appendix B of the Draft Nantwich Town Strategy Sustainability Appraisal Report (August 2012). The SA Report accompanied the Draft Nantwich Town Strategy on consultation from 31st August to 1st October 2012.	No change.



Sustainability Appraisal Consultation Responses



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	<p>The Authority considers that “Land Around Acton Village” has a scoring of “? +” for energy efficiency and renewable energy. However the supporting commentary exactly replicates that for Kingsley Fields which is scored as a “+”. Therefore, to ensure a consistent and fair approach, the score for “Land Around Acton Village” needs to be amended to a “+”.</p> <p>Land Around Acton Village is given a score of “? –”, however, the sub-criterion’s grading (which feed into the overall mark) are mainly “?” (80%) with only one sub-criterion being “-”. We consider this must be an error and as such the overall mark should be amended to “?”.</p>	Noted and disagree. Site B (Land to the north west of Nantwich, to the north of Waterlode) now referred to as Nantwich 1 (Kingsley Fields) received the same ‘score’ as Area B (Land around Acton Village) in Appendix B of the Draft Nantwich Town Strategy Sustainability Appraisal Report (August 2012).	No change.
	The site assessment states that Kingsley Fields scores a “++” for “education, training, jobs and employment opportunities”. Logically, the positive score must relate to the associated commentary that “the site could create additional employment opportunities, additional education opportunities and is close to education facilities”. In comparison, “Land Around Acton Village” is scored a “?”. This is despite being “in proximity of education facilities” and ignoring the site’s capacity to also “create additional employment opportunities” (as stated within our Vision for Land at Acton Marina). Accordingly, the score for Land at Acton Village needs to be amended to at least a “+”.	Noted. These comments refer to the appraisal of Area A (Land around Acton Village) presented in Appendix B of the Draft Nantwich Town Strategy Sustainability Appraisal Report (August 2012). The SA Report accompanied the Draft Nantwich Town Strategy on consultation from 31st August to 1st October 2012.	No change.
	The amended summary table demonstrates that “Land Around Acton Village” is as sustainable as “Kingsley Fields” if not more sustainable as there no “negative” or “very negative” effects.	Noted and disagree. Please refer to the responses above.	No change.
	When combining the two assessments (Accessibility Sustainability Appraisals), it is clear that “Land Around Acton Village” and in particular “Land at Acton Marina” (Appendix A, site no.4), is more sustainable than Kingsley Fields. Therefore, from a sustainability perspective, there is no reasoning why Kingsley Fields is being preferred for allocation over “Land Around Acton Village” and “Land at Acton Marina”.	Noted. Please refer to the responses above. As noted, Para 5.702 states that the SA findings are not the sole basis for a decision; planning and feasibility factors play a key role in the decision-making process.	No change.

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	<p>We maintain that “Land Around Acton Village” and “Land at Acton Marina” should still be allocated for development, over Kingsley Fields.</p> <p>Whilst the Sustainability Appraisal does consider a broad range of material planning considerations, it does not allow scope for much variance between the weighting of positives and negative impacts (only allowing two choices; positive or very positive). As a result, there will be some impacts which cannot be given as much weight as they should.</p> <p>To illustrate, the Sustainability Appraisal does recognise that the site would result in the “loss of landscape character”, which leads to a “ - ” scoring. However this “negative” is then simply weighed against other positives and other negatives (i.e. the true impact gets lost within the wider assessment). We consider that the impact of the scheme on landscape character will be significant and this overrides any positive benefits.</p> <p>The Kingsley Fields site would represent a significant visual intrusion into open countryside, being notably exposed to the north and west, clearly not “round off” the town’s existing pattern of development. The site’s topography is also very flat, offering extensive and uninterrupted views to and from the site which would be lost if development was allowed. As the site is open and uncontained by existing development, it has no defensible boundaries and this allows for potential development beyond the limits of the site put forward.</p> <p>In comparison, the various “Land Around Acton” sites are relatively minor in scale ensuring that sustainable growth is in keeping with the character of the village. It is important to allocate these sites either through the Core Strategy of Site Allocations DPD to ensure that the housing needs of Acton are met (see above).</p>		





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	<p>Furthermore, in comparison to “Kingsley Fields”, “Land at Acton Marina” is well-bounded by the canal and Chester Road and is a more modest size than “Kingsley Fields”. This, therefore, provides more opportunity to integrate into the existing community of Nantwich and lessens impact on landscape character.</p> <p>The site is strategically located along the A534 (Chester Road) which links Nantwich with areas to the north west such as Chester and areas to the east such as Wrexham and North Wales, thus representing a unique opportunity to deliver a “gateway” scheme which contributes to the high quality built environment of Nantwich and contributes to canal regeneration.</p> <p>At the very least, the proposed level of development planned for Kingsley Fields should be shared with “Land Around Acton Village” and/or “Land at Acton Marina”. This is considering the latter sites equal if not higher level of sustainability and the need to distribute growth evenly in and around Nantwich (in order to integrate development into the existing community and reduce the visual impact and that on infrastructure).</p> <p>Moreover, by delivering growth at smaller sites increases their chances of deliverability. For example, new infrastructure requirements would be less, ownership complications not as likely to occur and ultimately developers carry less risk with a smaller site. Distributing growth also ensures that the benefits of new developments (e.g. new community uses or open space) are evenly spread throughout the town.</p> <p>The overall summary site assessments are given in Table 5.14 of Chapter 5 of the S(l)A Report, which “sets out the options/alternatives for the Strategic Sites considered through the Development Strategy, with an outline of the reasons for their progression or on-progression where relevant” (Paragraph 5.702). The paragraph text makes it clear that “the SA findings are not the sole basis for a decision; other factors, including planning and feasibility, play a key role in the decision-making</p>		

Doc Ref	Consultee Comment Summary	Response	Changes
	process". As noted above, the summarising process for the SA findings themselves is questionable. In addition, whilst, the sources of the evidence base for the 'other factors' are listed in paragraph 15.8 of the November 2013 CS Pre-Submission document, the substance of evidence base for the 'other factors' is absent in the suite of November 2013 documents. This makes the ultimate reasons for site progression or non-progression unclear and un-transparent. One can guess that the SHLAA site assessment data has been heavily relied upon, providing as it does information on planning and feasibility issues, however, this is not explicit.		
Draft Nantwich Town Strategy Sustainability Appraisal Report (August 2012)	<p>Conclusion</p> <p>We have demonstrated that "Kingsley Fields" should not be allocated for development on the grounds of scale and the harmful visual intrusion site development would create.</p> <p>"Land Around Acton Village" (Appendix A, site no. 1 - 3) and "Acton Marina" (Appendix A, site no.4), are acceptable for development considering their ability to meet Nantwich's and Acton's established housing needs in sustainable locations strategically linked to the existing settlements. The sites are also available in the short term for development and, in the case of Acton Marina, the site has the ability to deliver significant positive regeneration benefits for the town (see Appendix D).</p>	Noted. Please refer to the responses above.	No change.



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