



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.

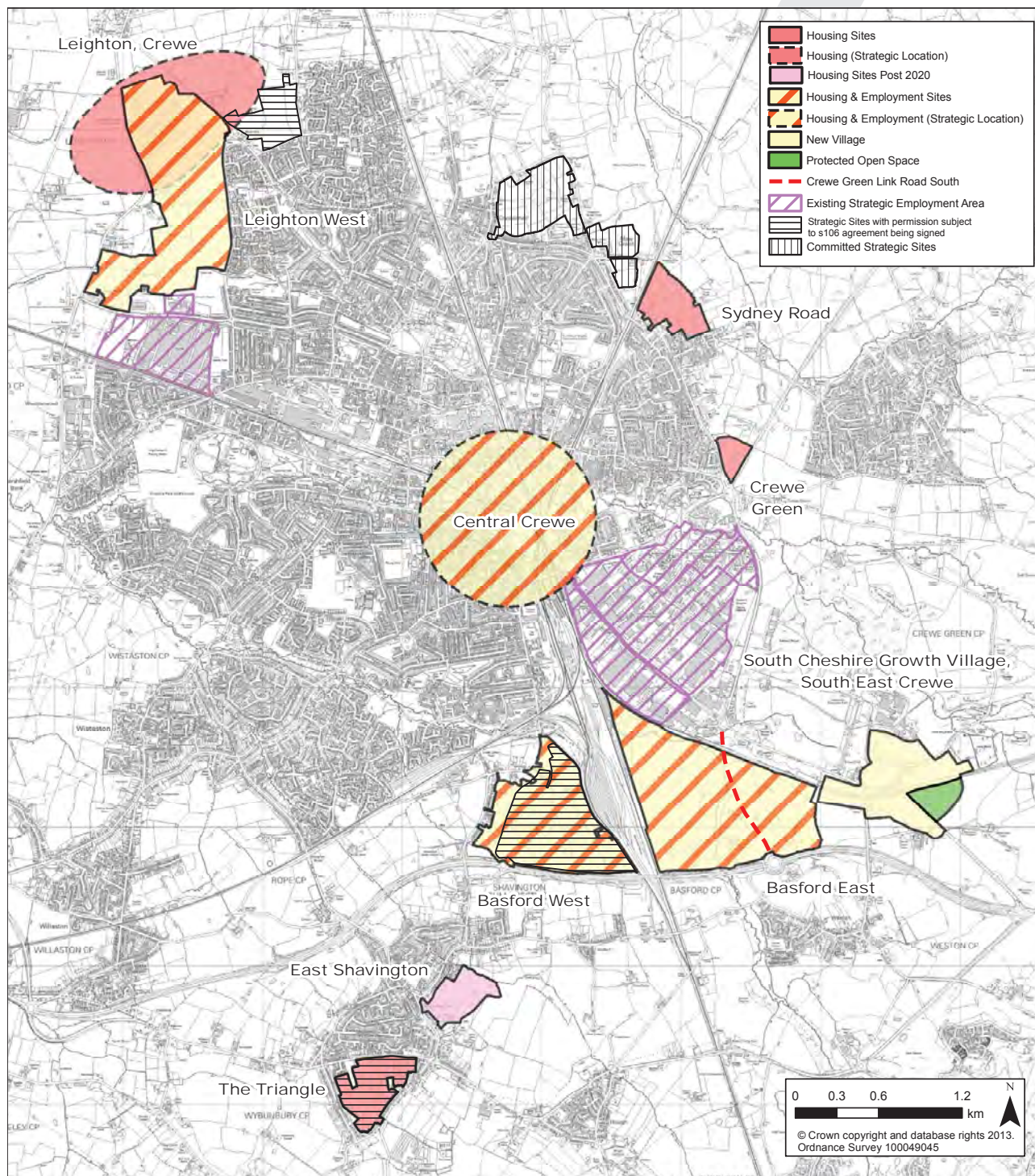


Figure 15.1 Crewe Town Map



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.

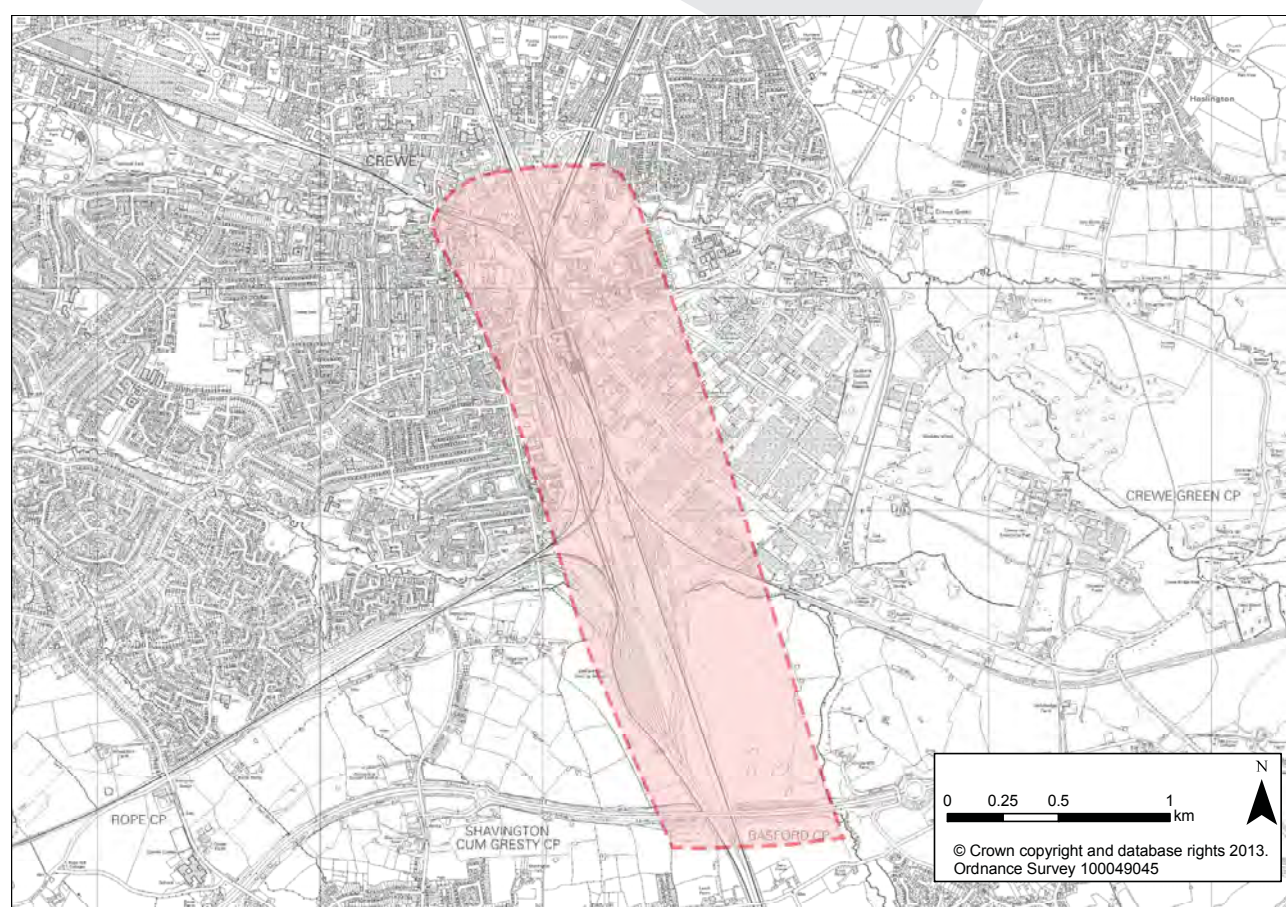


Figure 15.1b High Speed 2 Potential Impact



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.

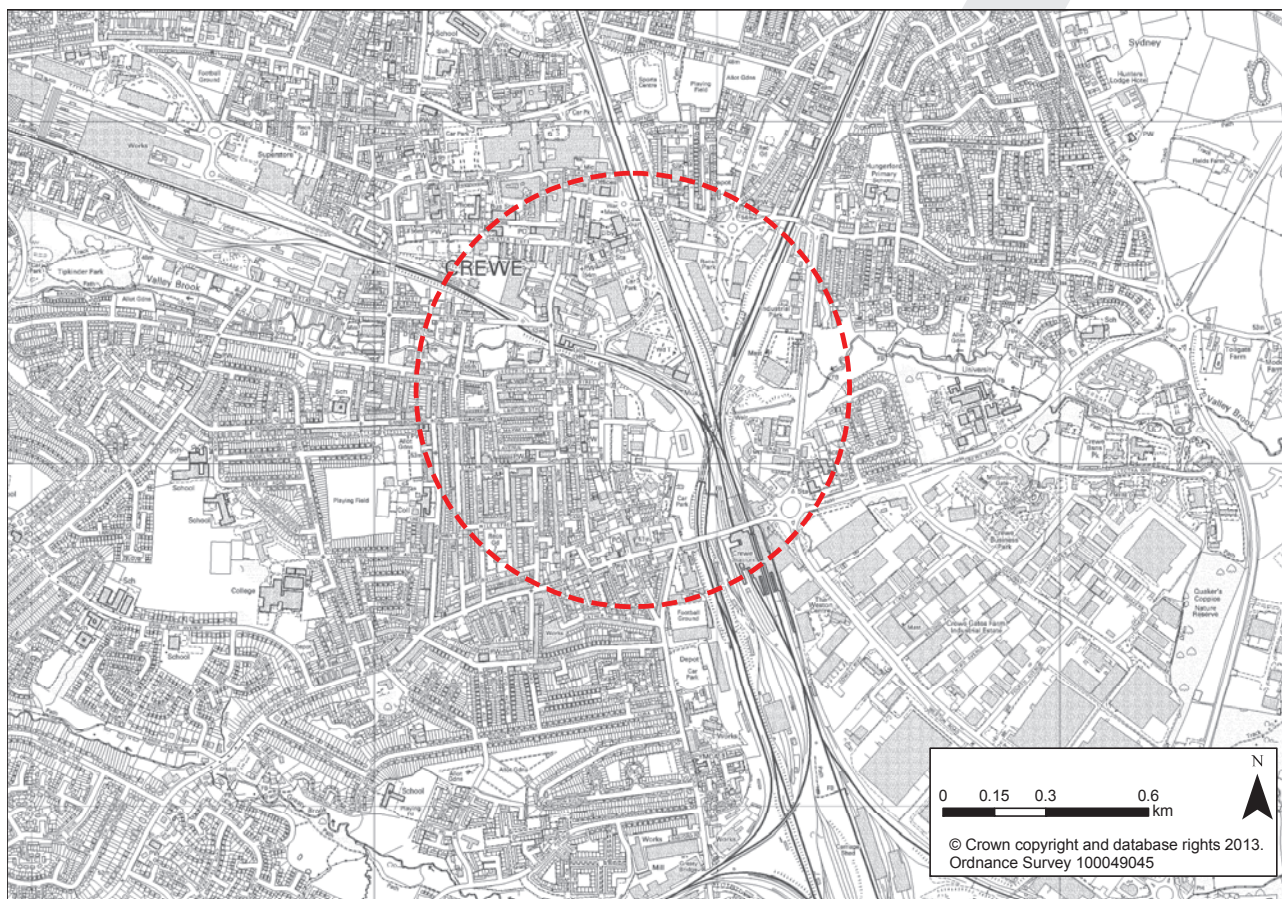


Figure 15.2 Central Crewe Strategic Location

Justification

15.24 Central Crewe presents a unique opportunity to regenerate under-exploited assets and provide a strong mix of uses.

15.25 The area includes a significant number of Listed and locally Listed buildings. Crewe's railway heritage is of regional, if not national significance. It is of paramount importance that such buildings are retained and sensitively incorporated within any new developments.

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.

15.27 The focus on Central Crewe in the Local Plan Strategy will be on re-establishing the Town Centre, improving its vitality and viability and improving connectivity between the Railway Station and Town Centre. The changes set out above will provide a catalyst for future investment, promoting a series of infill developments whilst addressing the potential to rationalise car parking provision in the town centre.

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.

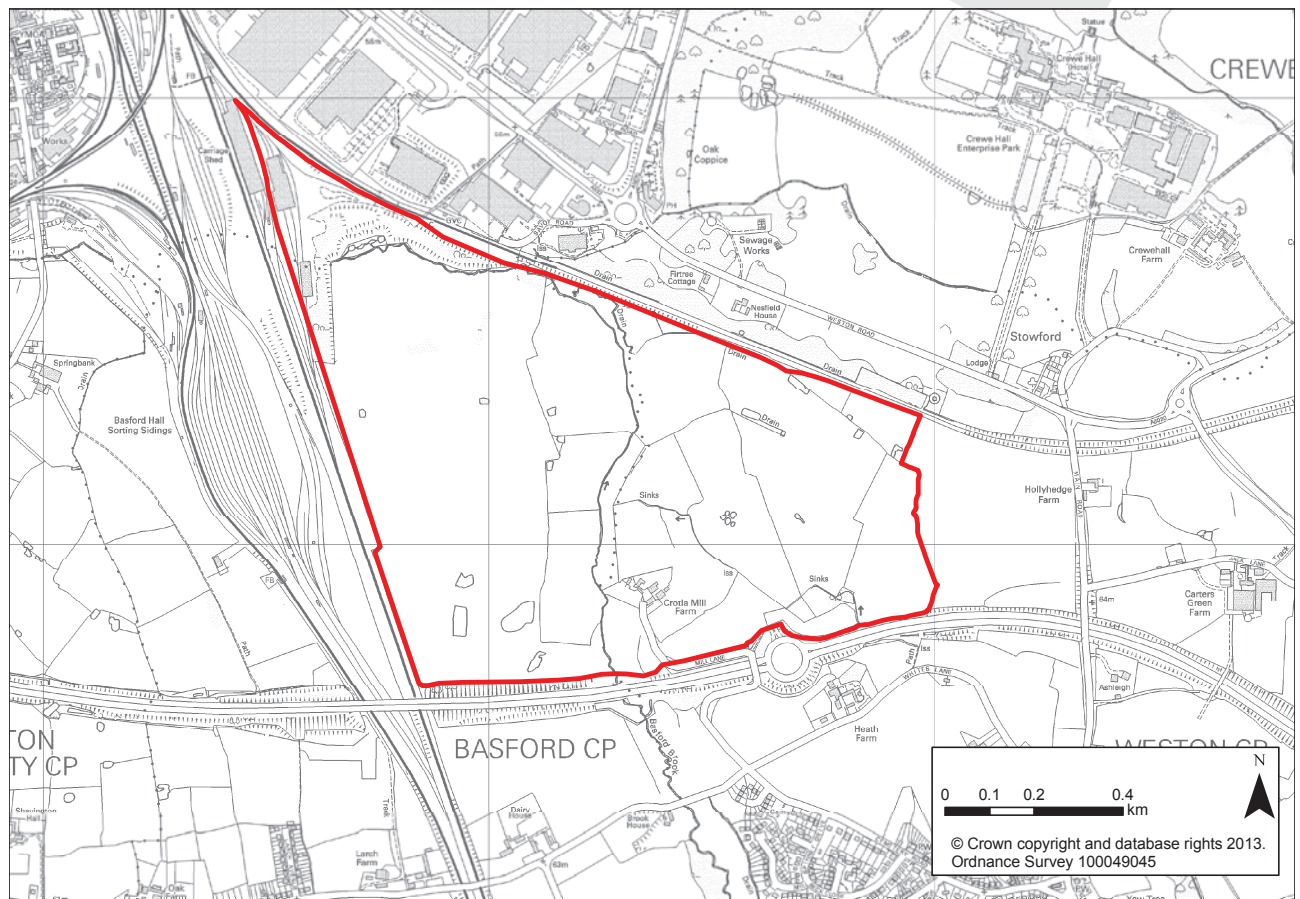


Figure 15.3 Basford East Site

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.

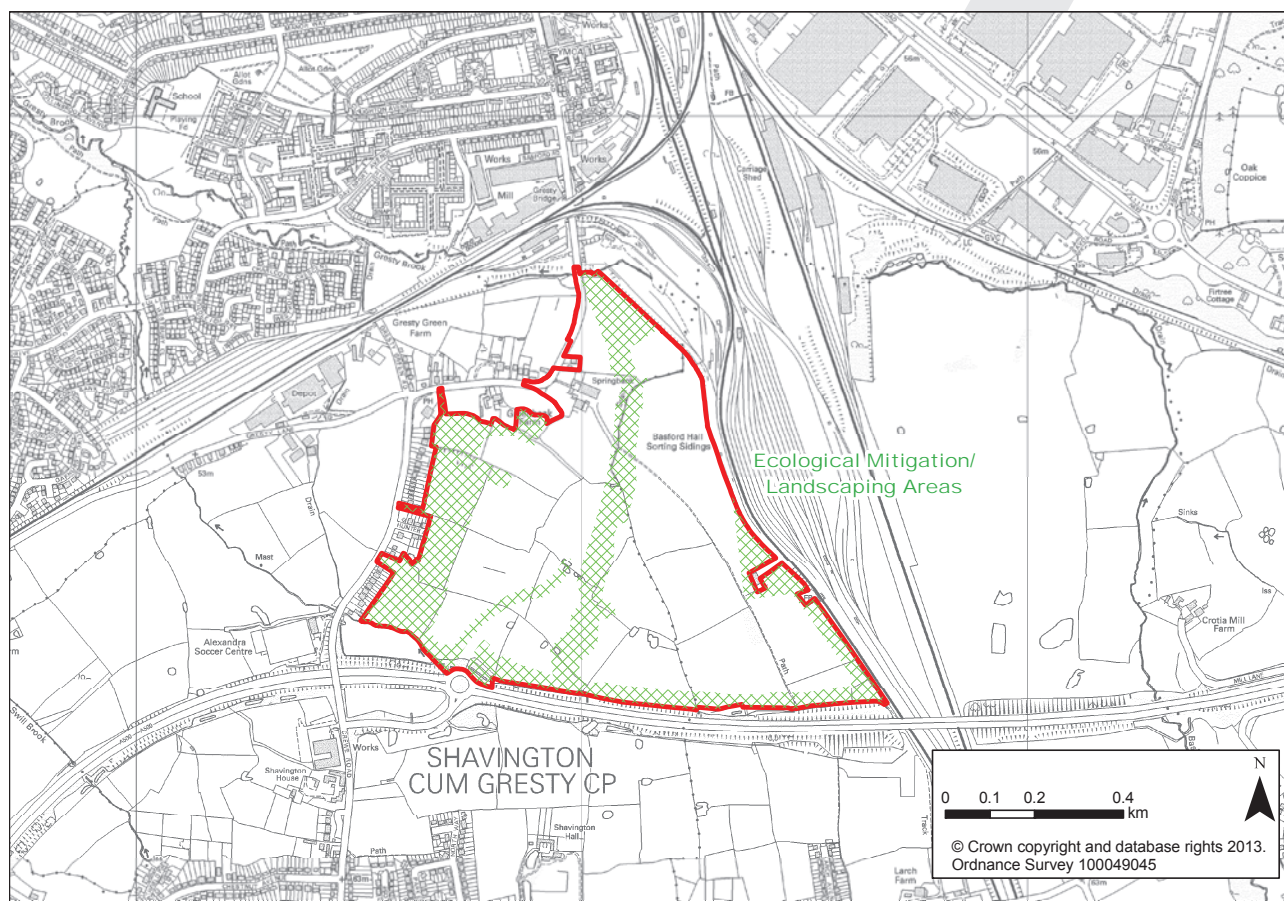


Figure 15.4 Basford West Site

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.

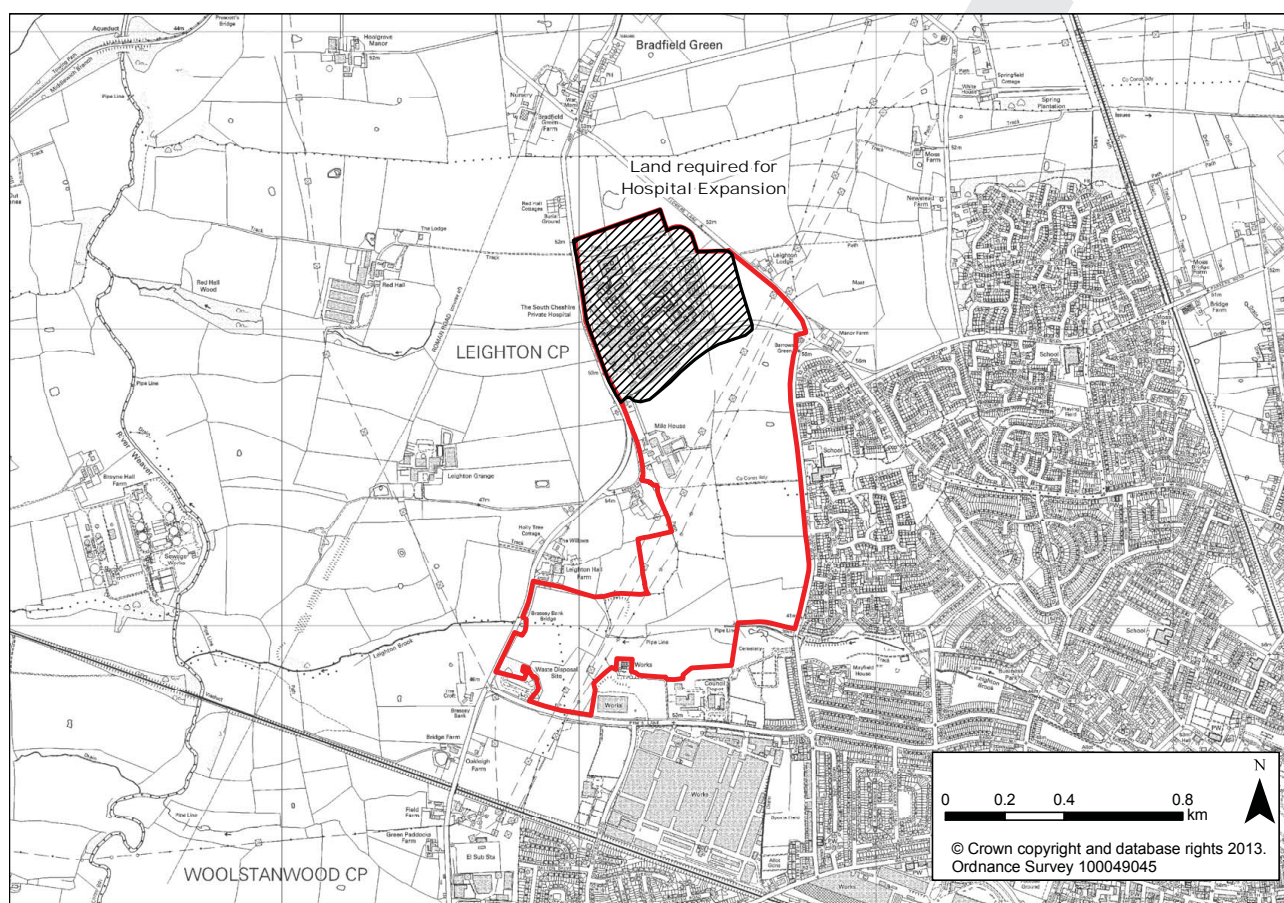


Figure 15.5 Leighton West Site

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.

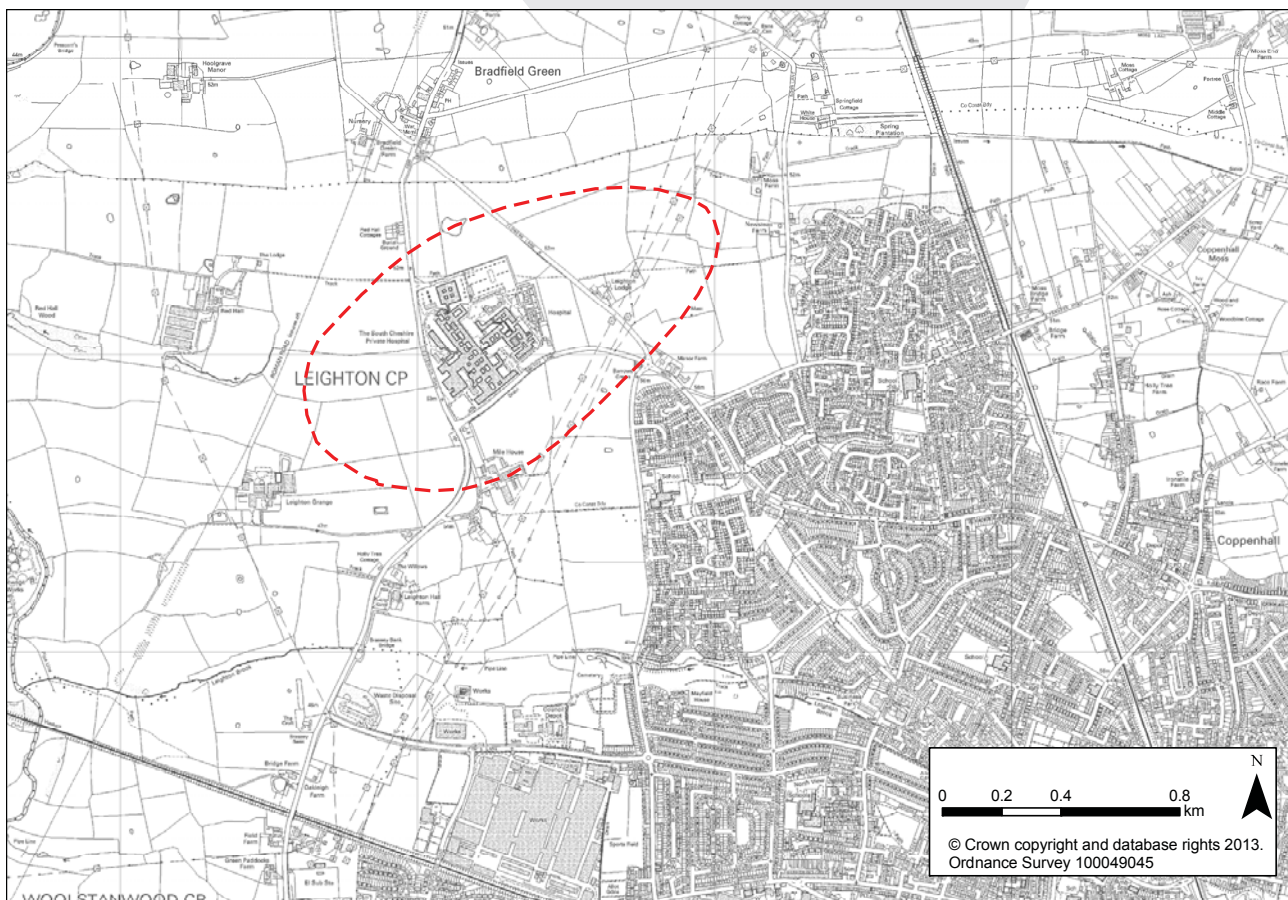


Figure 15.6 Leighton Strategic Location



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.

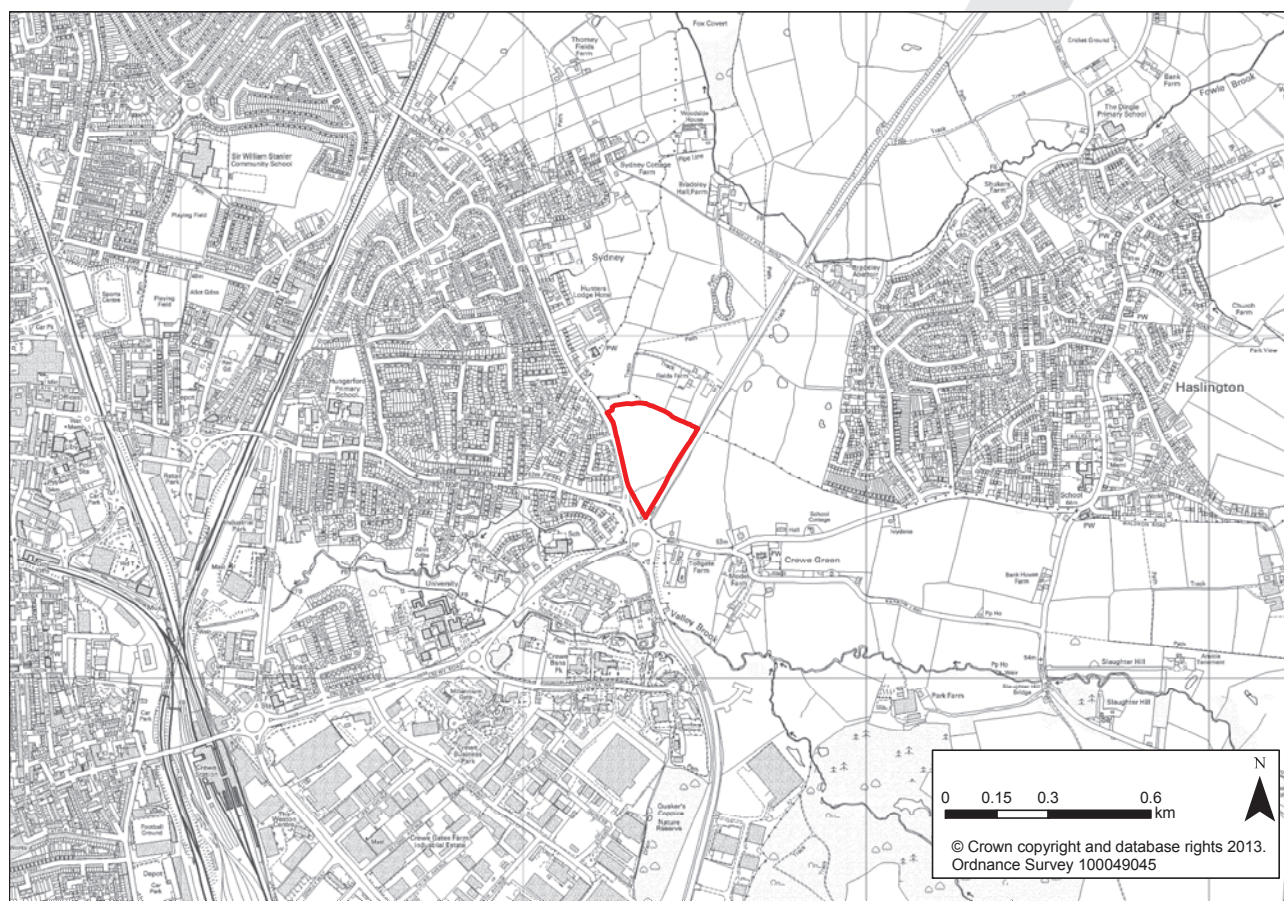


Figure 15.7 Crewe Green Site

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.

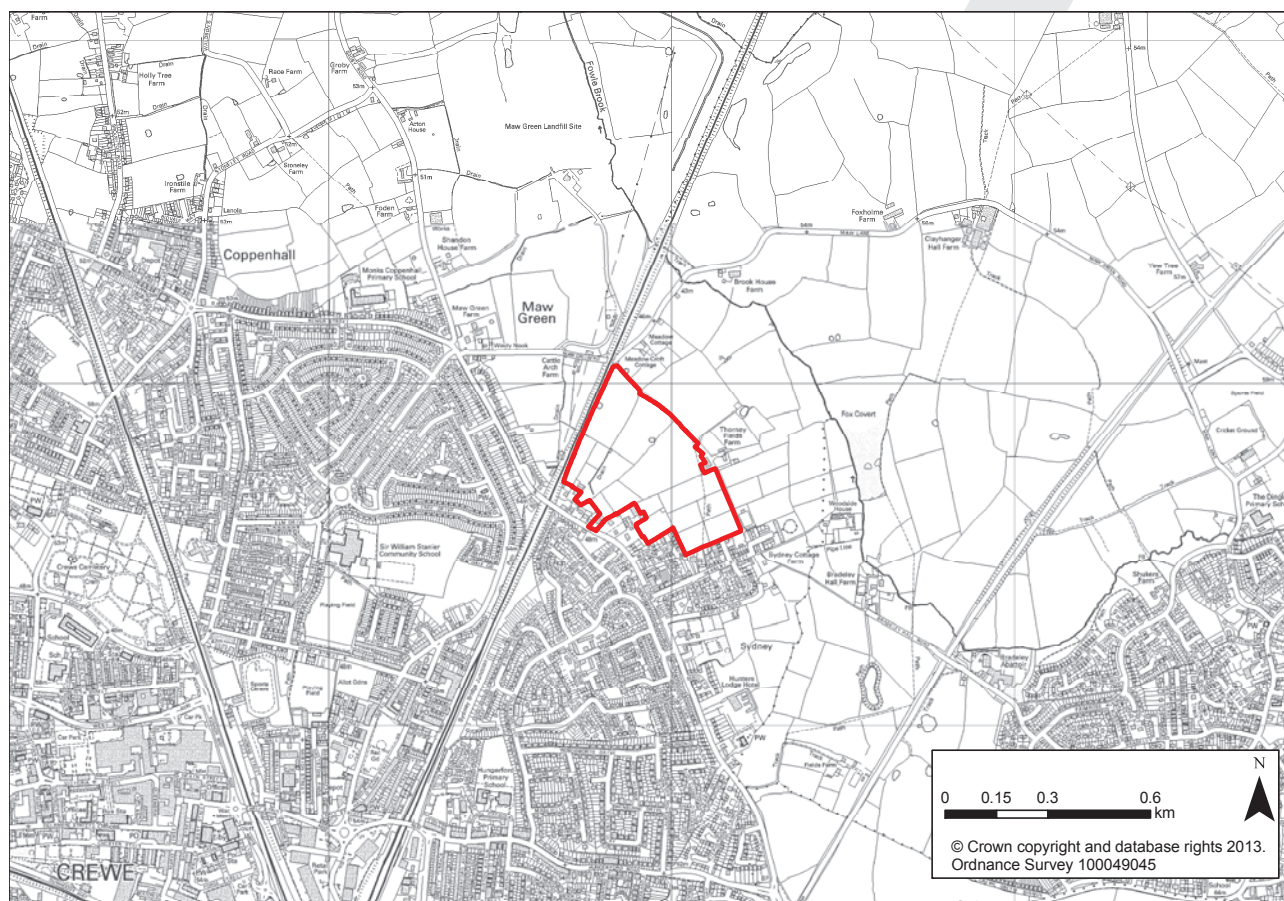


Figure 15.8 Sydney Road Site

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.

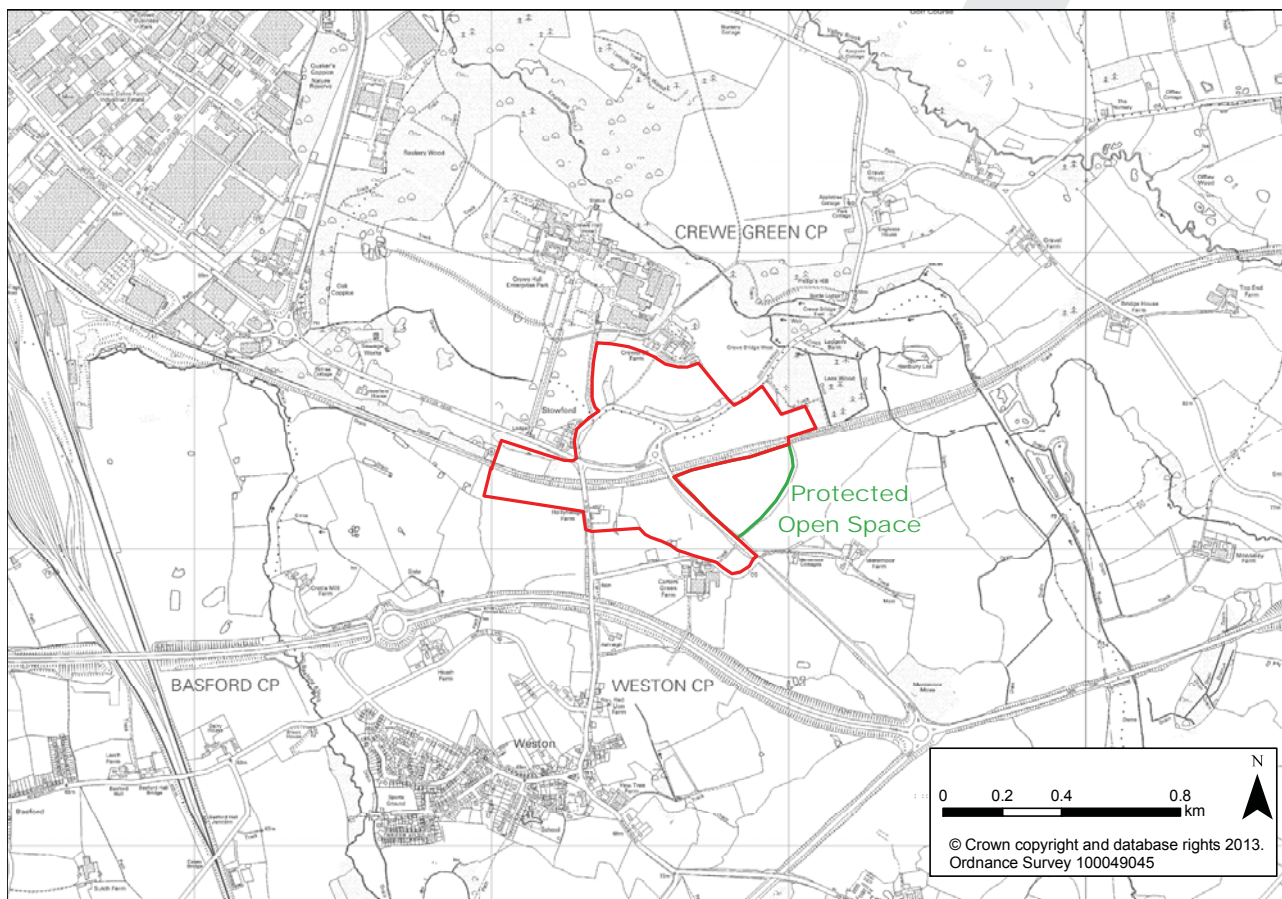


Figure 15.9 South Cheshire Growth Village, South East Crewe Strategic Location

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).

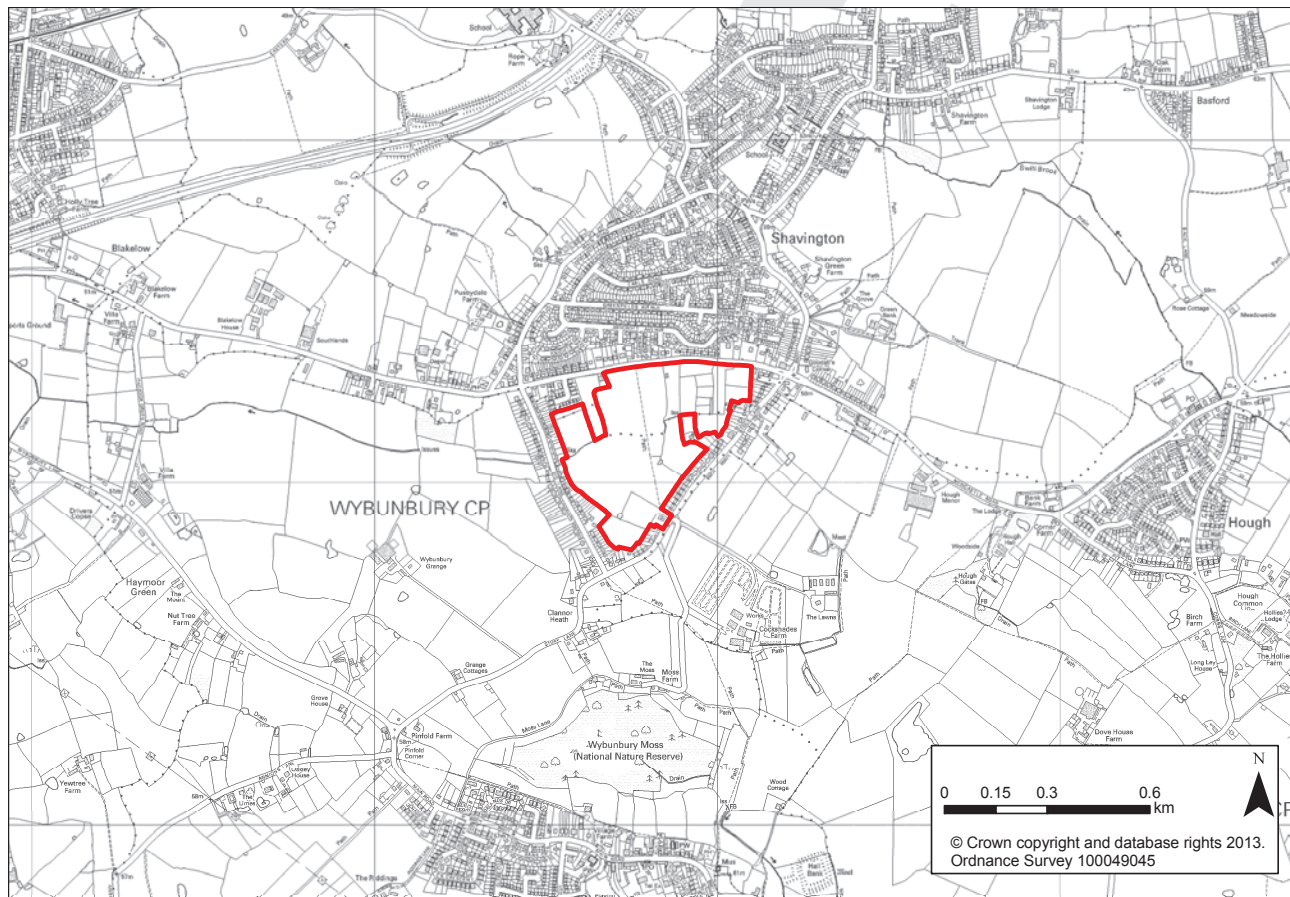


Figure 15.10 The Shavington / Wybunbury Triangle Site

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.

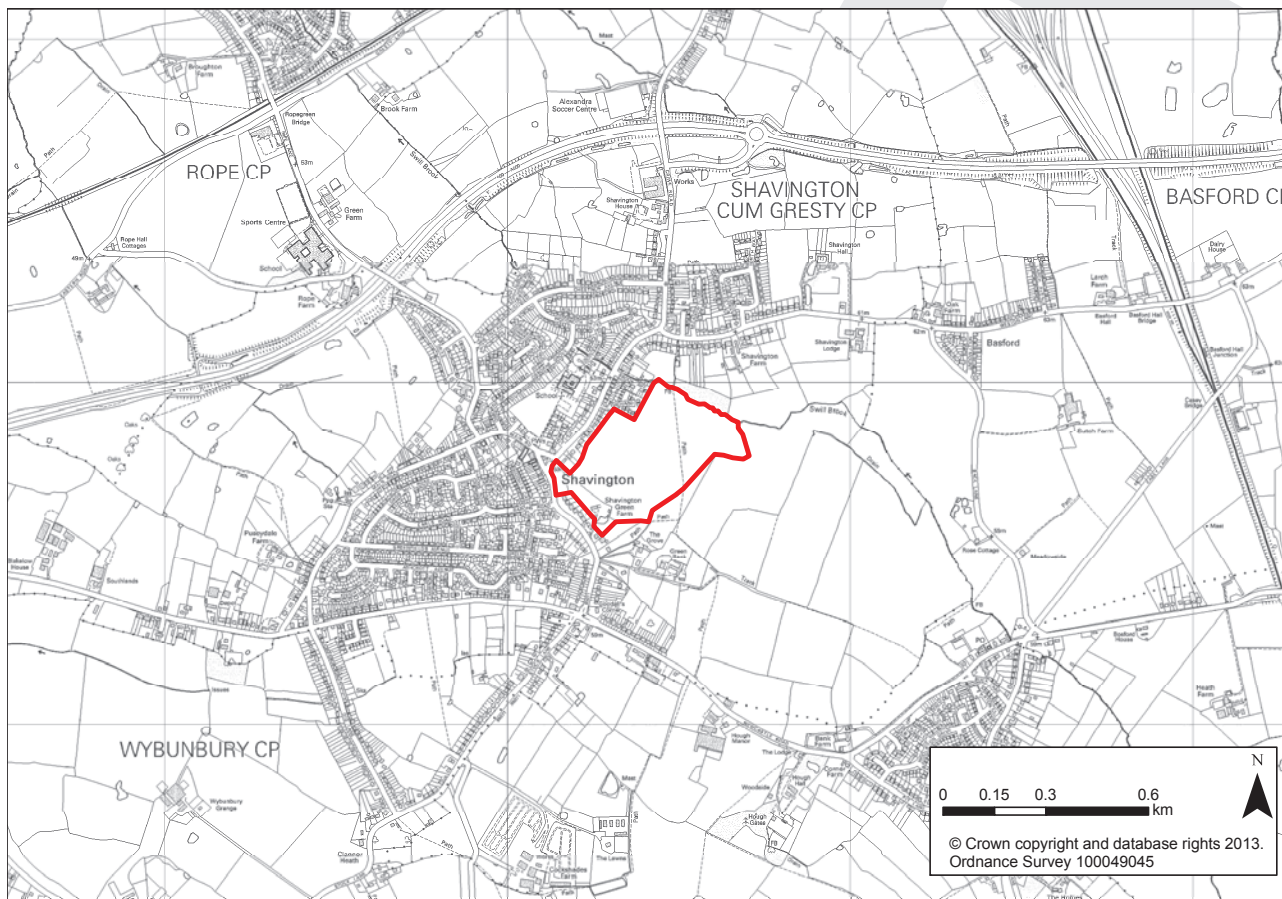


Figure 15.11 East Shavington Site

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.

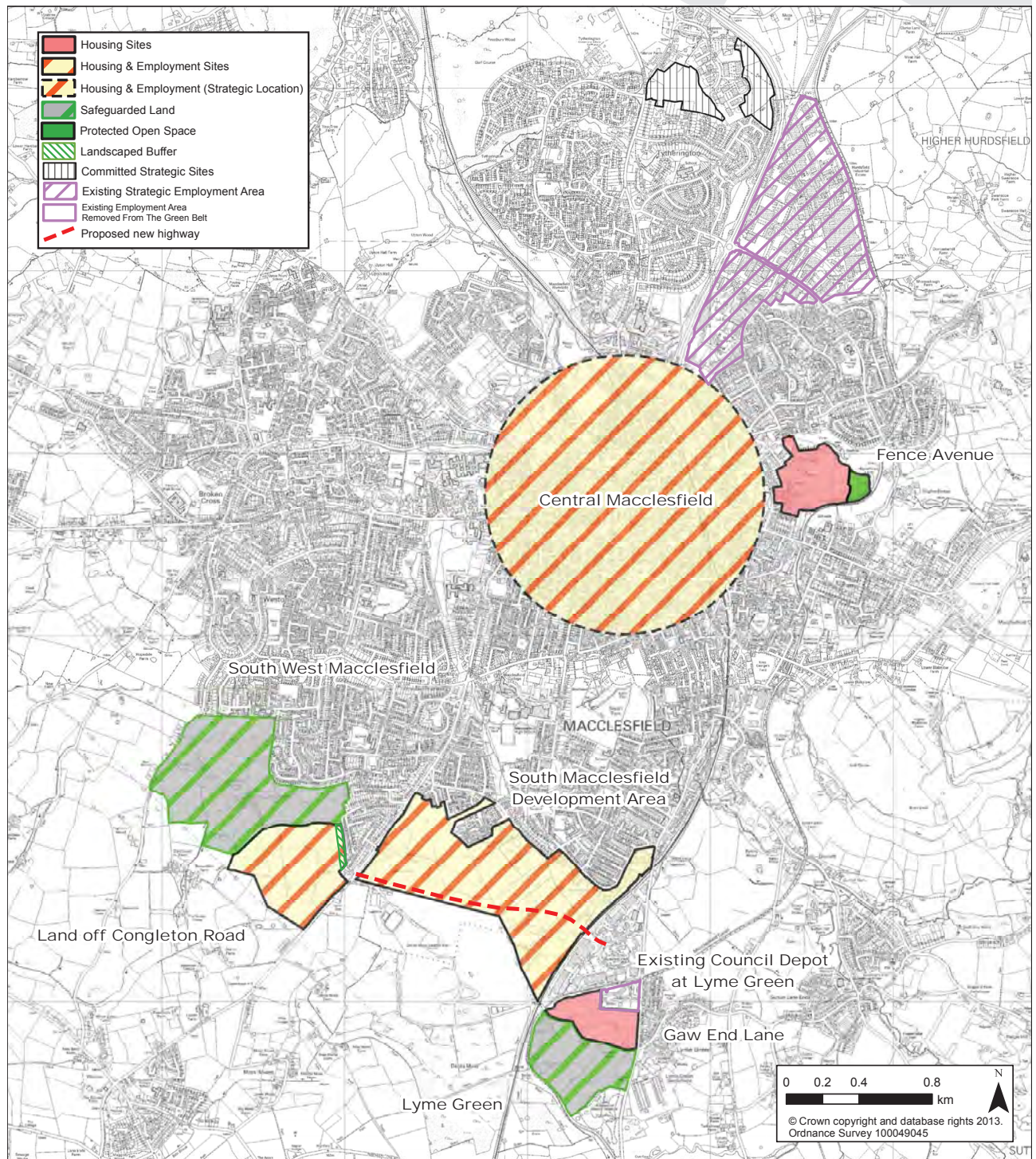


Figure 15.12 Macclesfield Town Map



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.

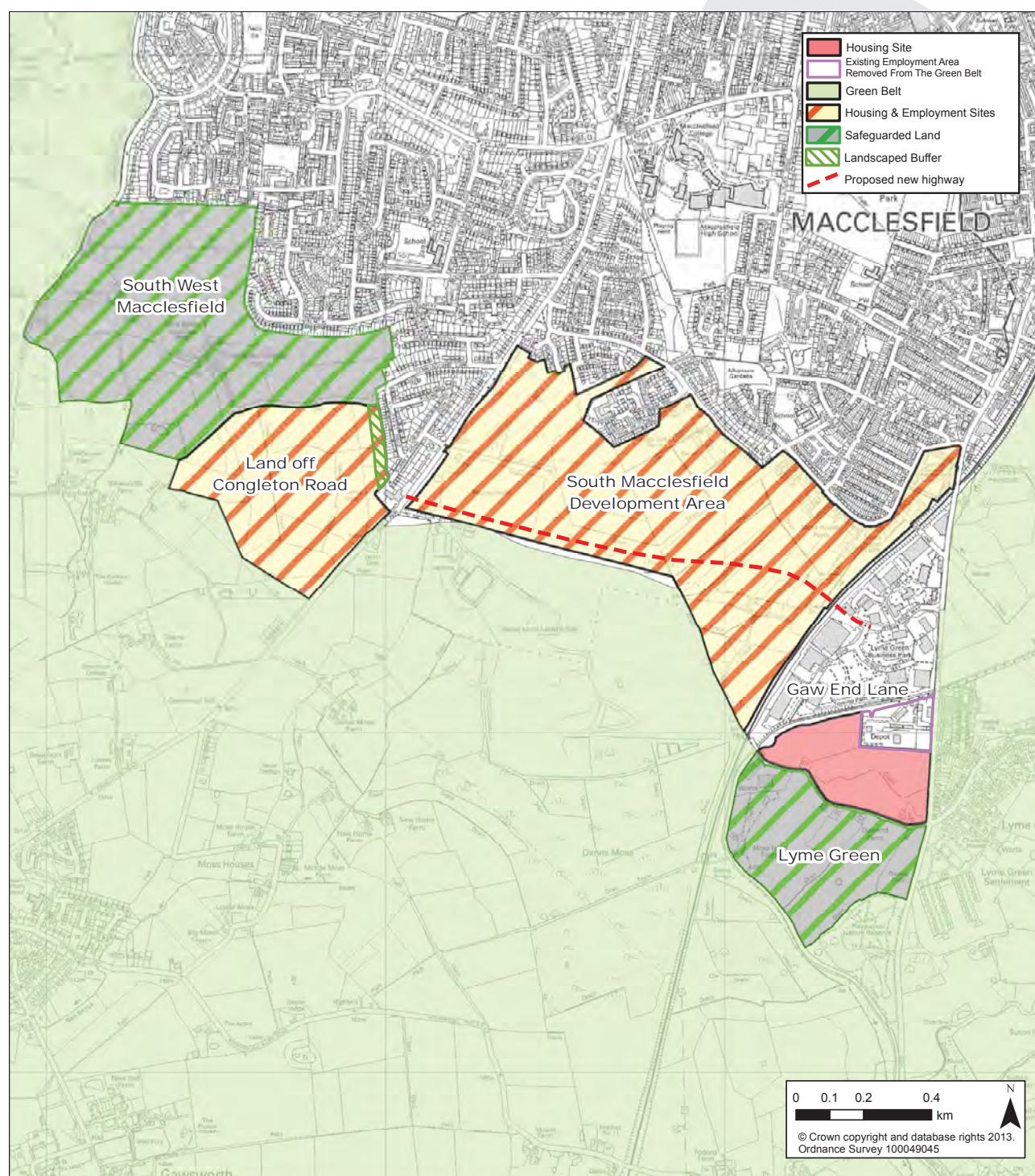


Figure 15.12b Map showing new Green Belt boundary around southern Macclesfield

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:



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.

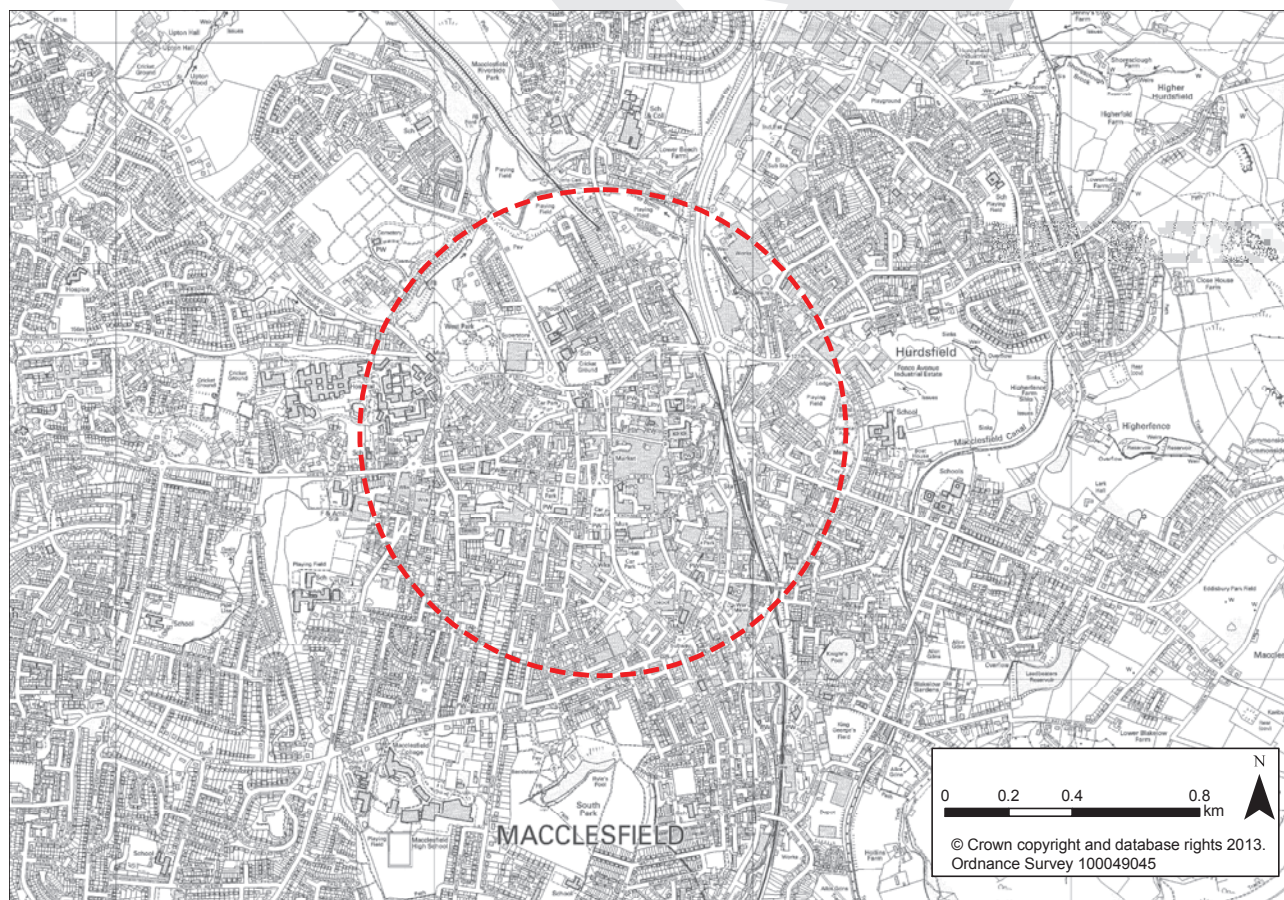


Figure 15.13 Central Macclesfield Strategic Location (Indicative)



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.

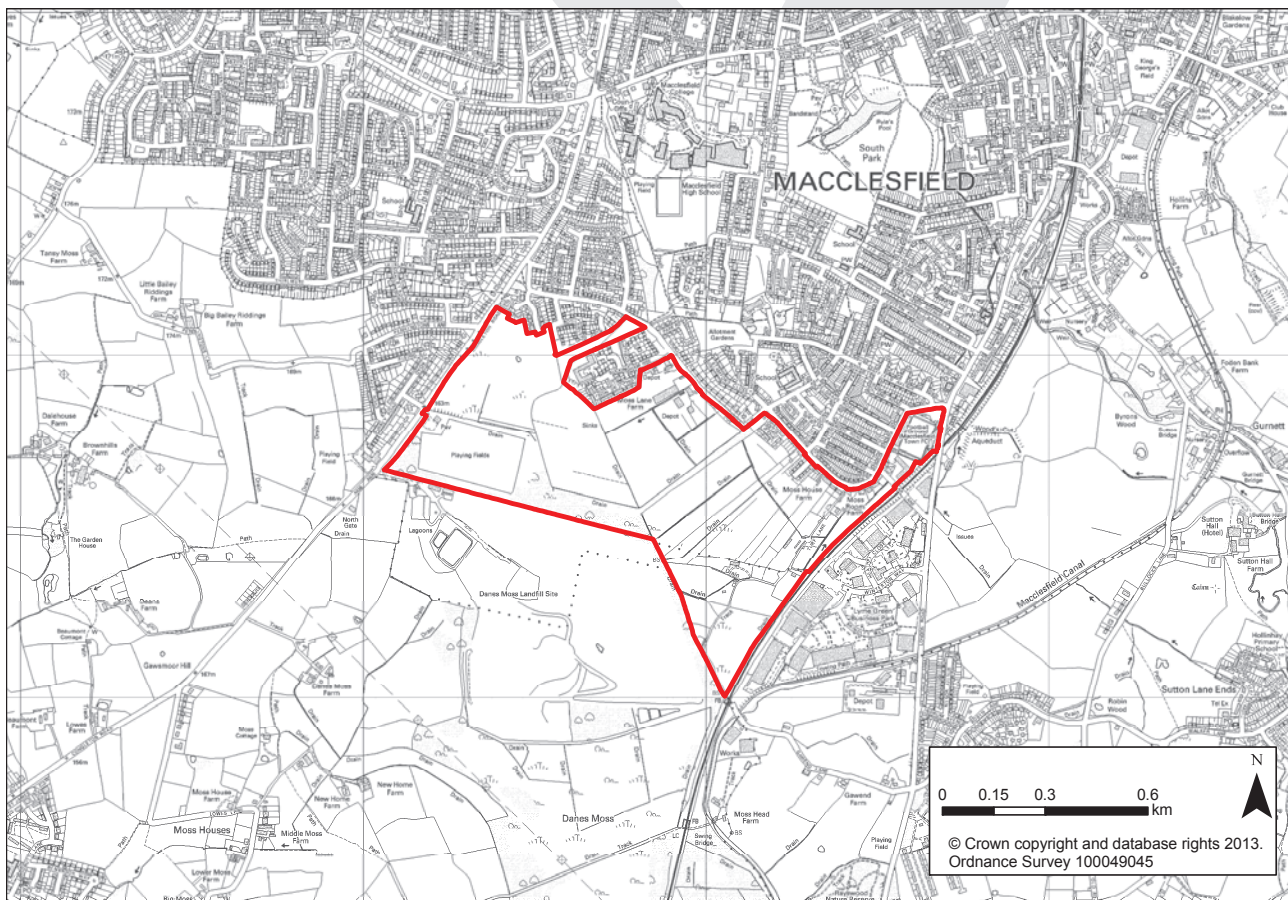


Figure 15.14 South Macclesfield Development Area Site



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.

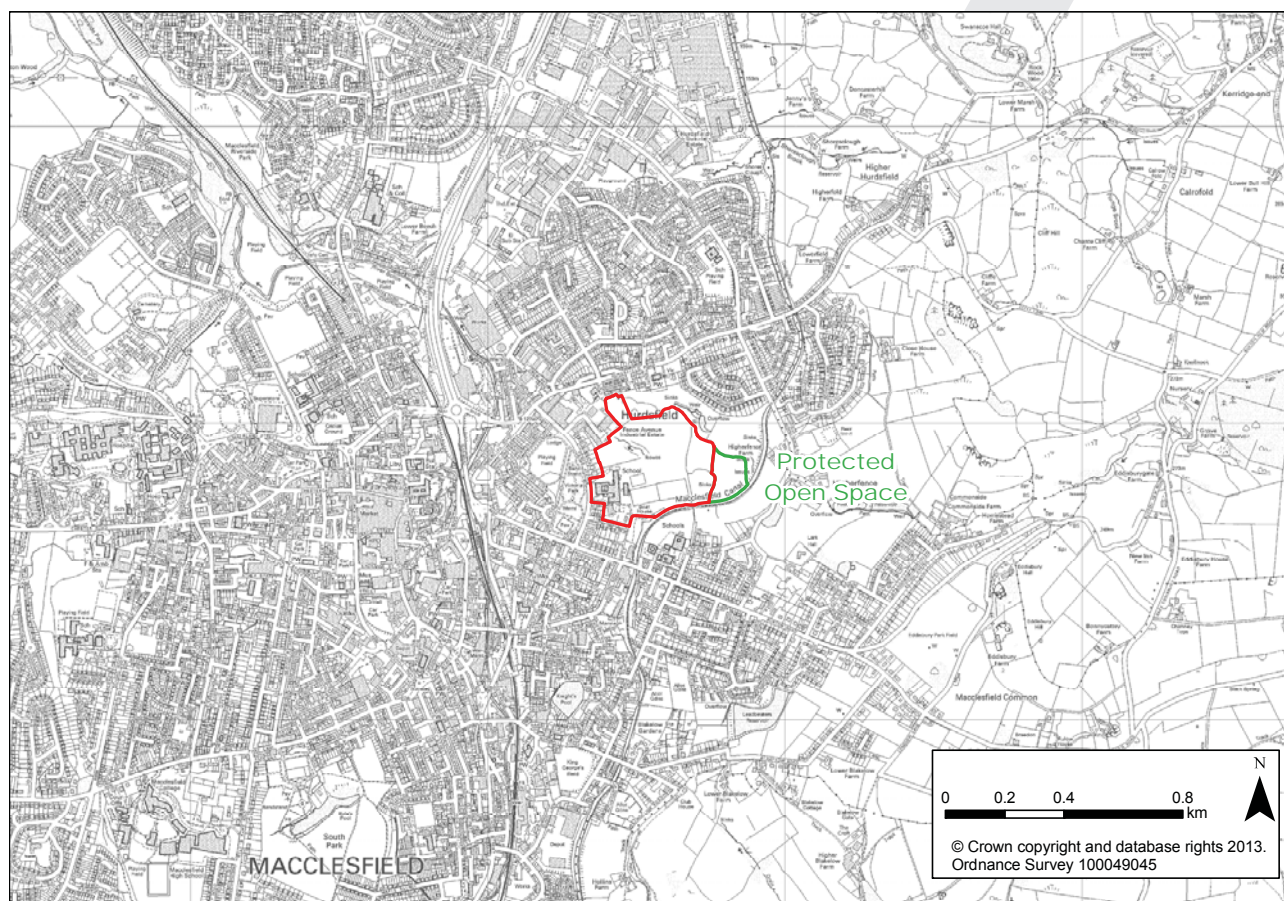


Figure 15.15 Land East of Fence Avenue Site

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.

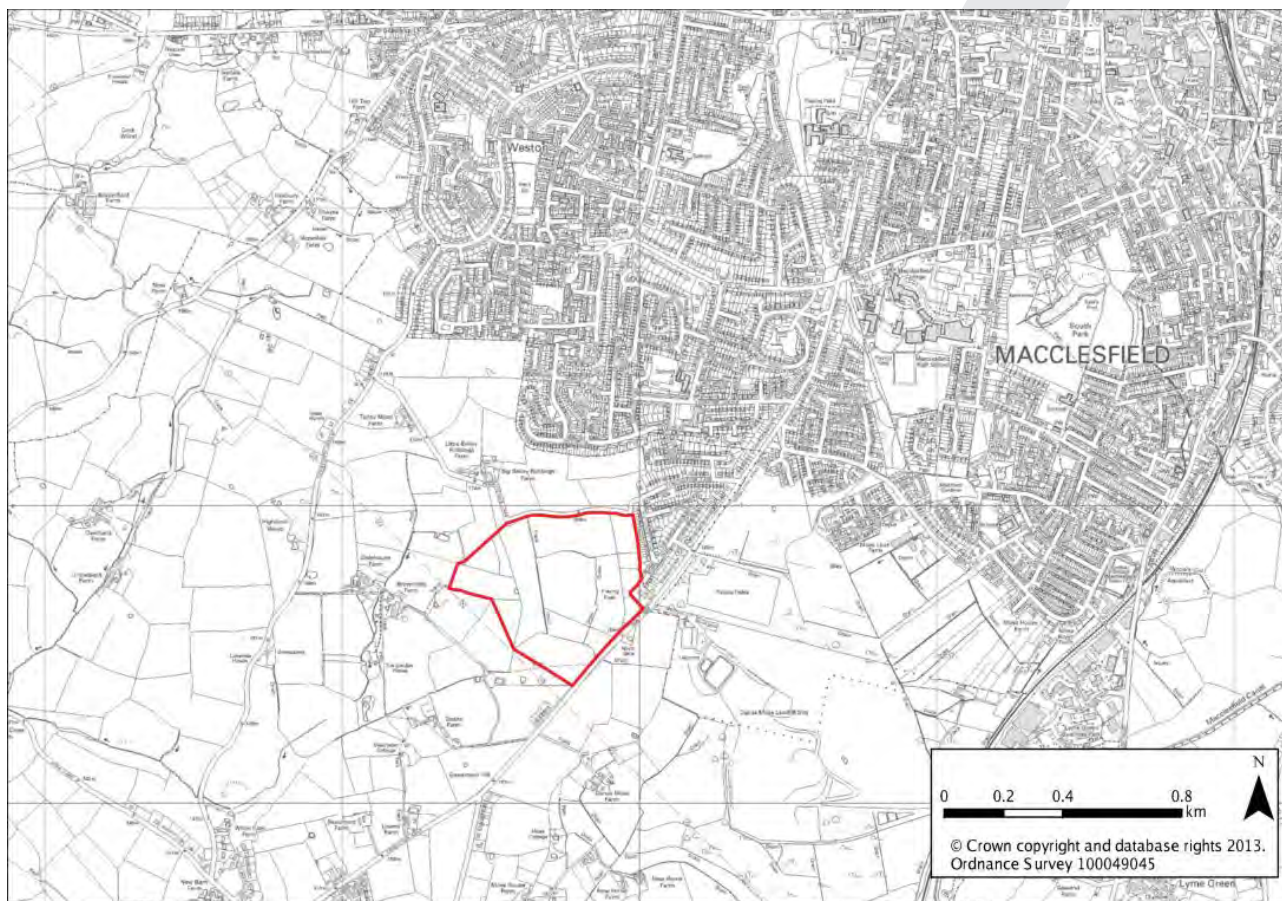


Figure 15.16 Land off Congleton Road Site

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	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 5: Ensure a sustainable future

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)

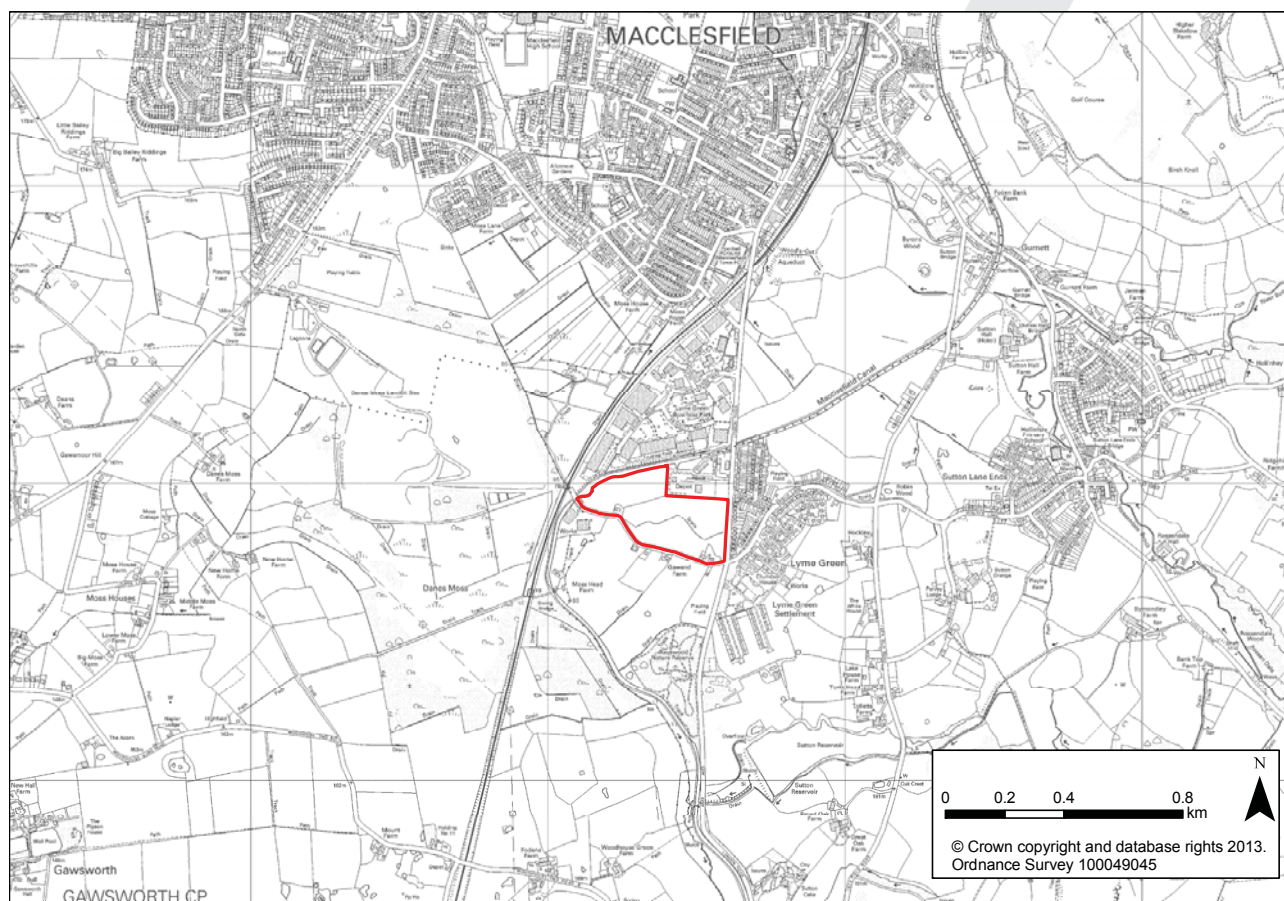


Figure 15.17 Gaw End Lane Site

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.

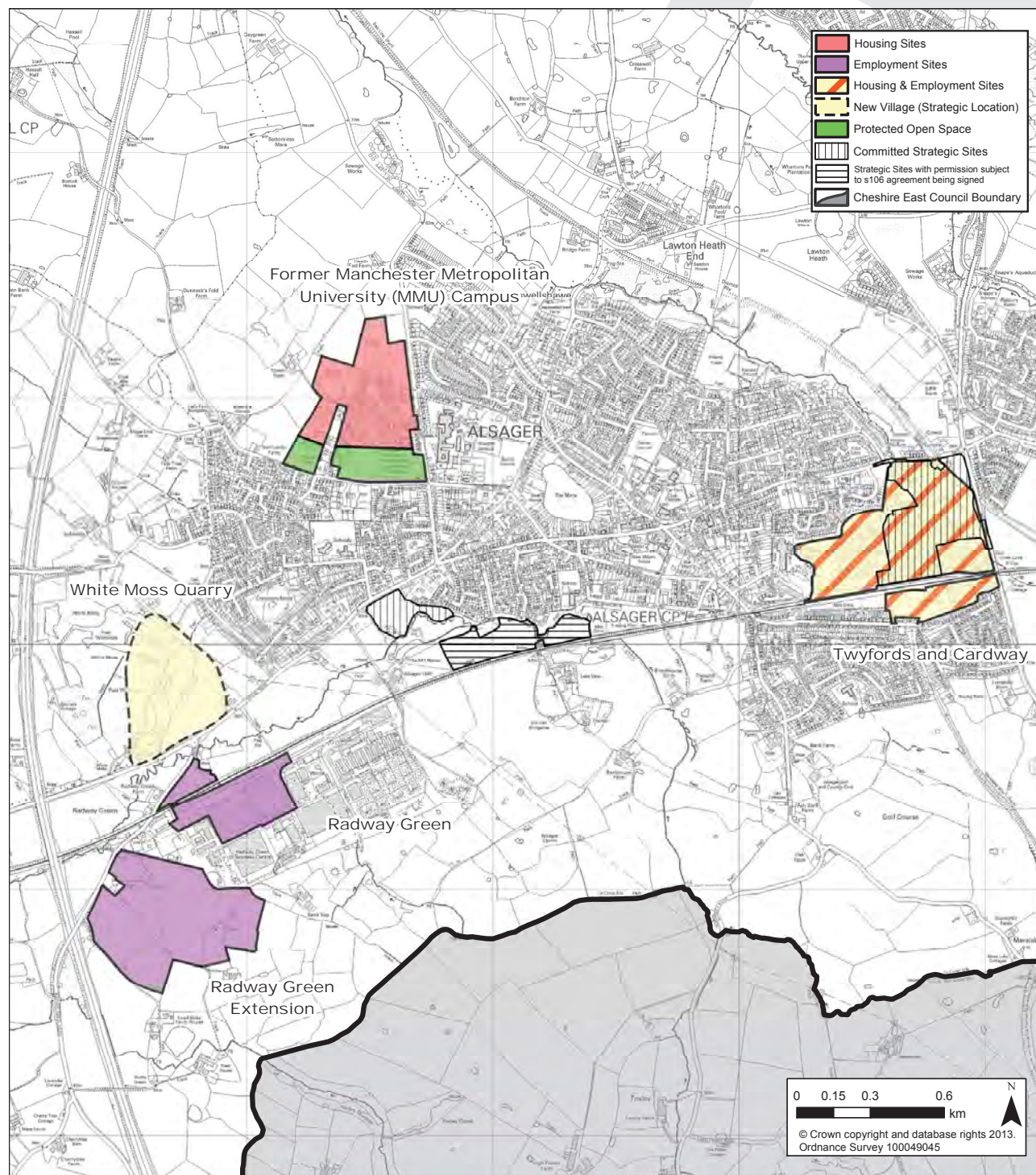


Figure 15.18 Alsager Town Map

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.

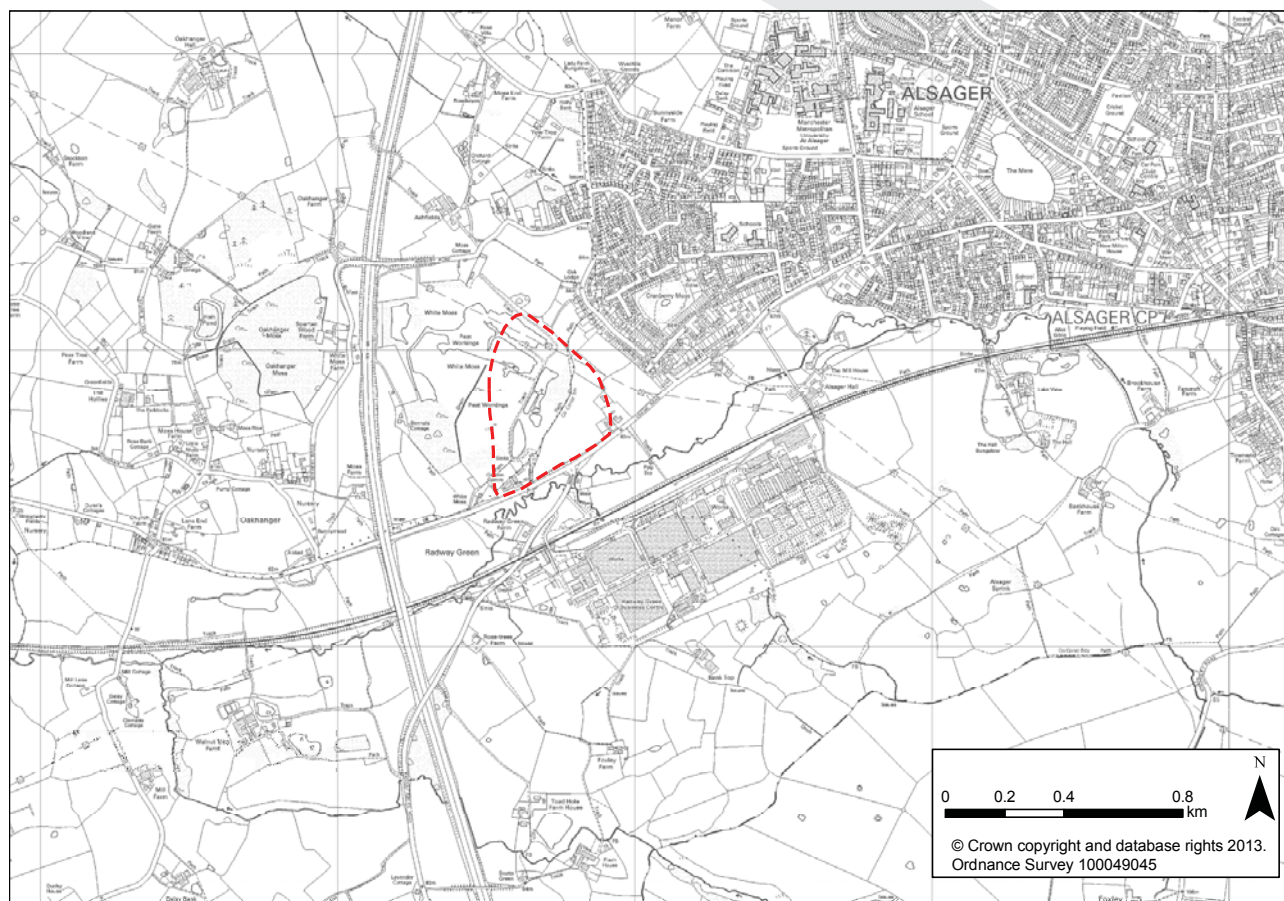


Figure 15.19 White Moss Quarry Strategic Location

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)

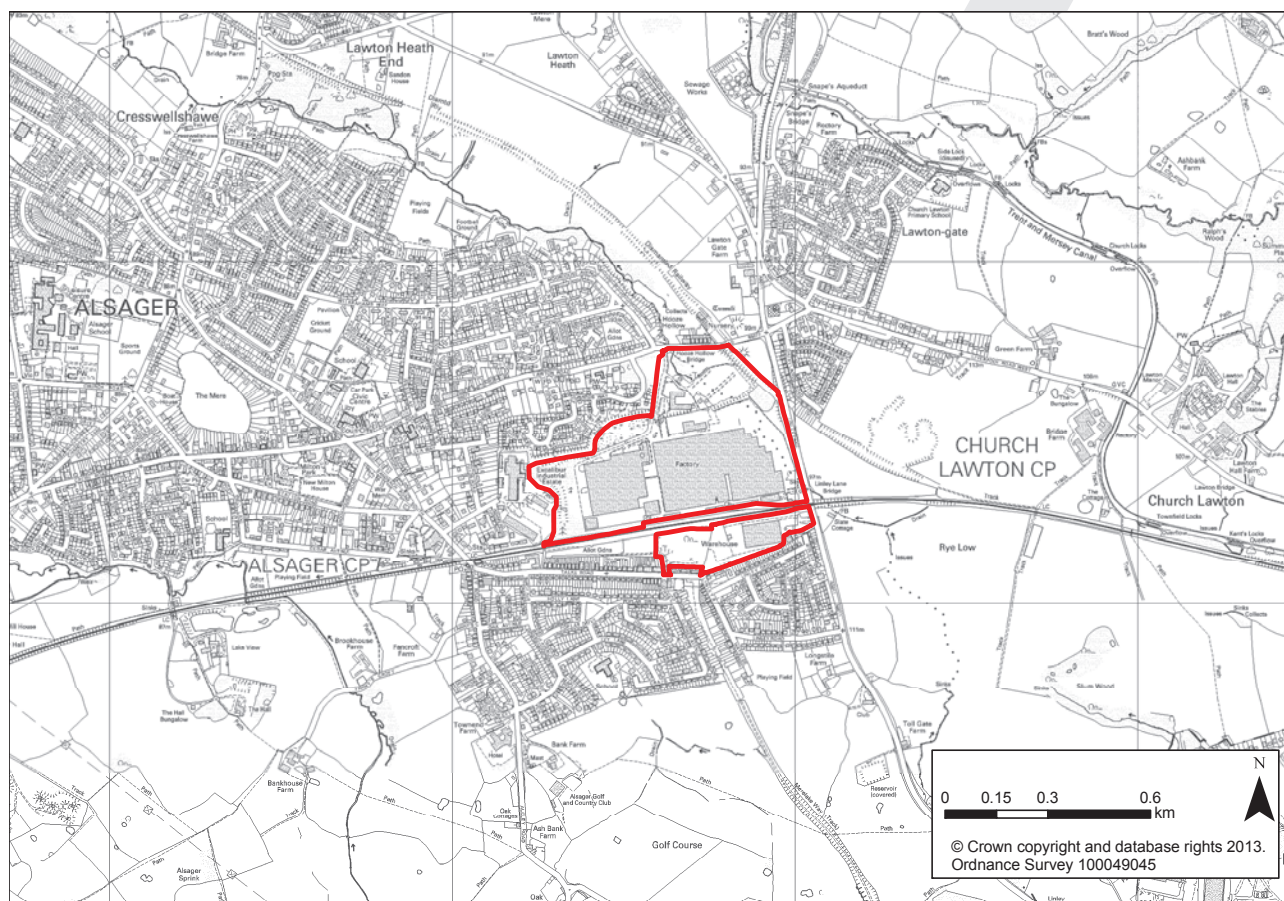


Figure 15.20 Twyford and Cardway Site

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).

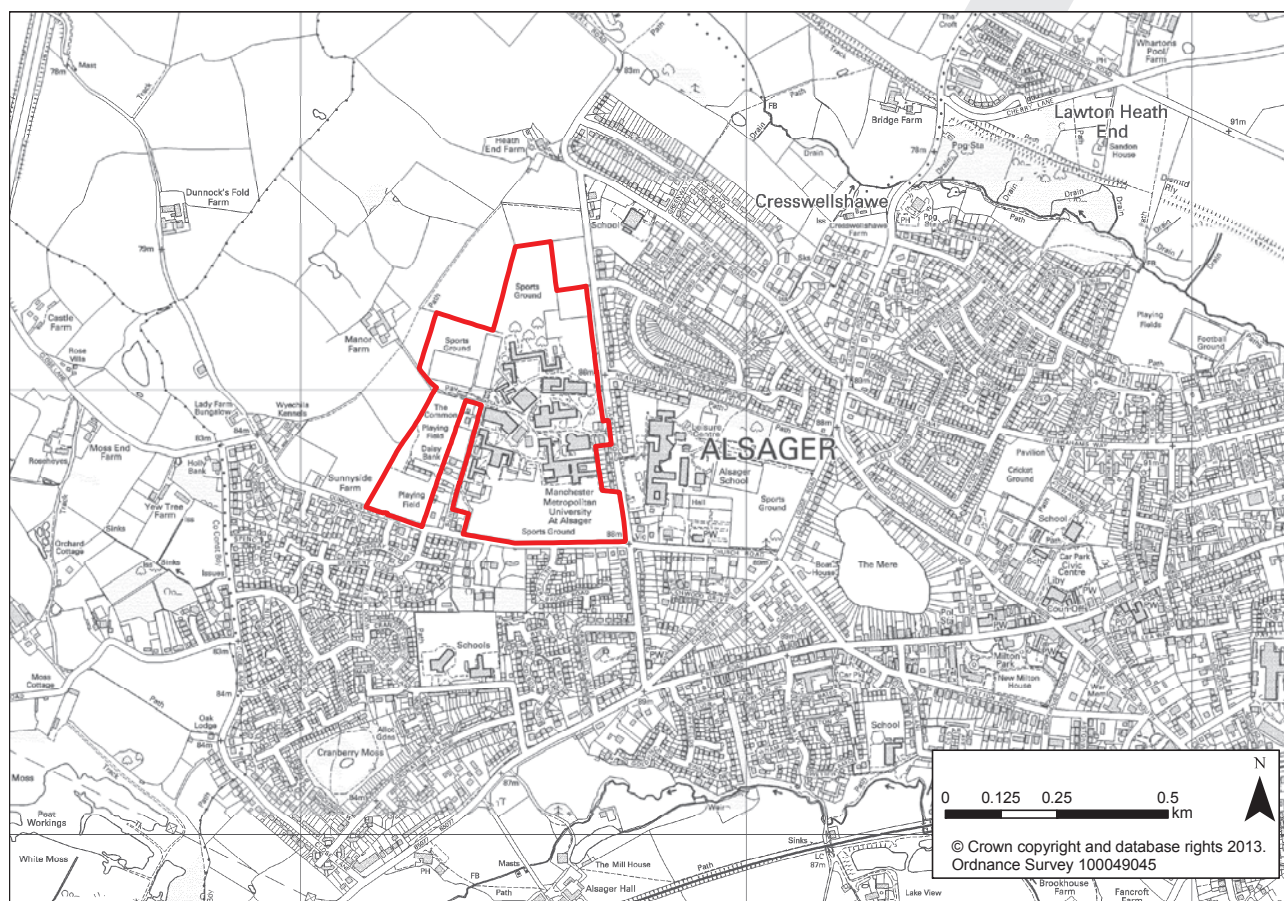


Figure 15.21 Former Manchester Metropolitan University Campus Site

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).

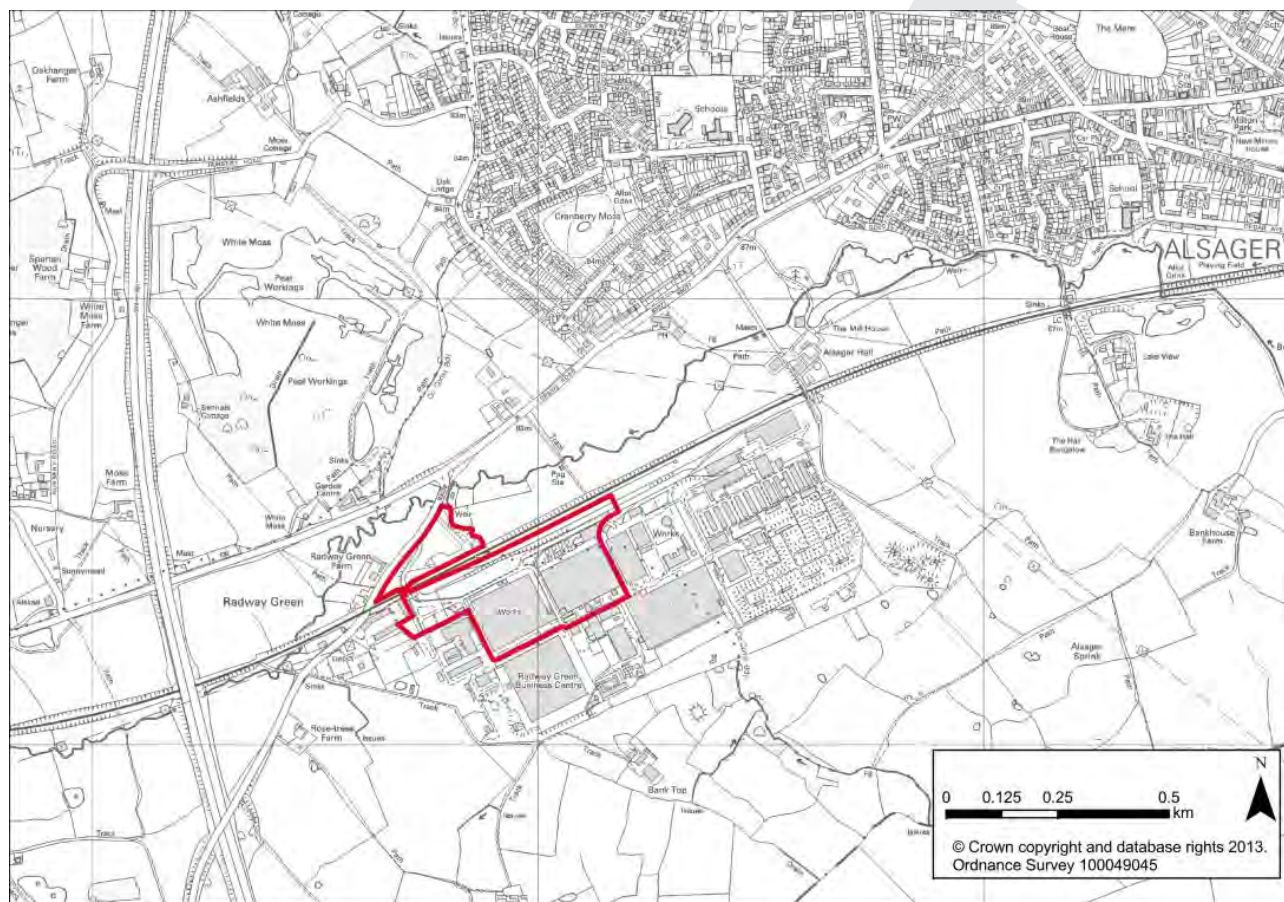


Figure 15.22 Radway Green Brownfield Site

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.

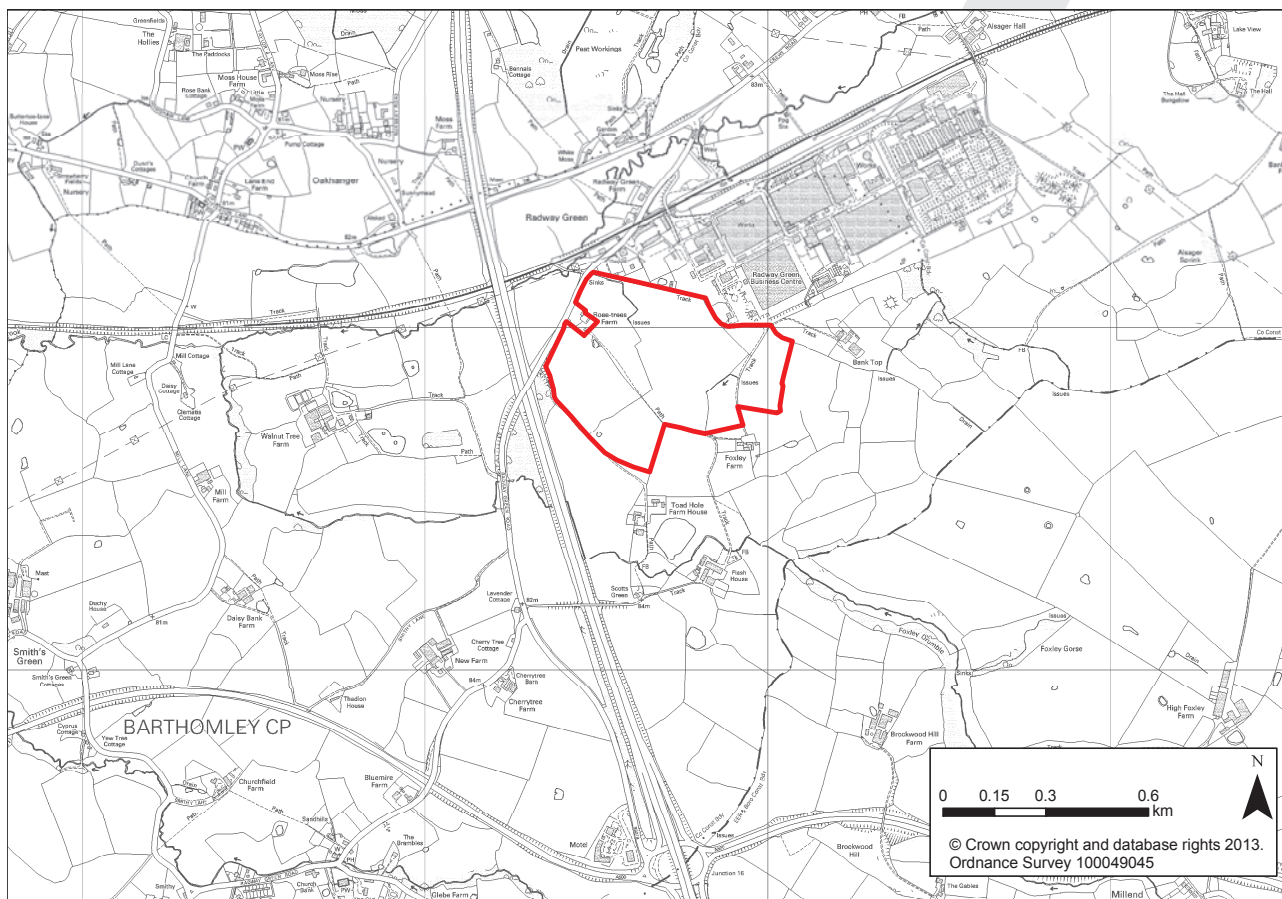


Figure 15.23 Radway Green Extension Site

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.

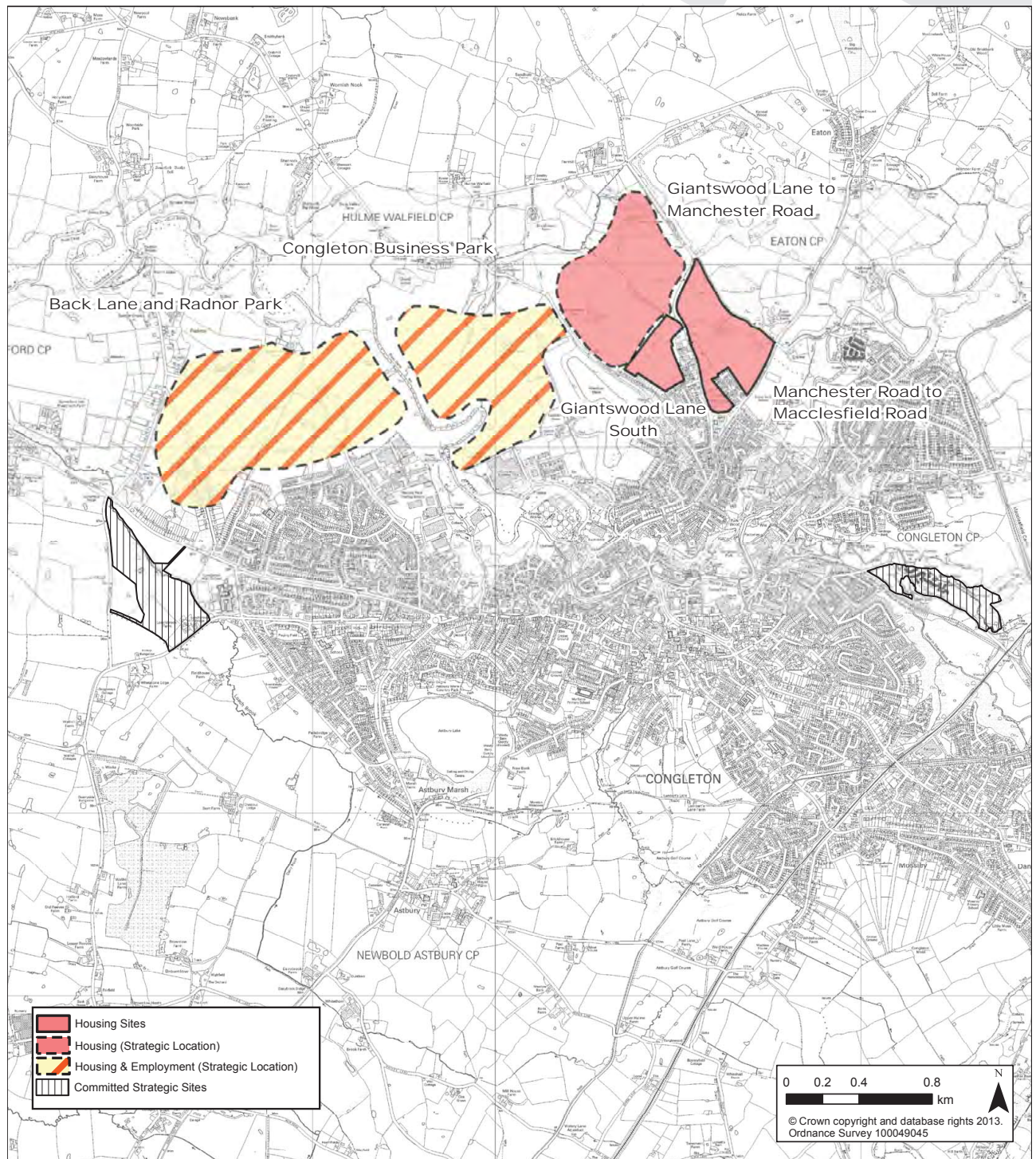


Figure 15.24 Congleton Town Plan



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:

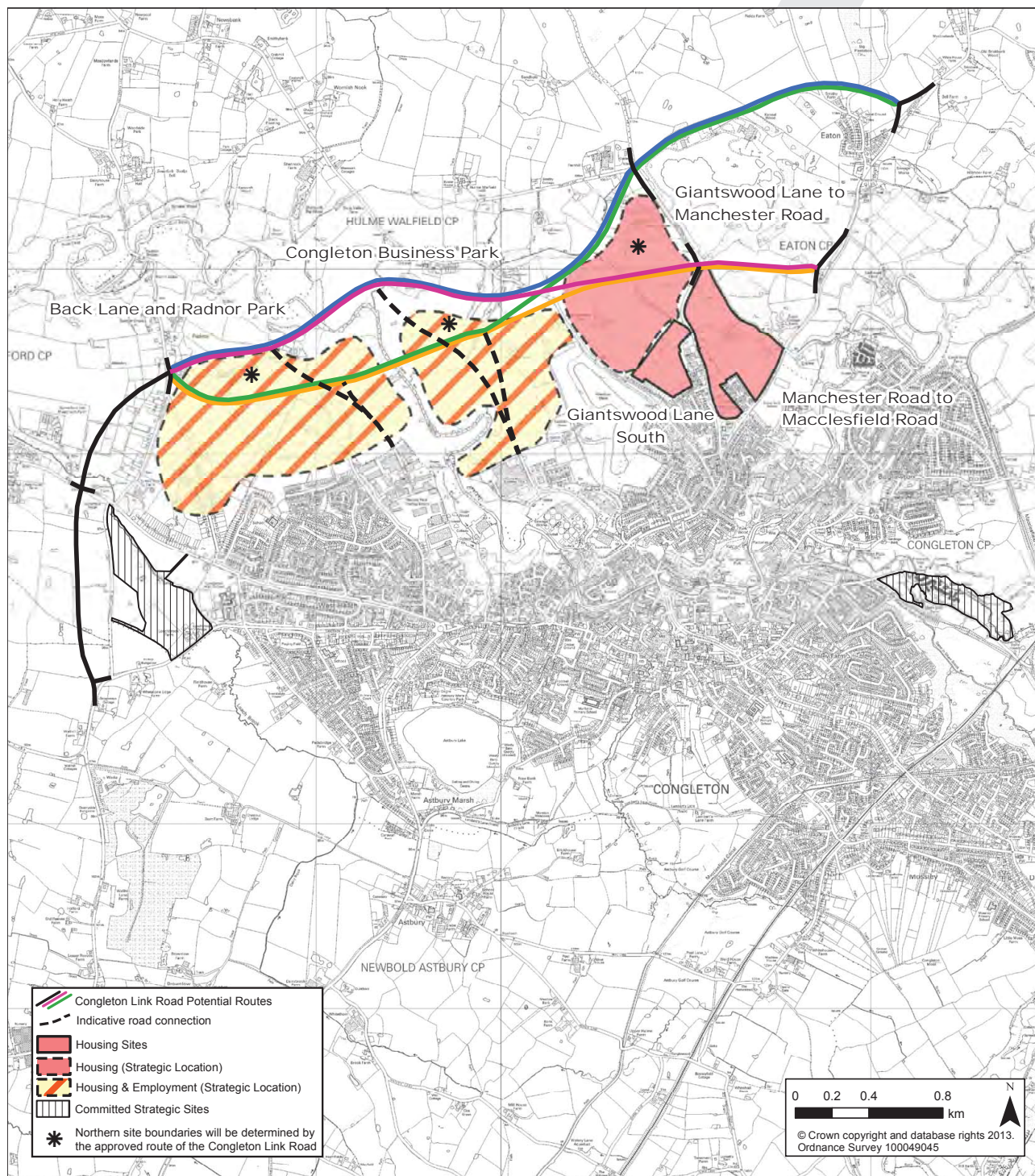


Figure 15.25 Congleton Link Road Corridor of Interest

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).

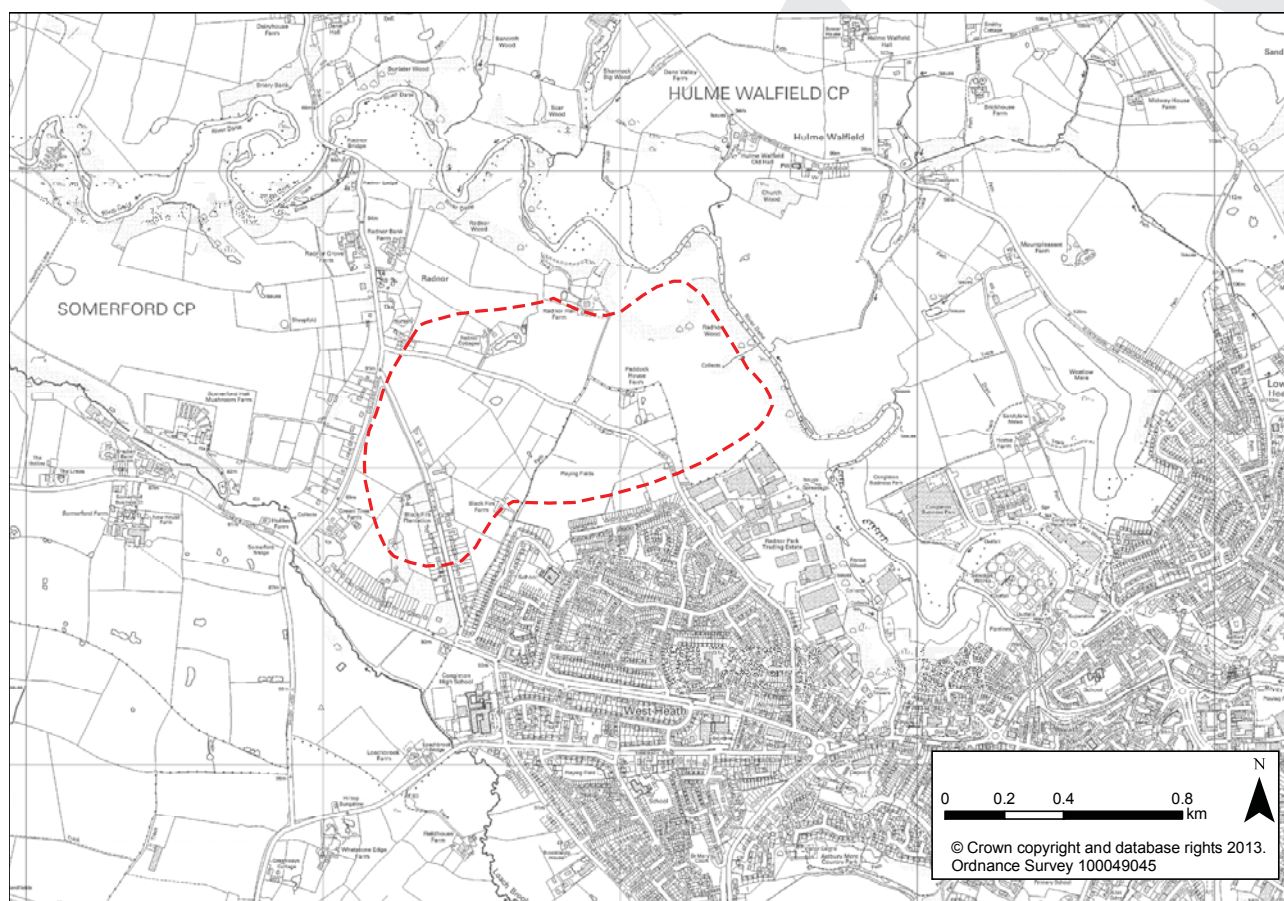


Figure 15.26 Back Lane and Radnor Park Strategic Location

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).

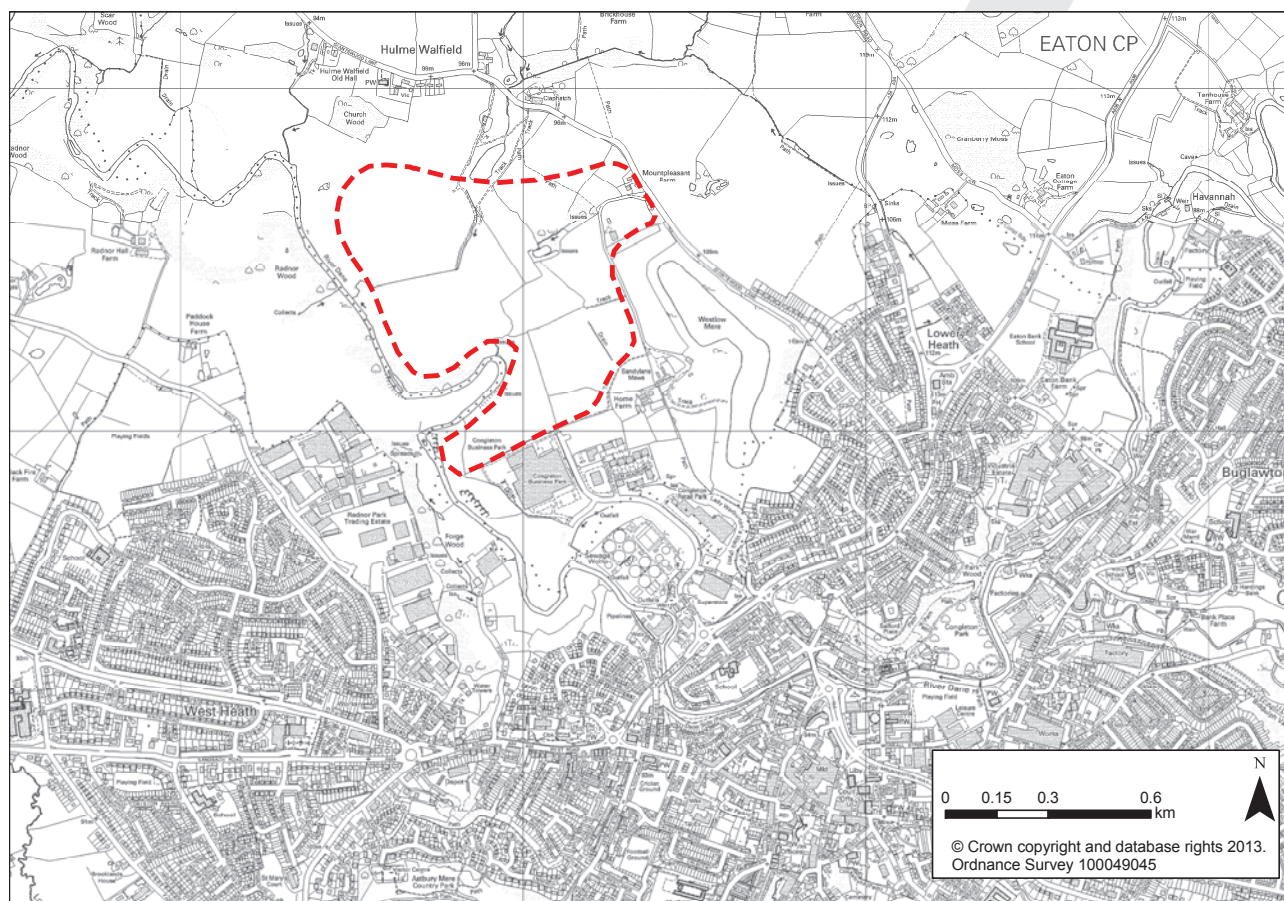


Figure 15.27 Congleton Business Park Extension Strategic Location

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.

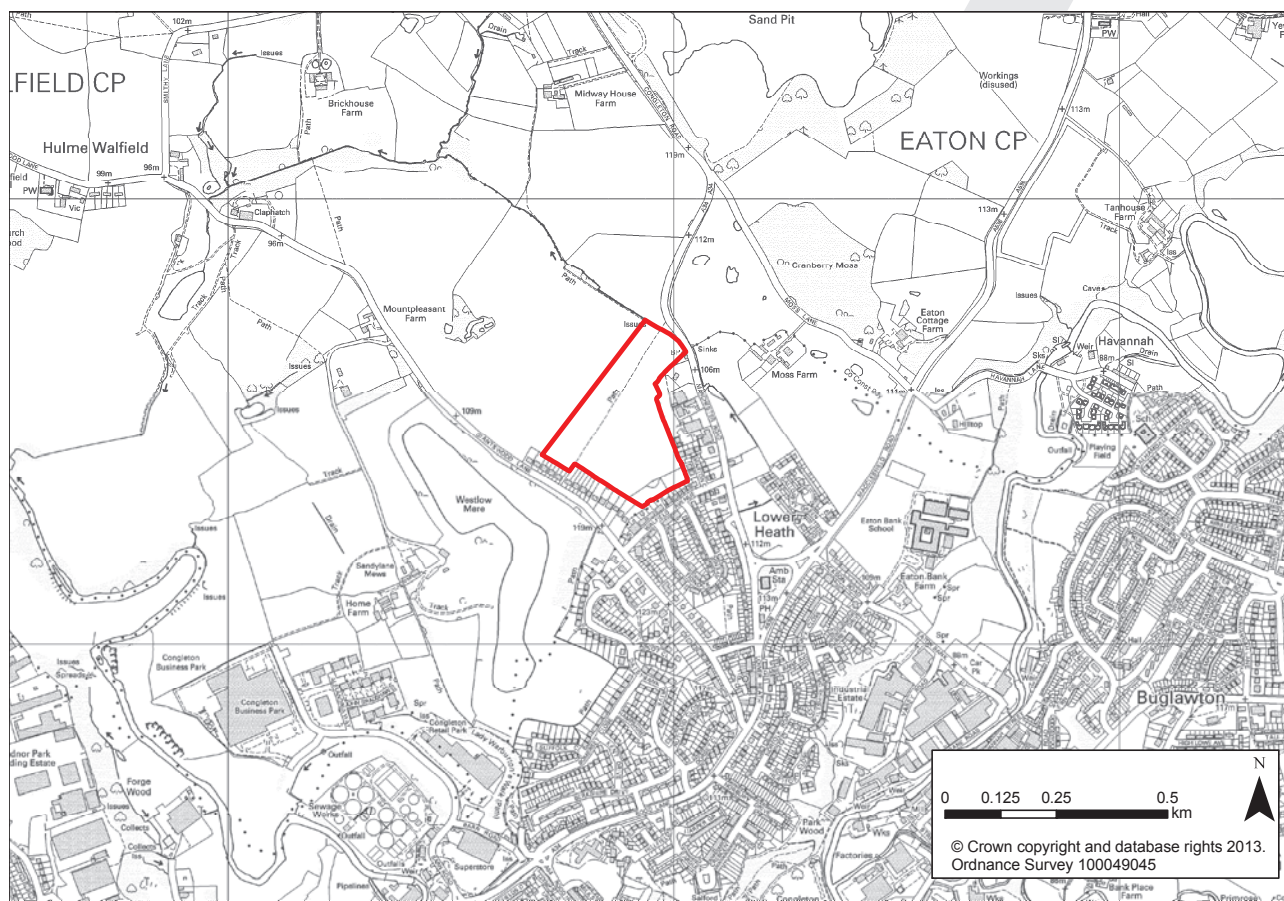


Figure 15.28 Giantswood Lane South Site

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.

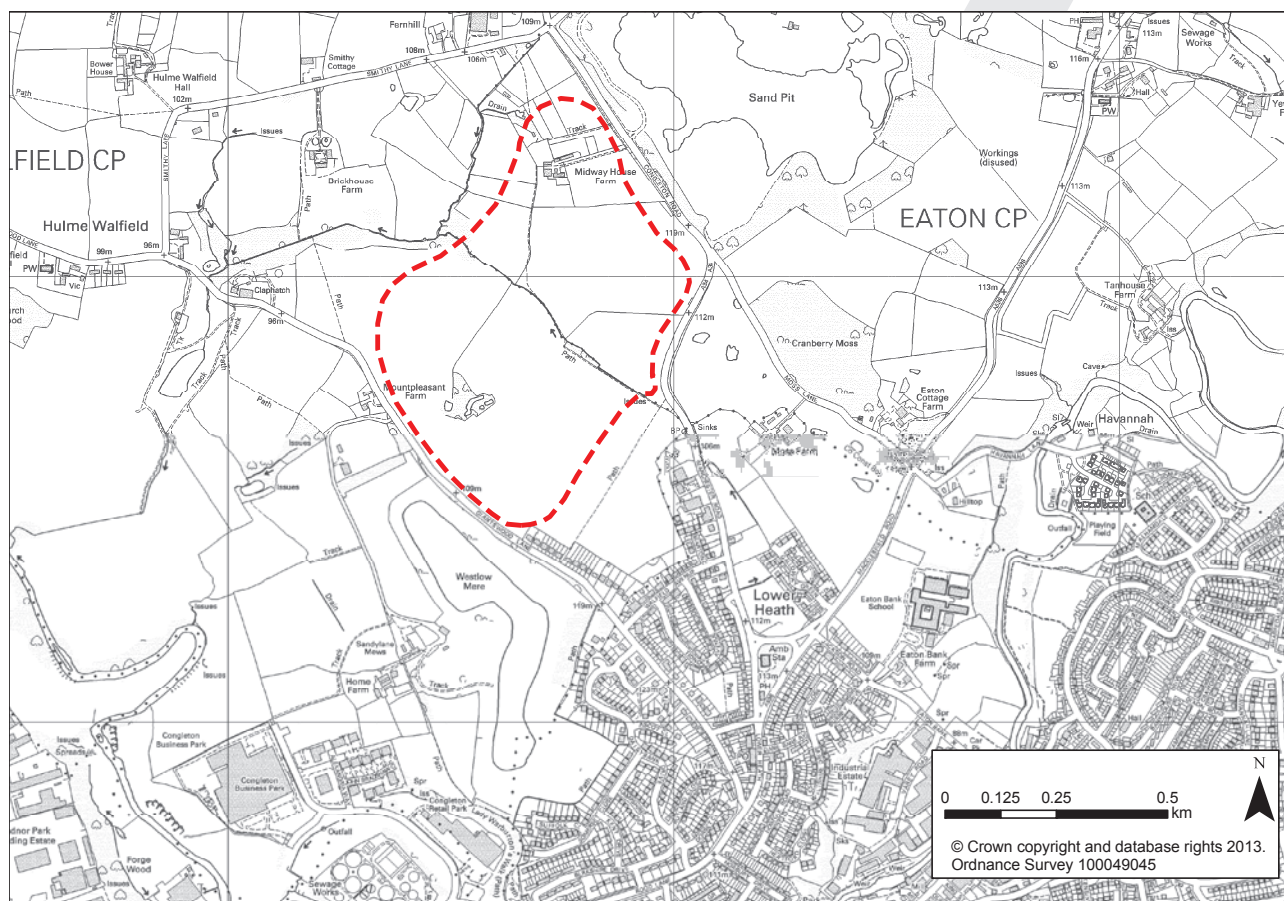


Figure 15.29 Giantswood Lane to Manchester Road Strategic Location

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.

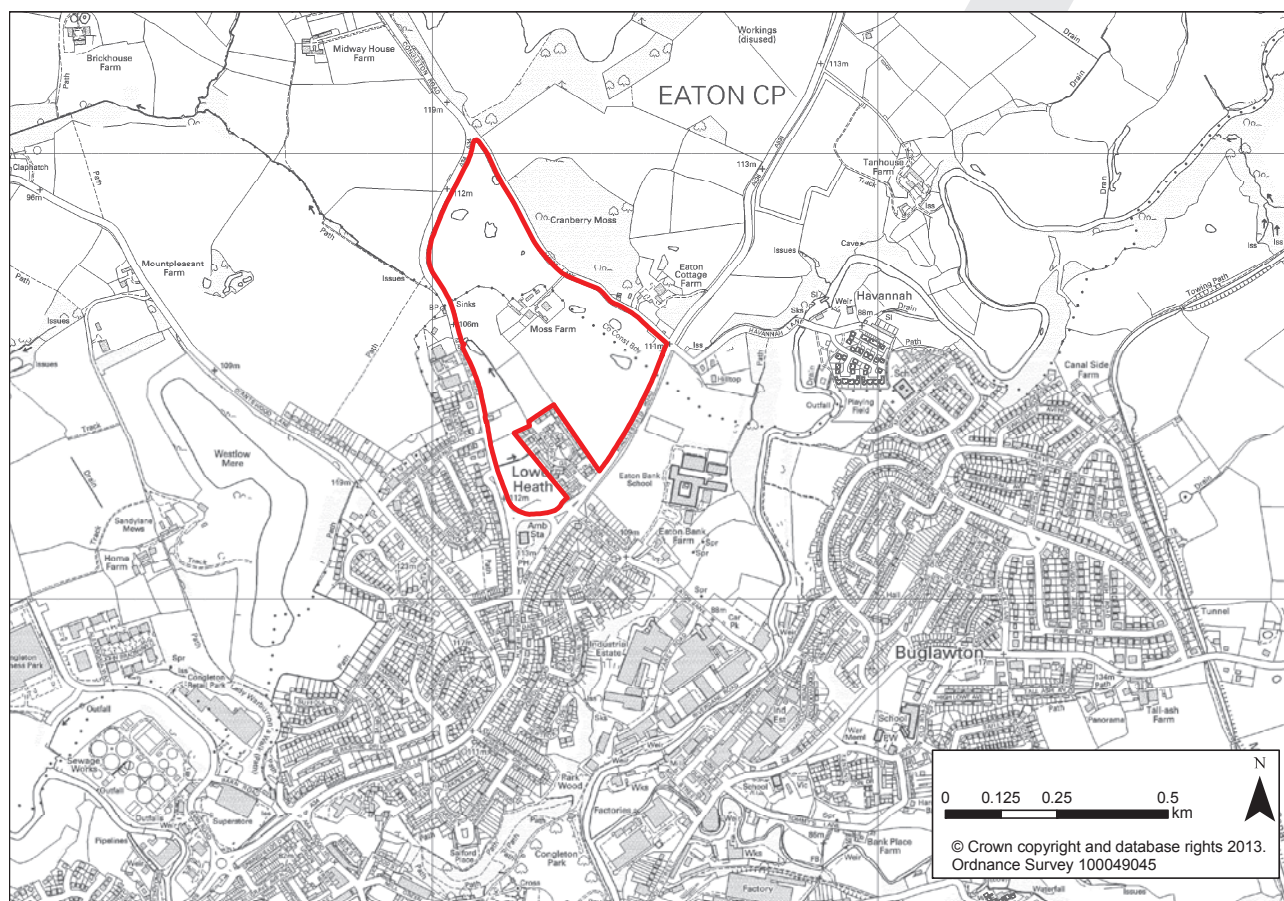


Figure 15.30 Manchester Road to Macclesfield Road Site

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.

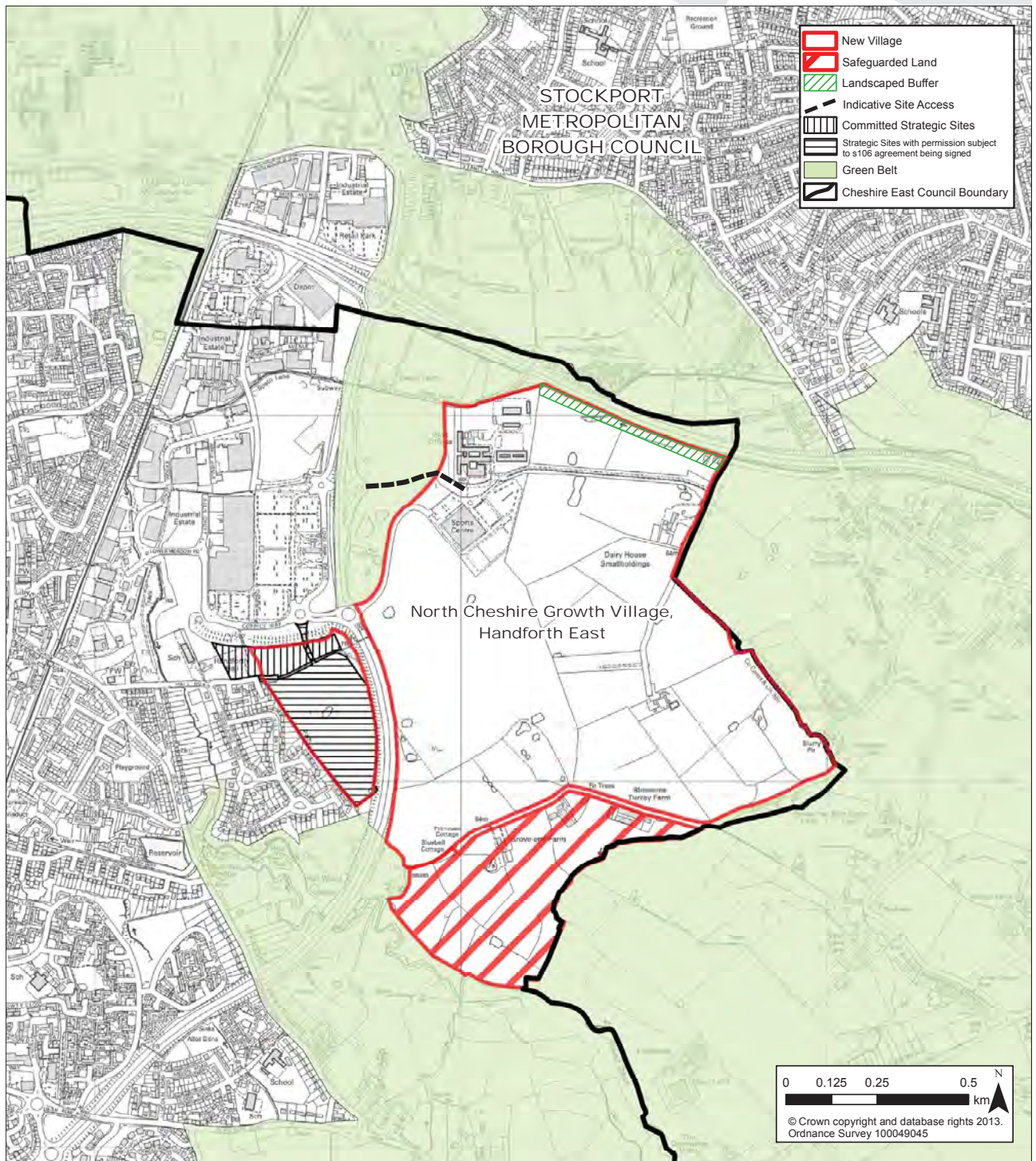


Figure 15.30b New Green Belt boundary at North Cheshire Growth Village



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.

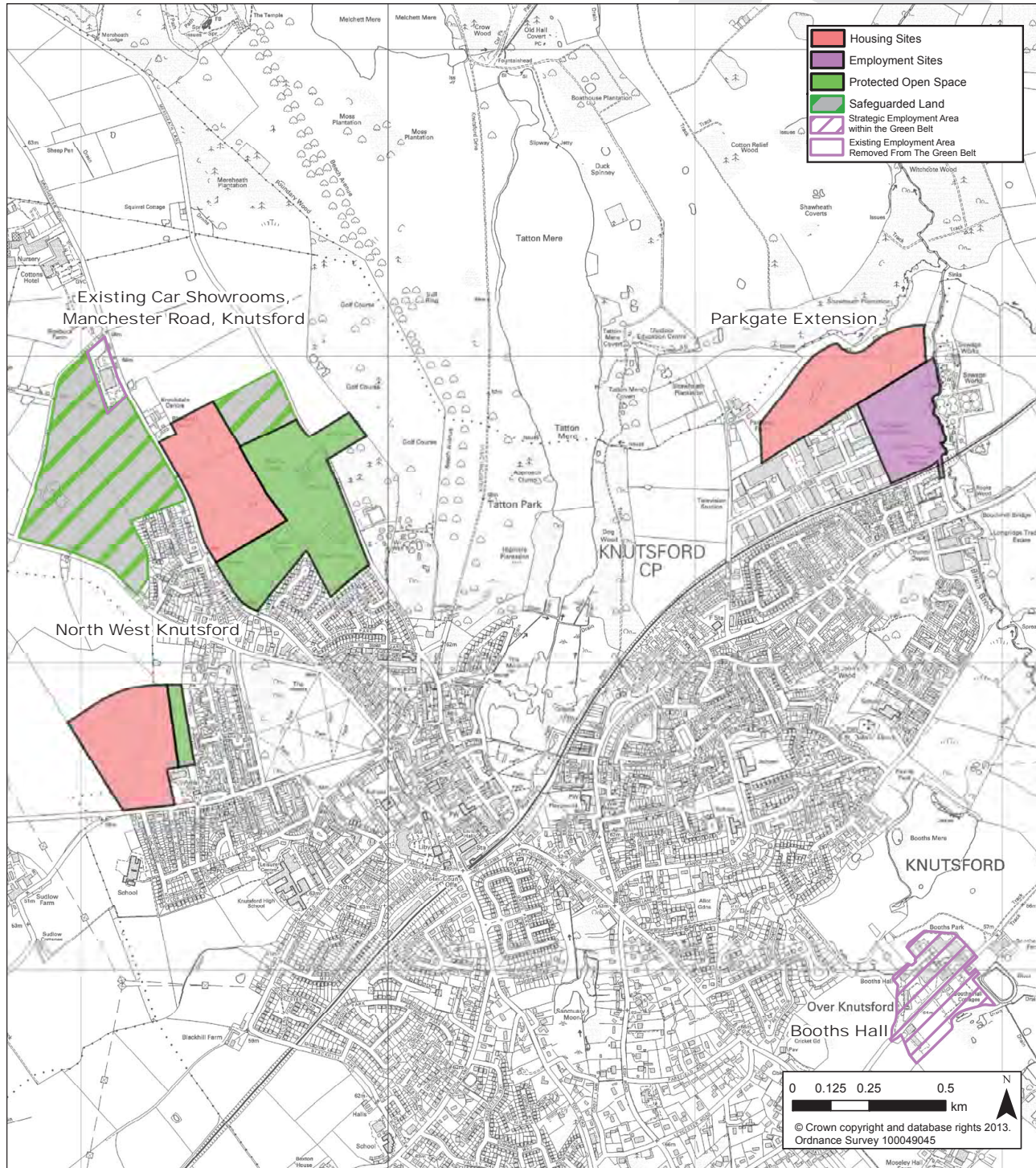


Figure 15.31 Knutsford Town Map

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:



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).

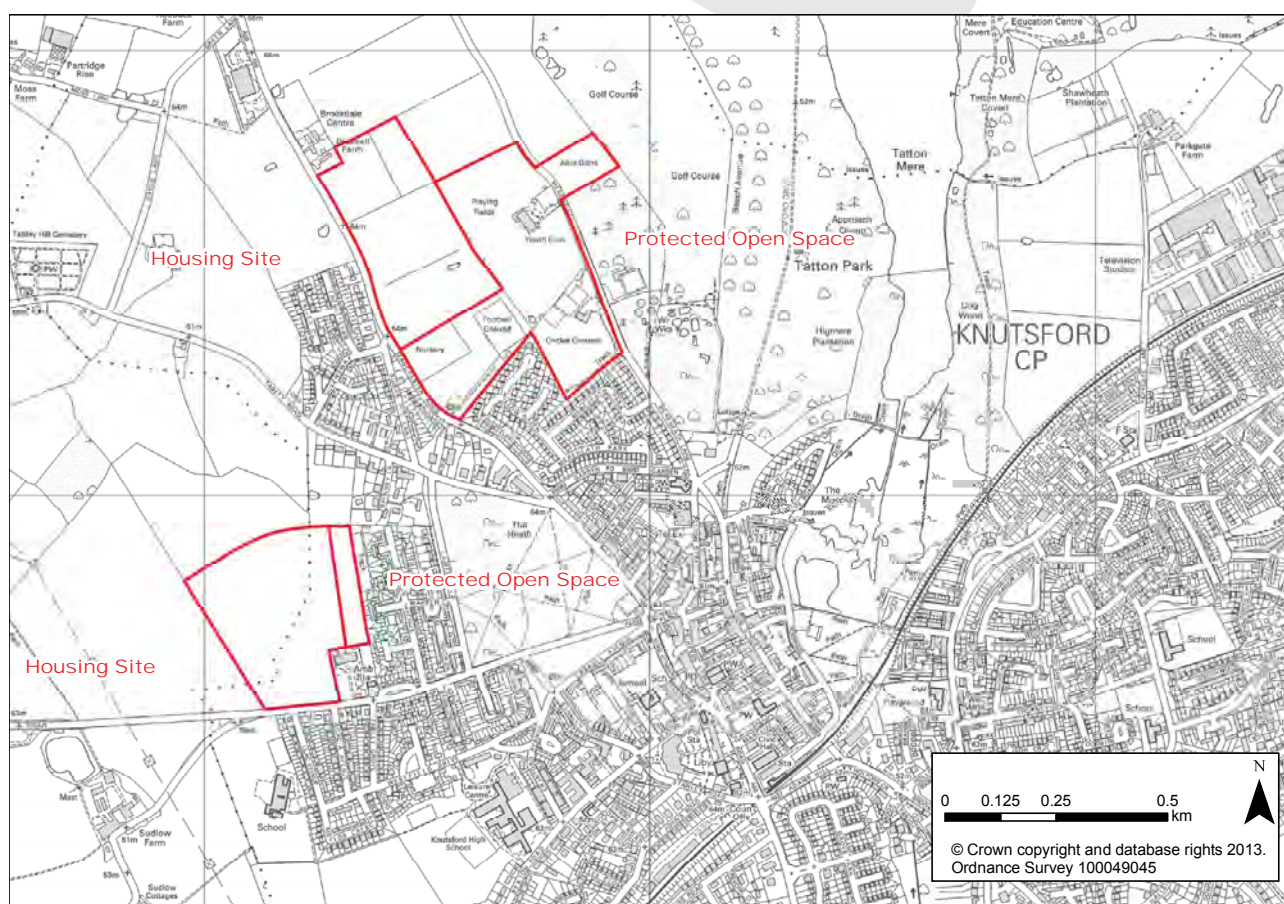


Figure 15.32 North West Knutsford Site

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.



- 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).
- m. Housing which incorporates noise mitigations measures such as acoustic glazing and mechanical ventilation and heat recovery systems.

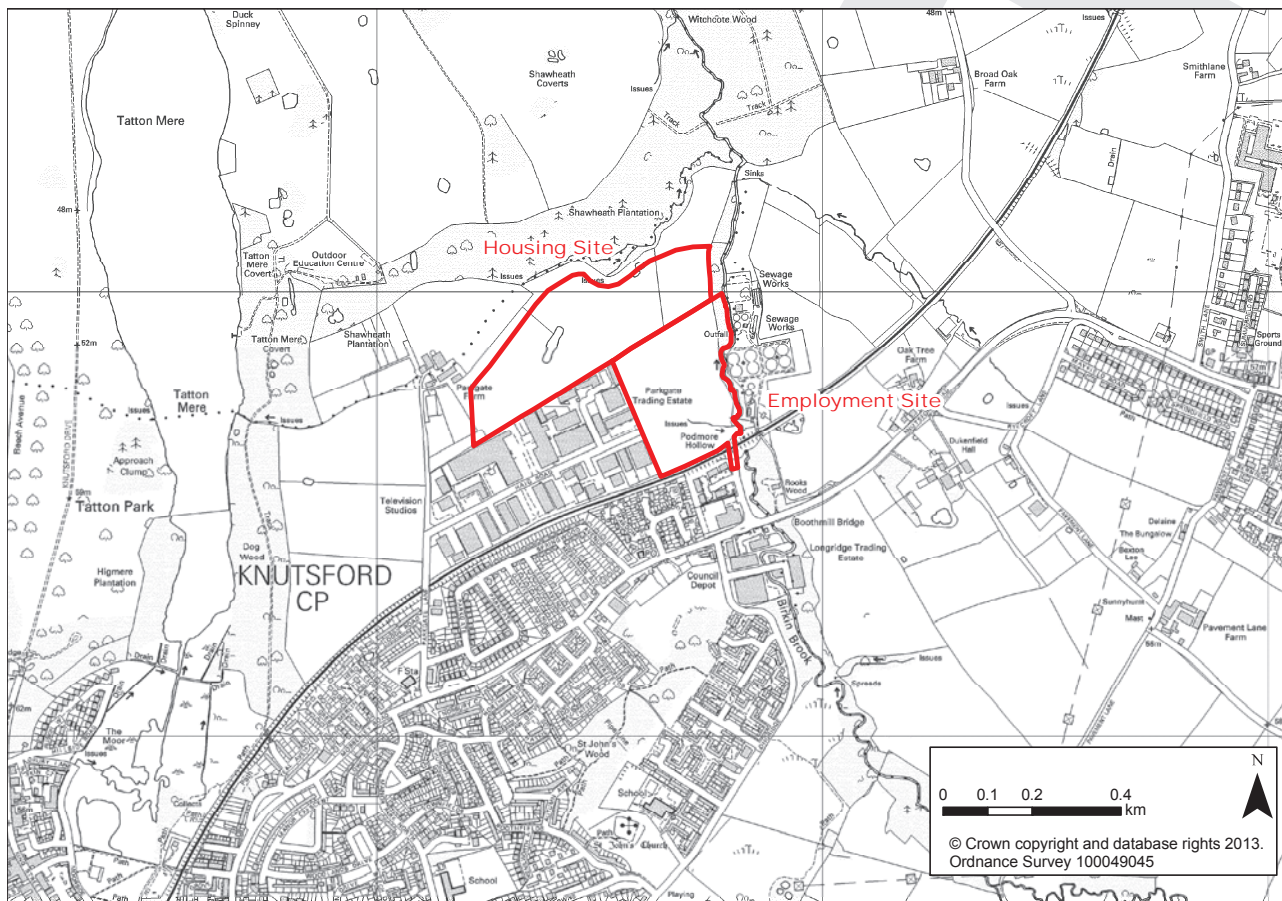


Figure 15.33 Parkgate Extension Site

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.

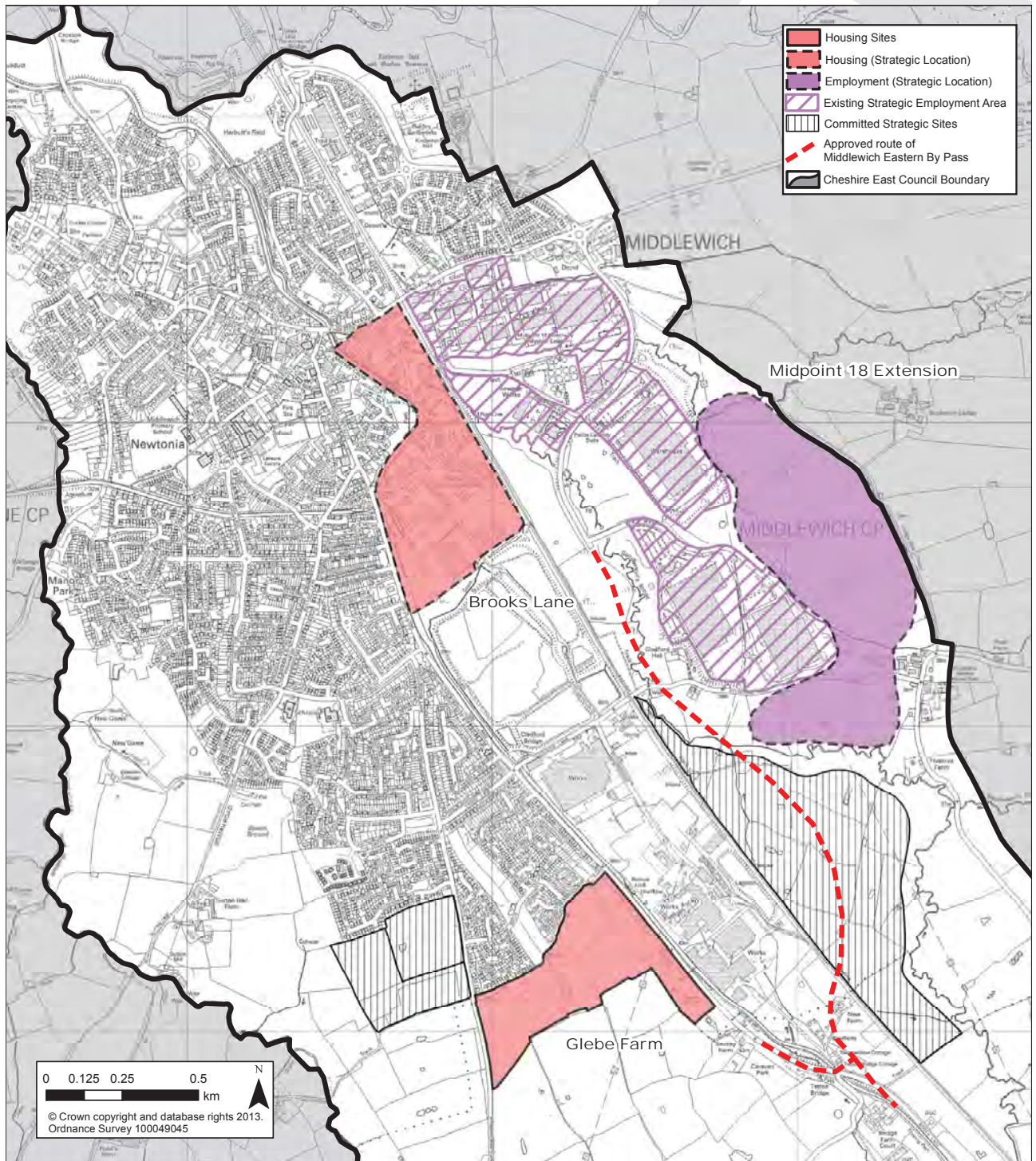


Figure 15.34 Middlewich Town Map

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.

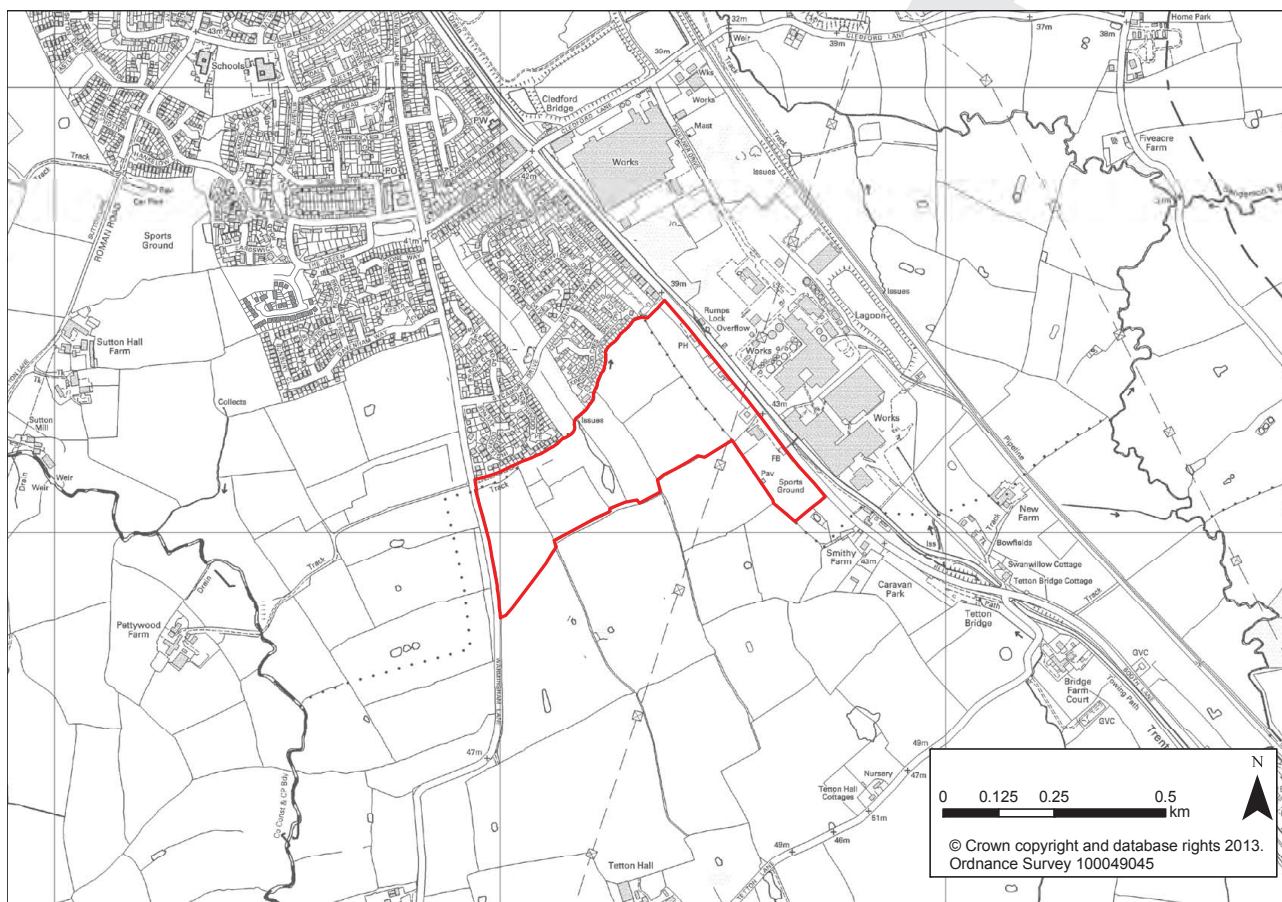


Figure 15.35 Glebe Farm Site

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).

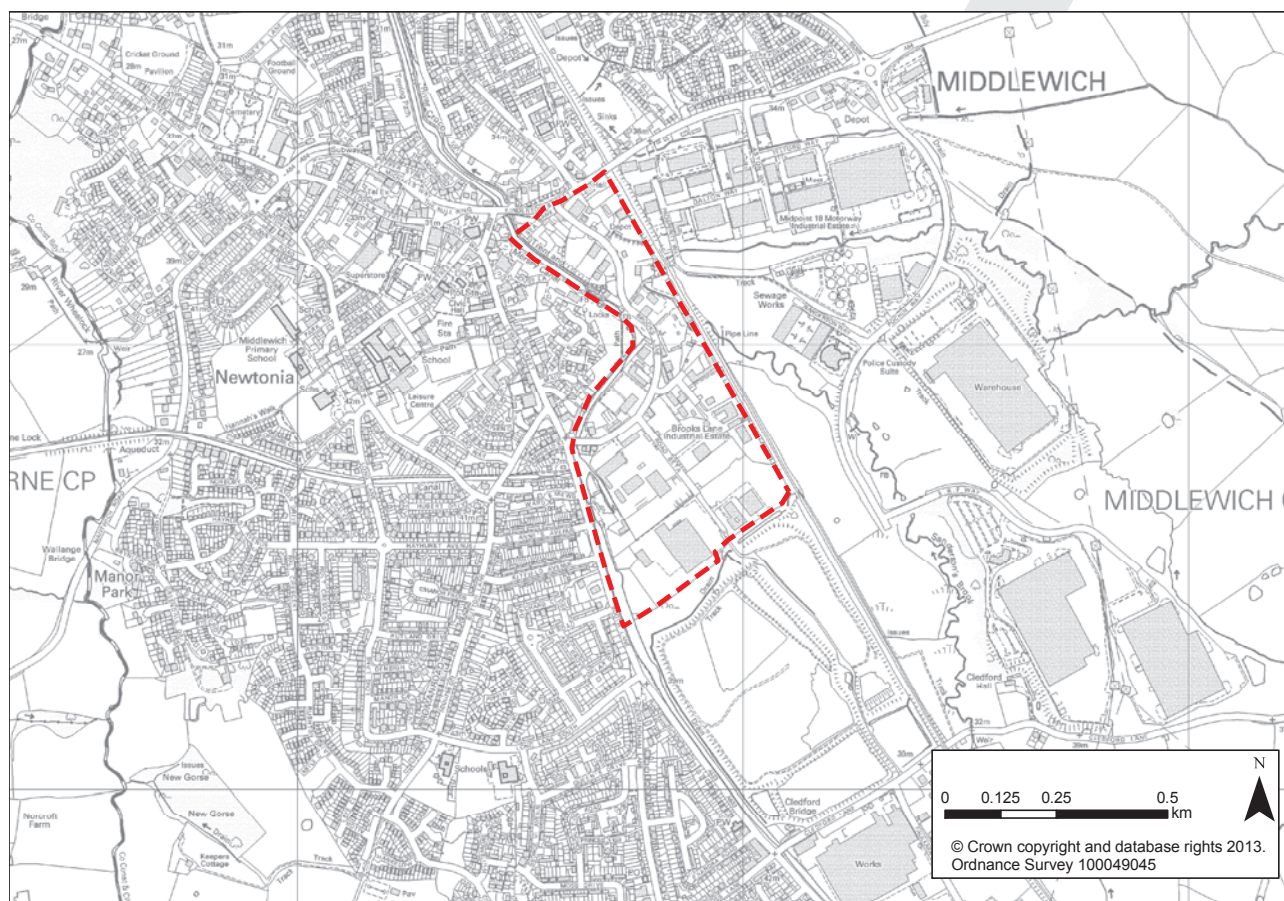


Figure 15.36 Brooks Lane Strategic Location

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.

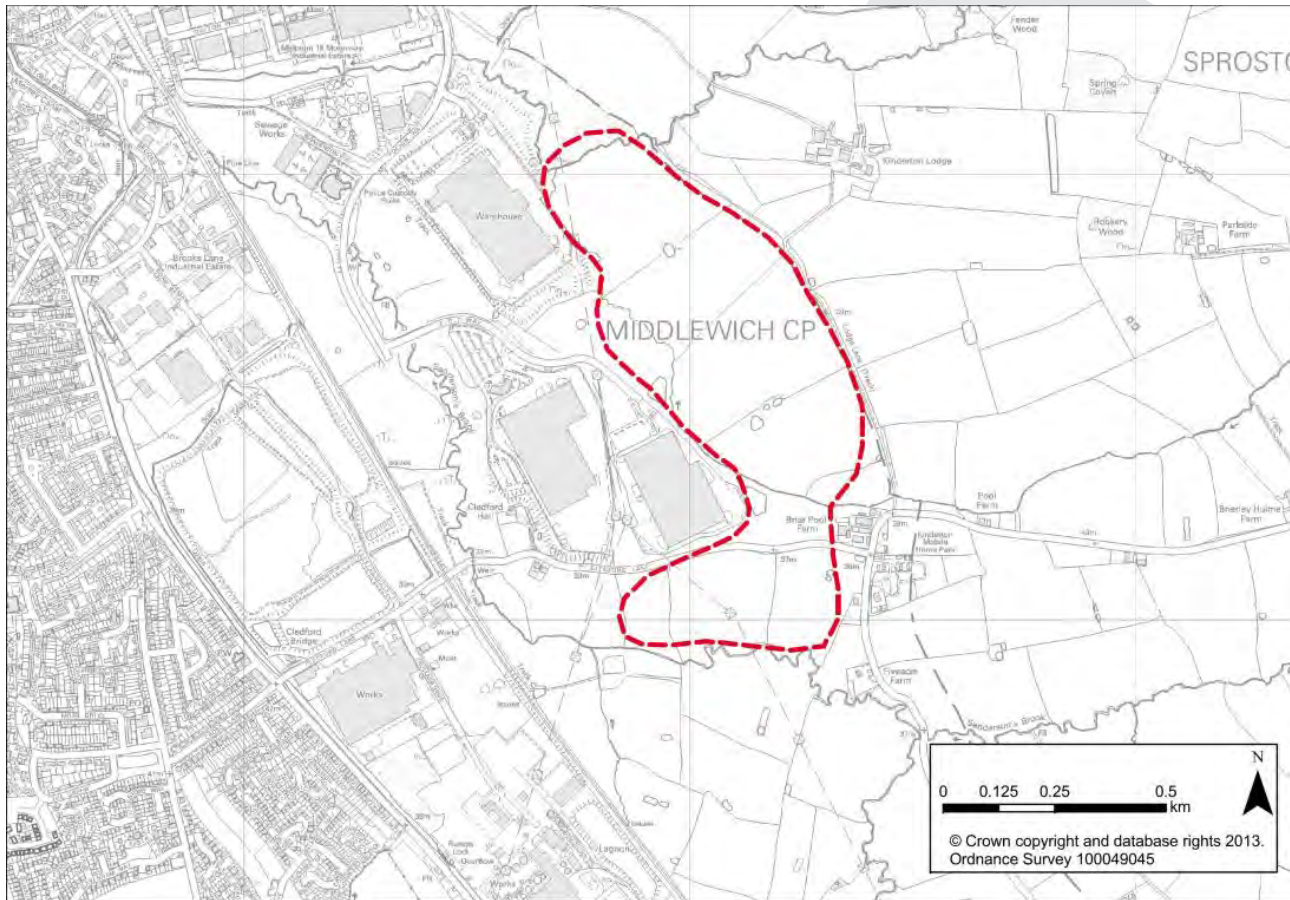


Figure 15.37 Midpoint 18 Extension Strategic Location

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.

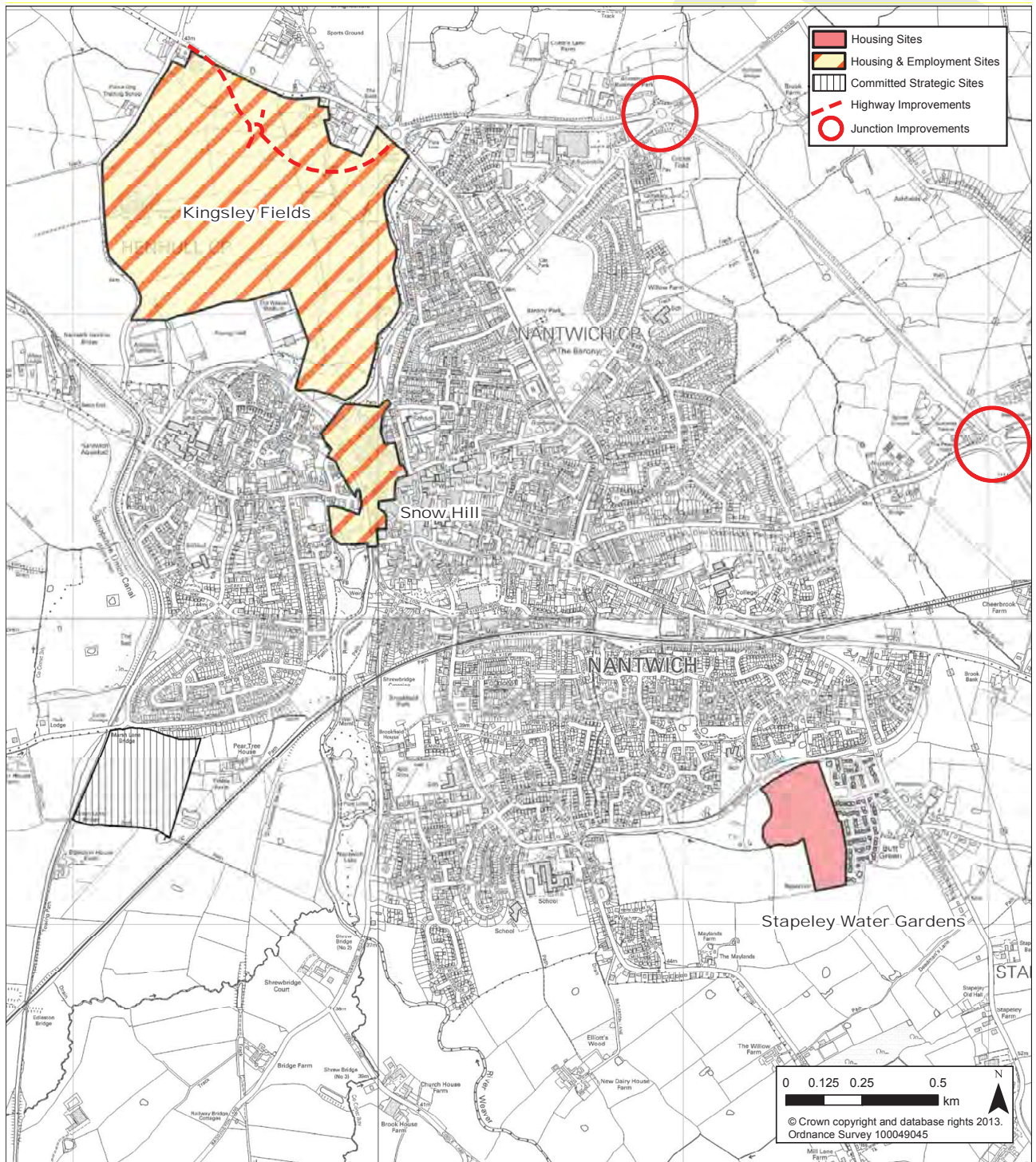


Figure 15.38 Nantwich Town Map

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).

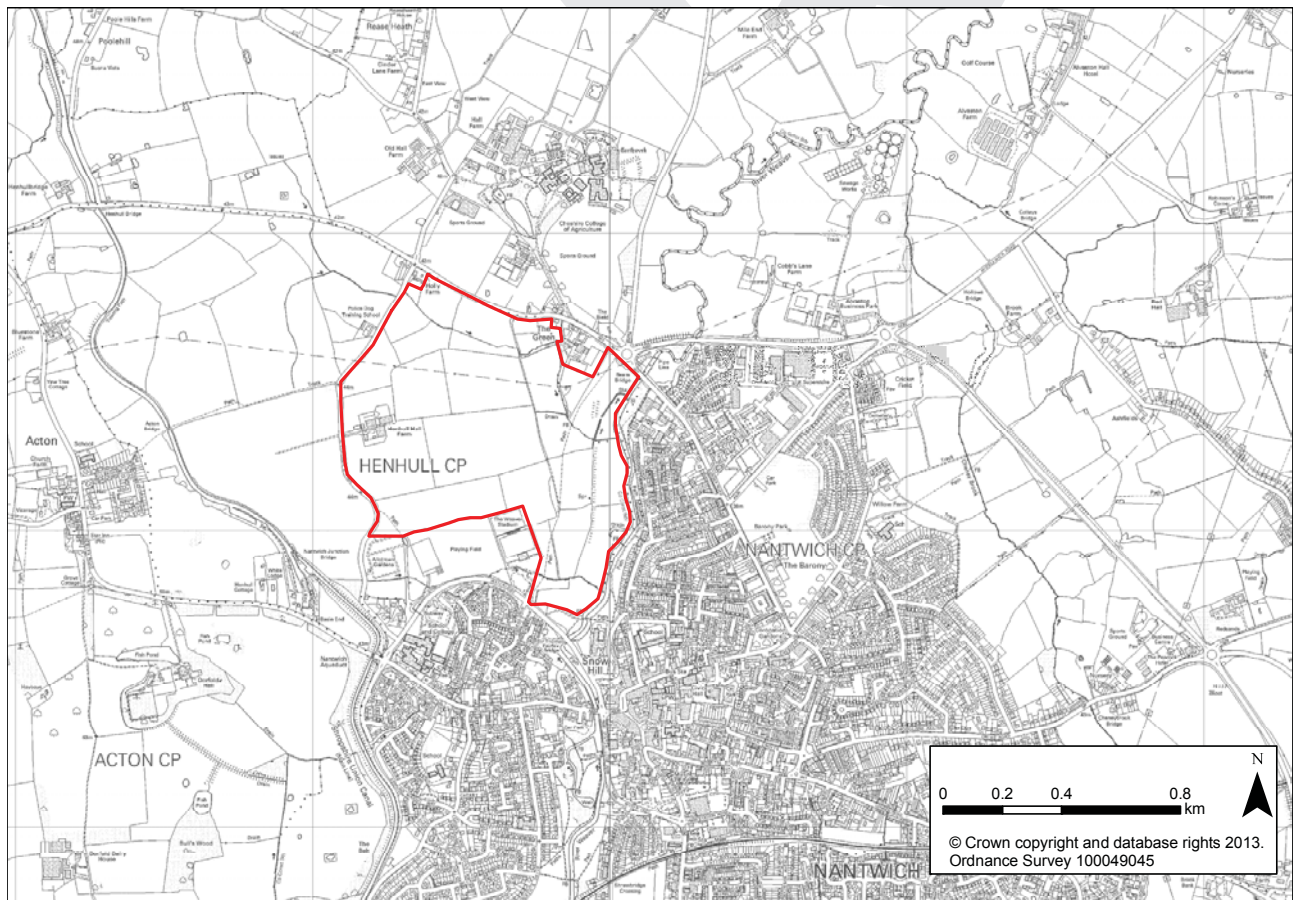


Figure 15.39 Kingsley Fields Site



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)

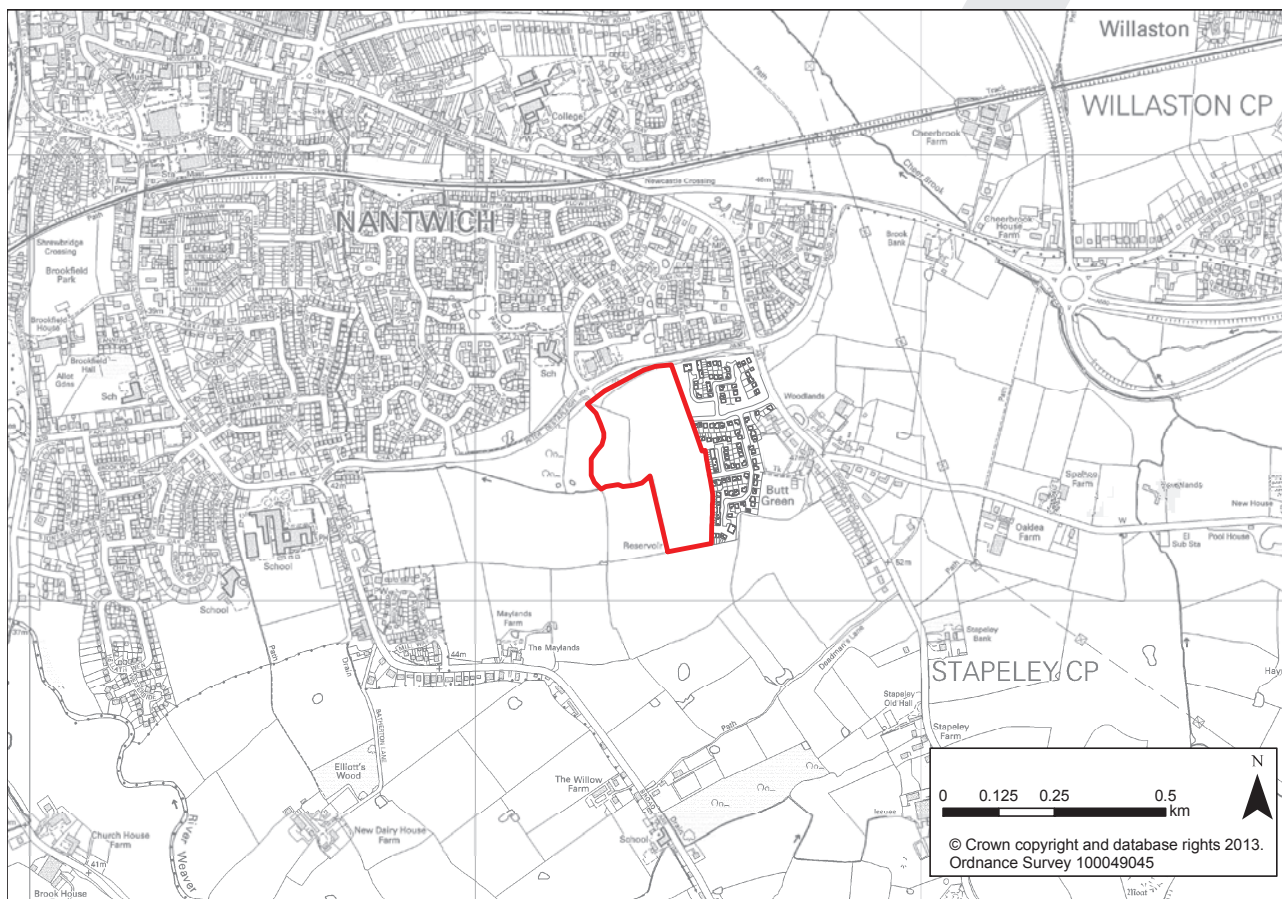


Figure 15.40 Stapeley Water Gardens Site

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.

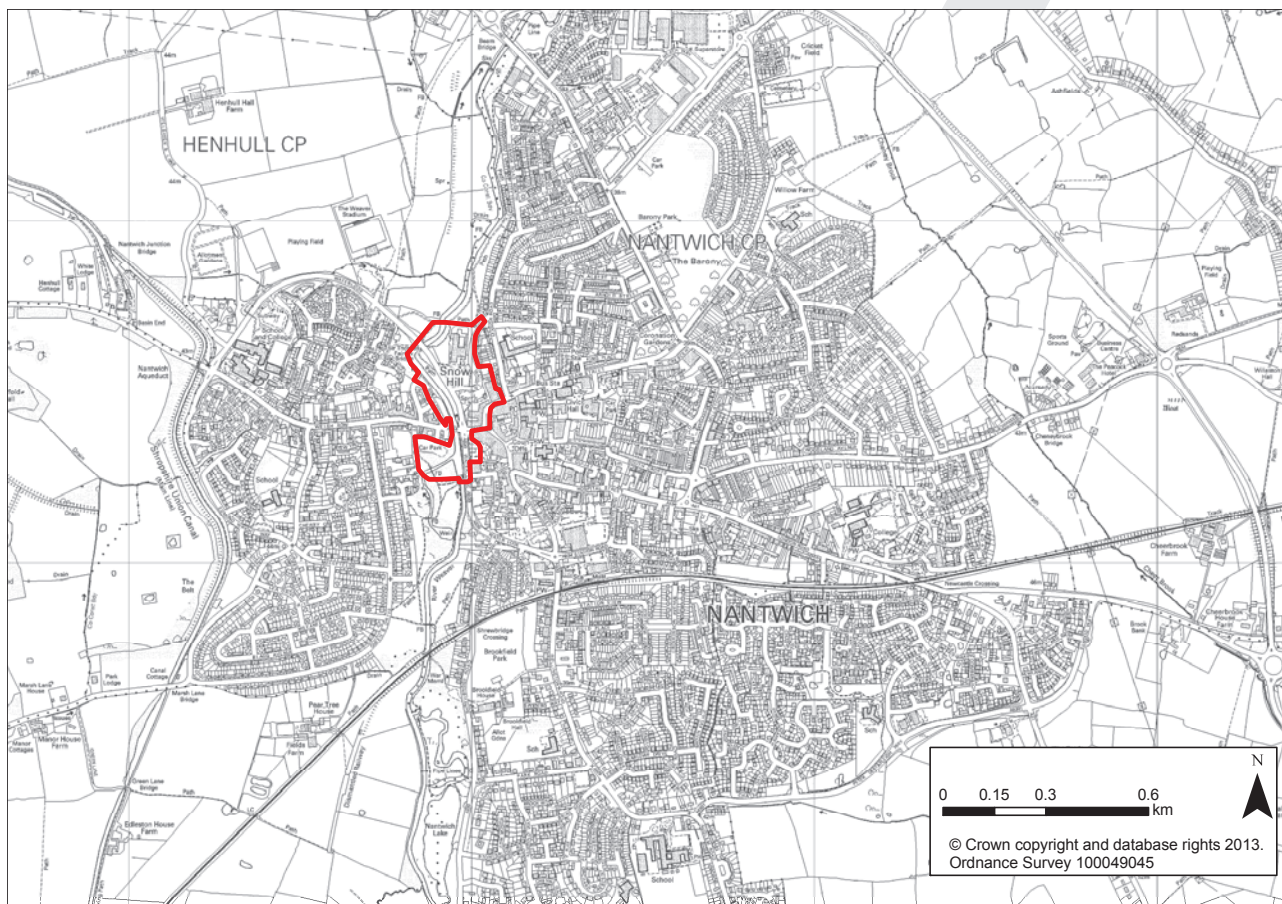


Figure 15.41 Snow Hill Site

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.

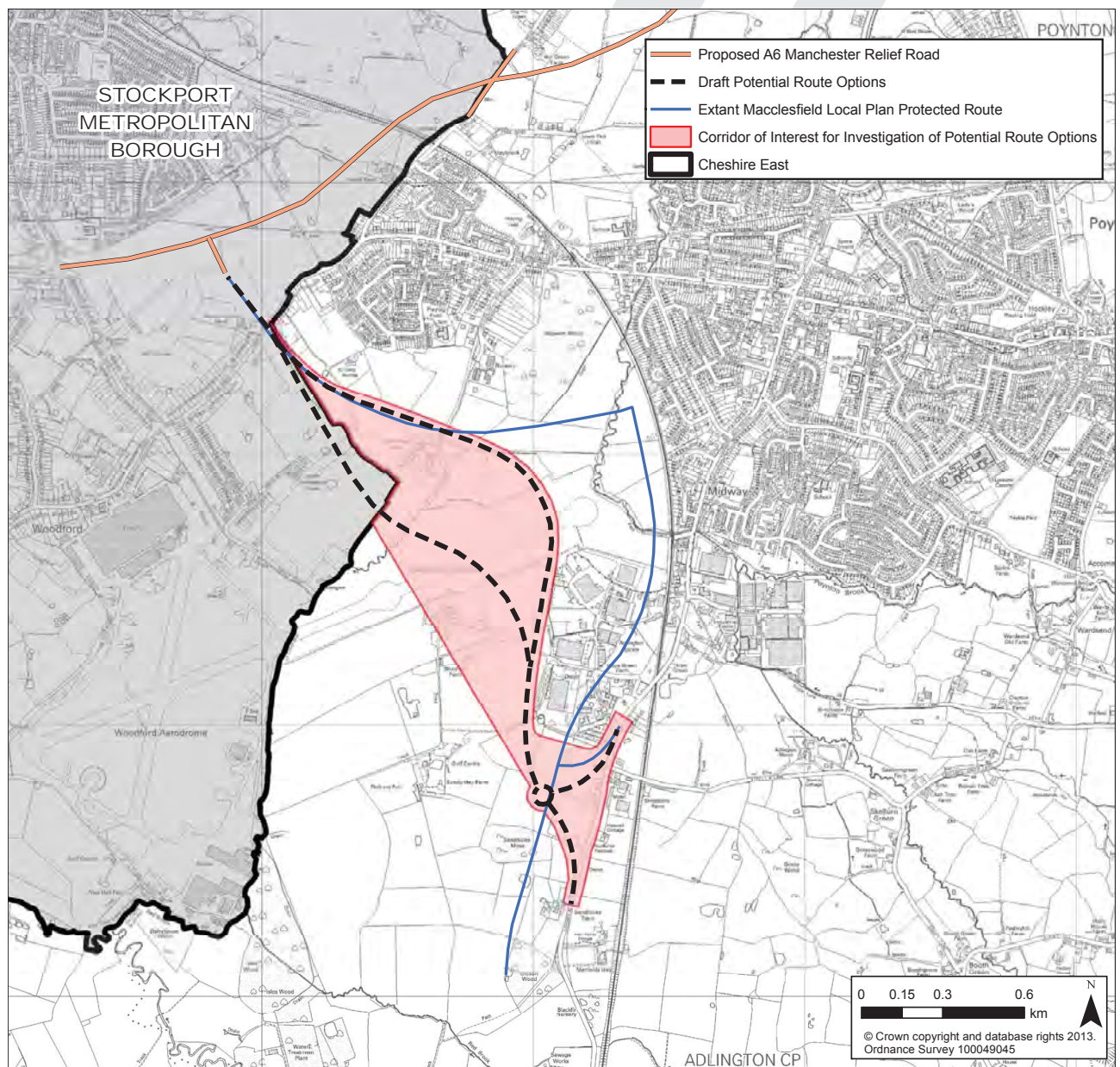


Figure 15.42 Poynton Town Plan

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.

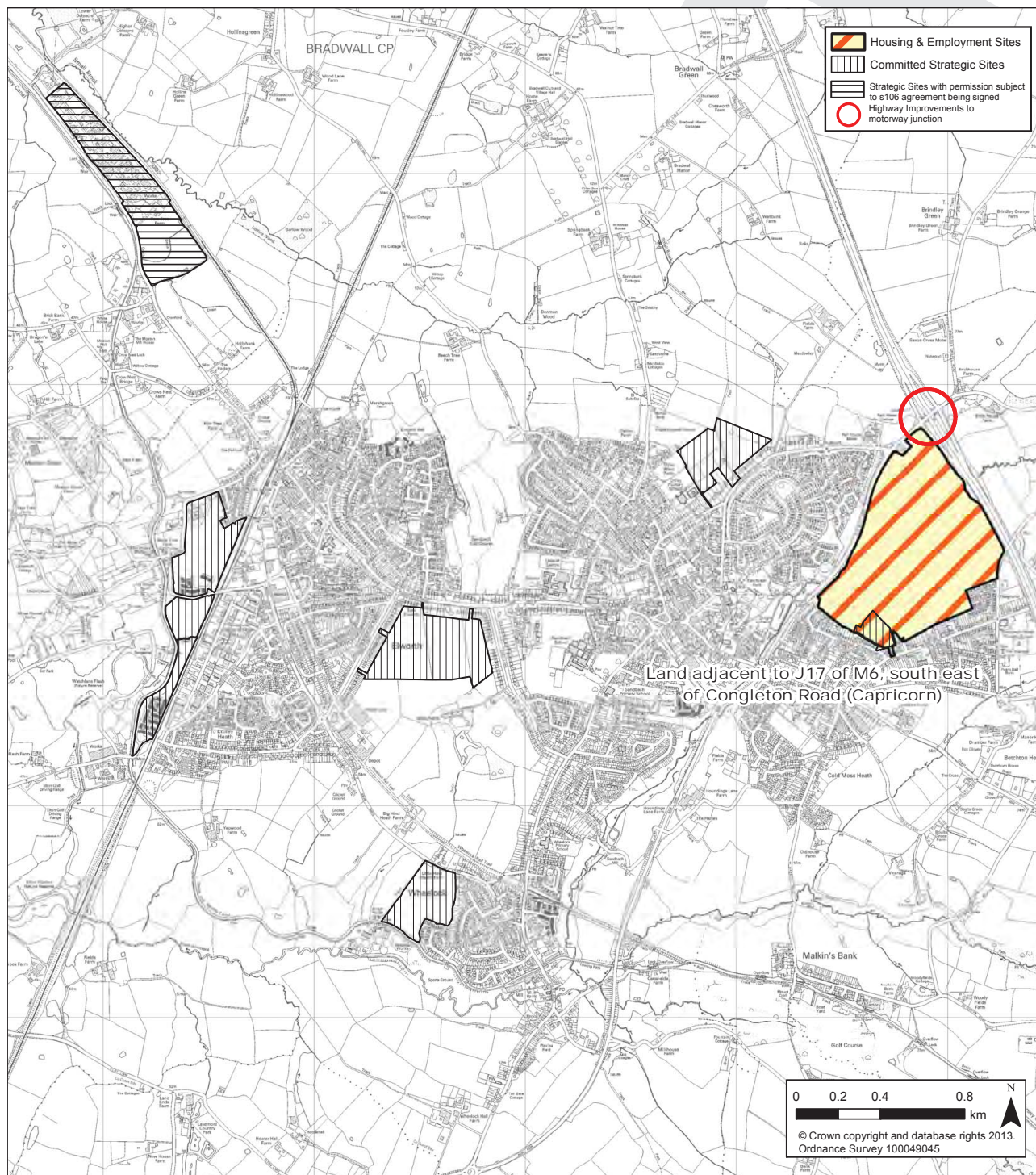


Figure 15.43 Sandbach Town Map

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).

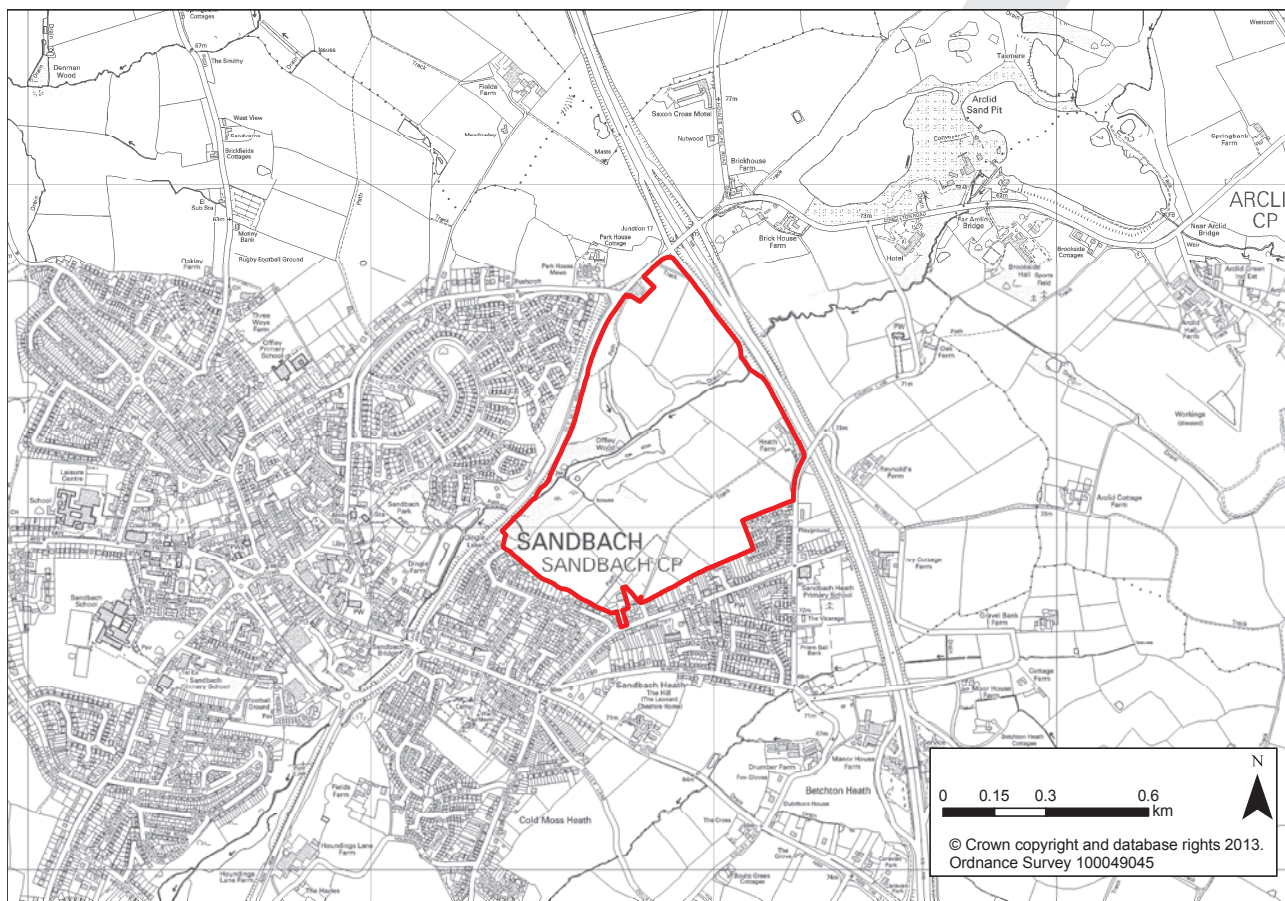


Figure 15.44 Land adjacent to Junction 17 of M6, south east of Congleton Road Site

Justification

15.345 The strategic site is well connected to the existing settlement of Sandbach and contained by existing residential development to the north, west and south. To the east, the site boundary is formed by the M6 motorway. Capricorn lies at the gateway to Sandbach offering an excellent opportunity to capitalise on strong links to the M6, attract investment and skills to locate in the town and deliver a high quality urban extension.

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.

15.347 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.

Indicative Site Delivery

- 200 homes expected during the early part of the plan period (2015-2020).
- 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, 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.

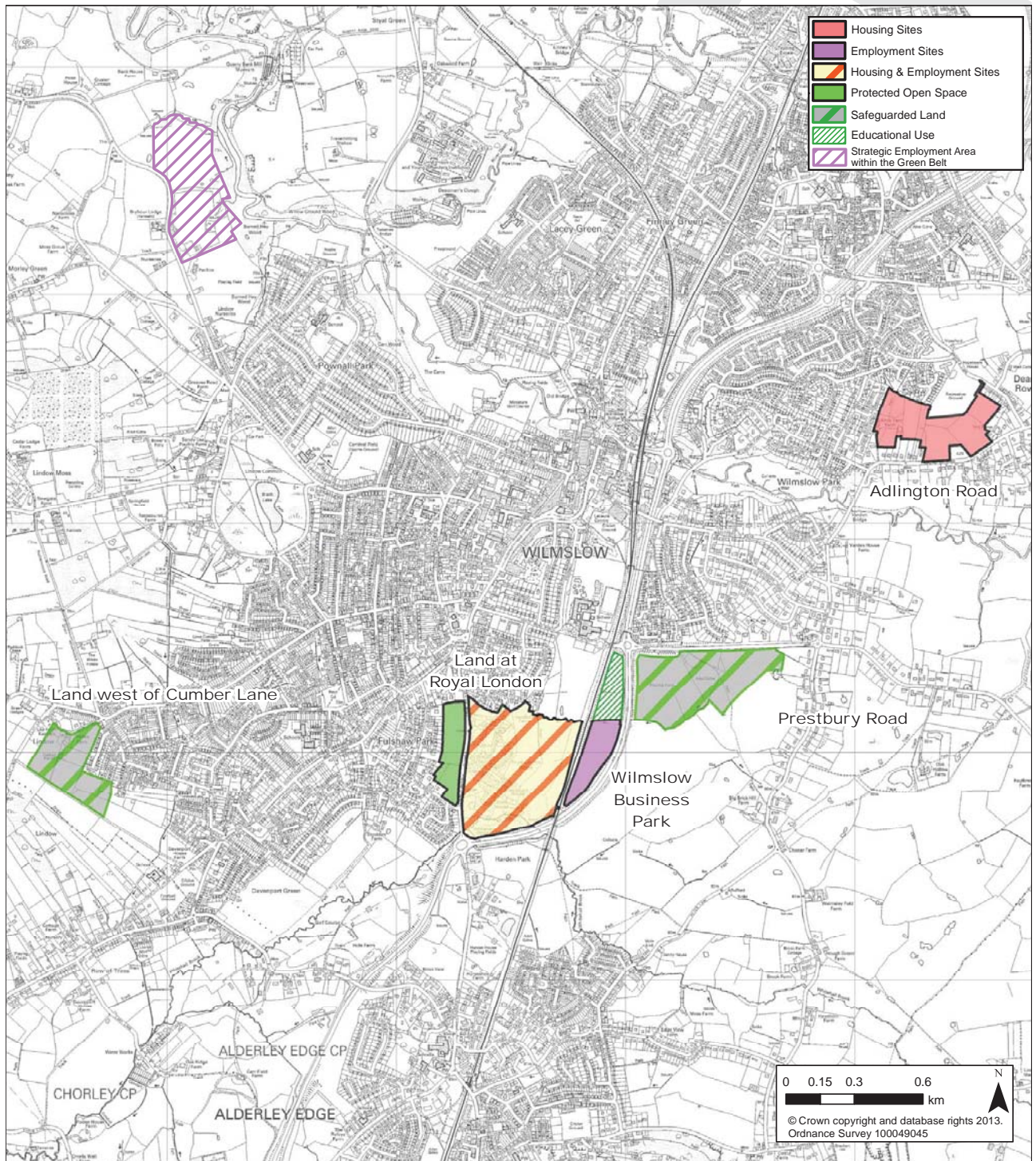


Figure 15.45 Wilmslow Town Map

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).

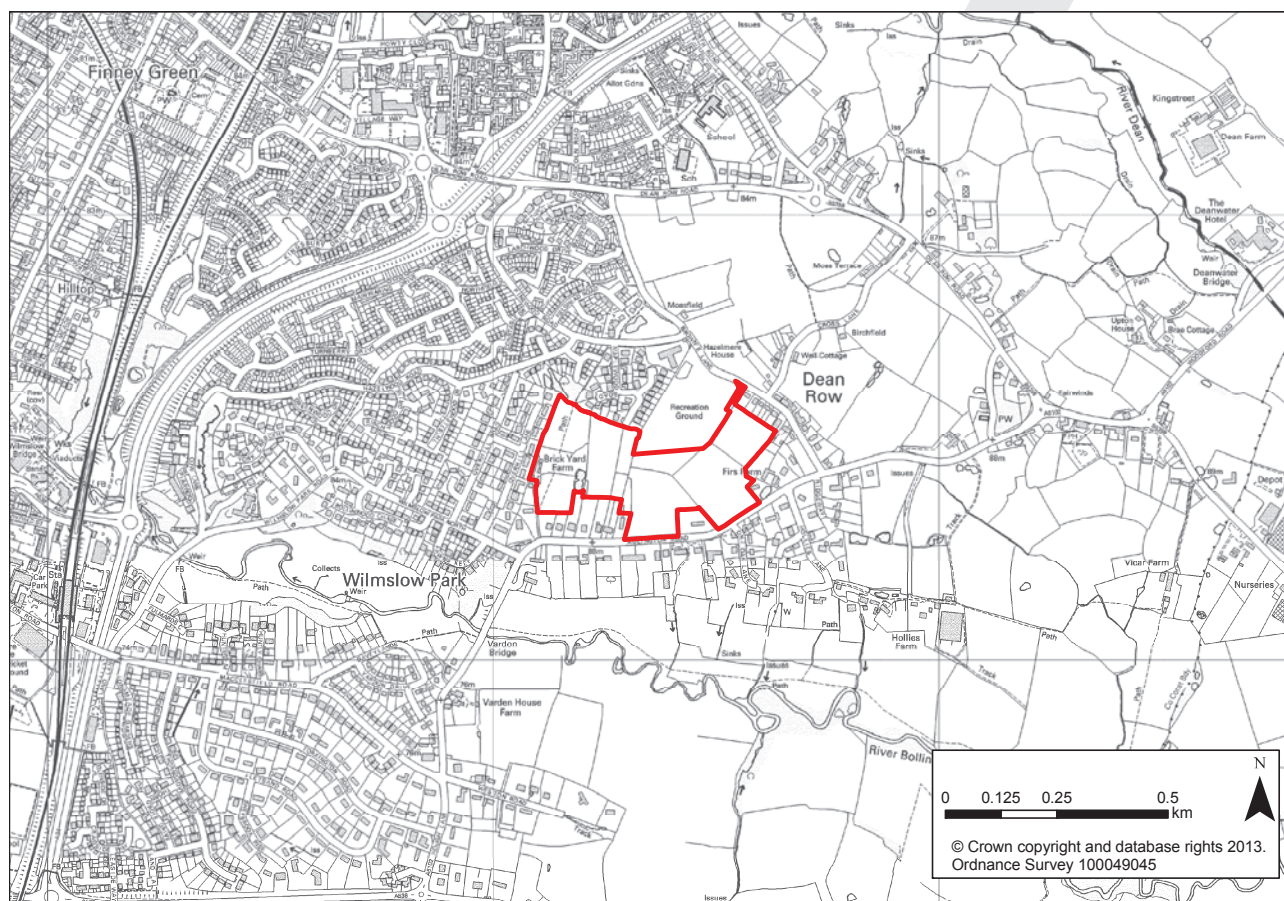


Figure 15.46 Adlington Road Site

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



- g. Provision of affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- h. Respect for the setting of listed buildings on site including Fulshaw Hall.
- i. A detailed site-specific flood risk assessment should be prepared.

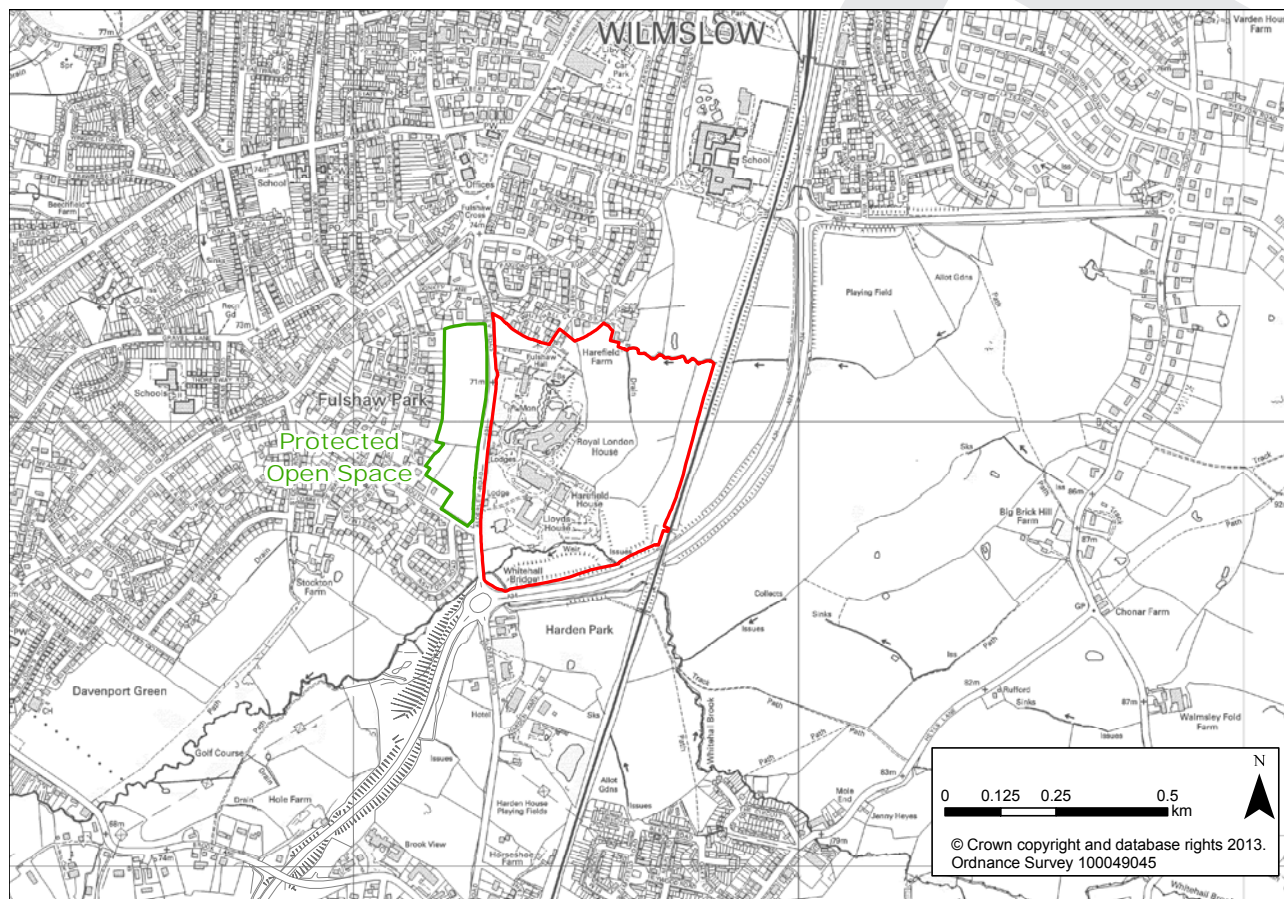


Figure 15.47 Royal London Site

Justification

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.

15.365 The Royal London site currently performs an essential role in the key employment growth sector. It is therefore considered that this site should be phased to ensure that new B1 employment uses are primarily established, prior to the residential development. Housing will therefore act as an 'enabler' to ensure that employment development takes place.

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.

15.367 High quality design will also be very important. New development will be expected to preserve or enhance the setting of designated heritage assets located within the site, as well as the character of the surrounding area.



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.

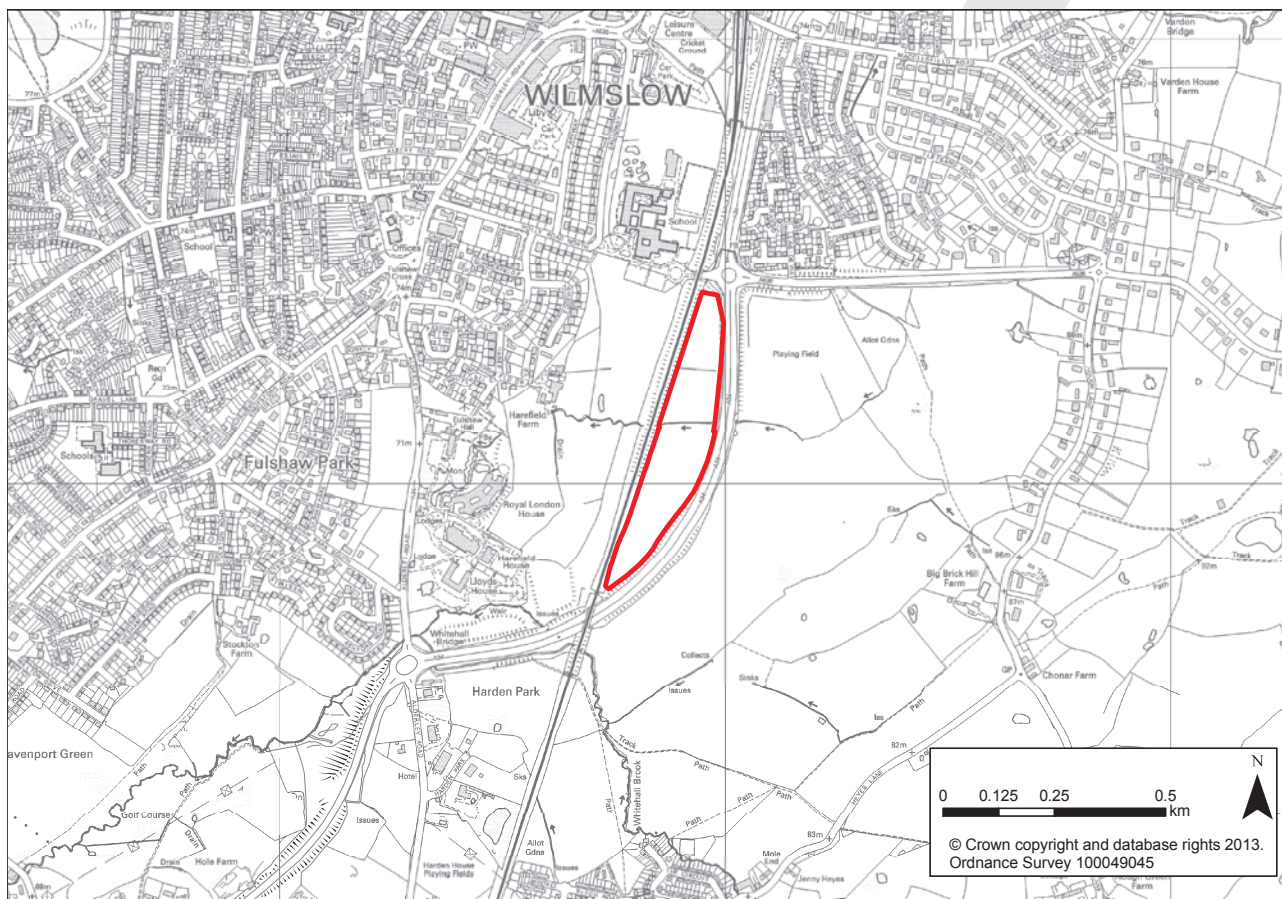


Figure 15.48 Wilmslow Business Park Site

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.

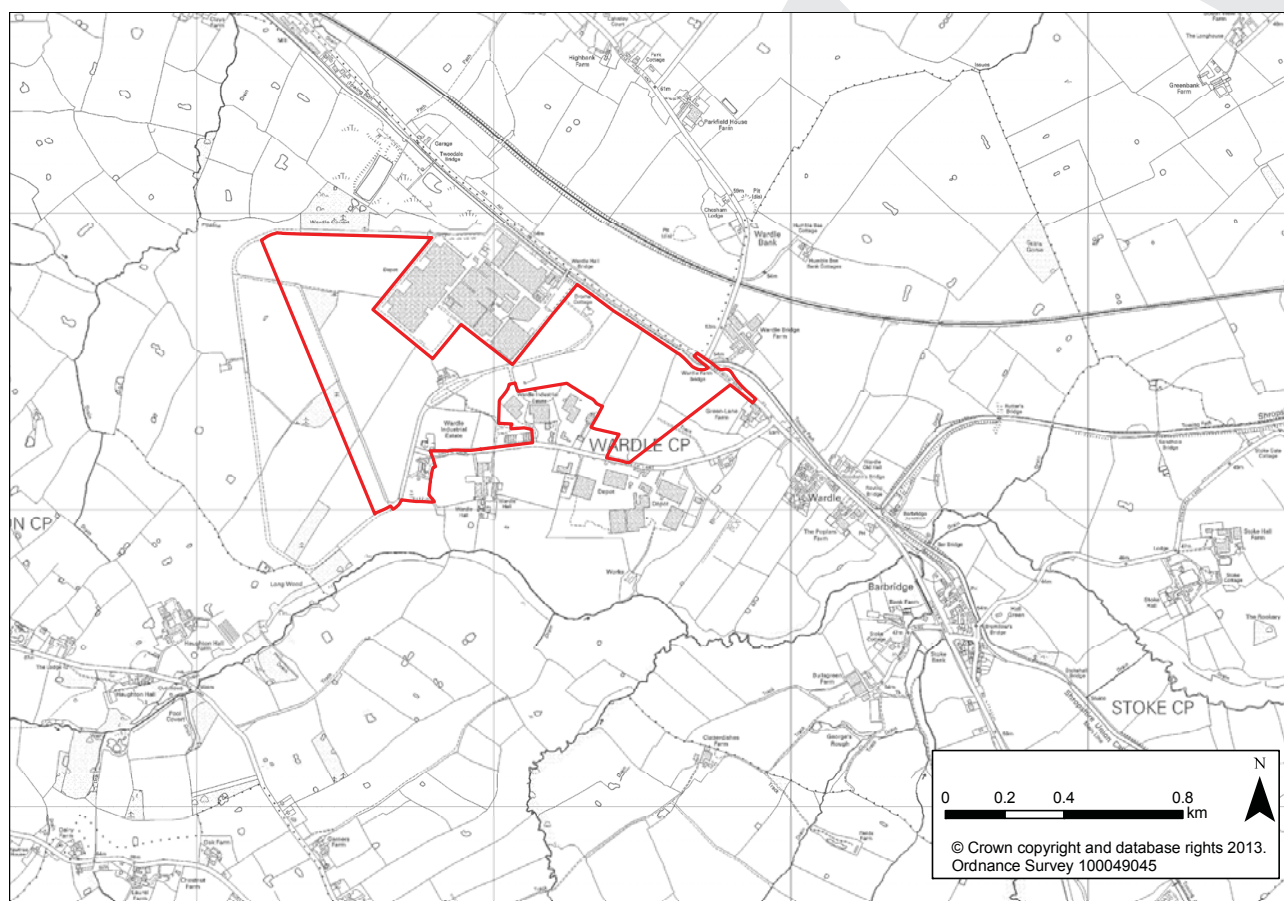


Figure 15.49 Wardle Employment Improvement Area

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



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.

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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).

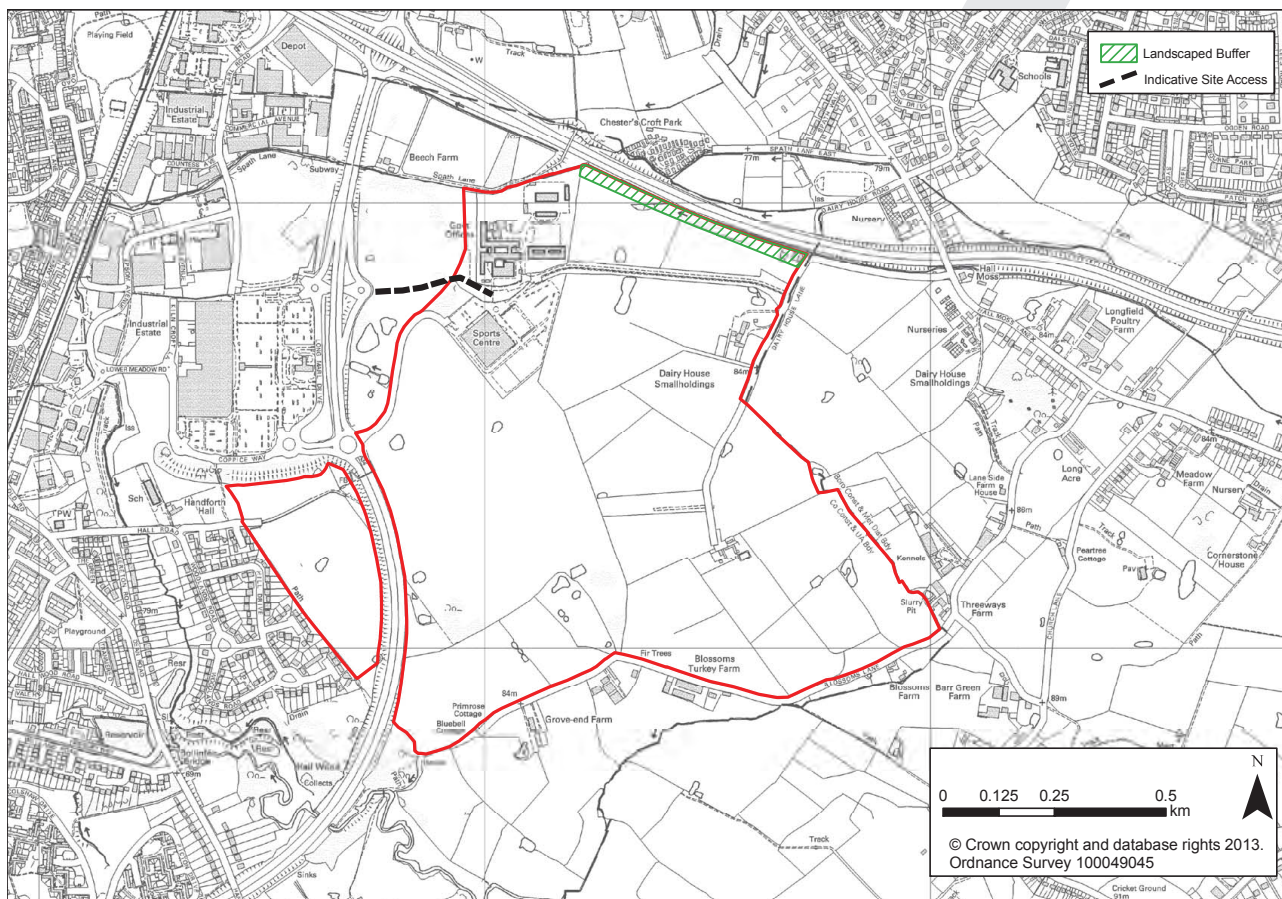


Figure 15.51 North Cheshire Growth Village

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.

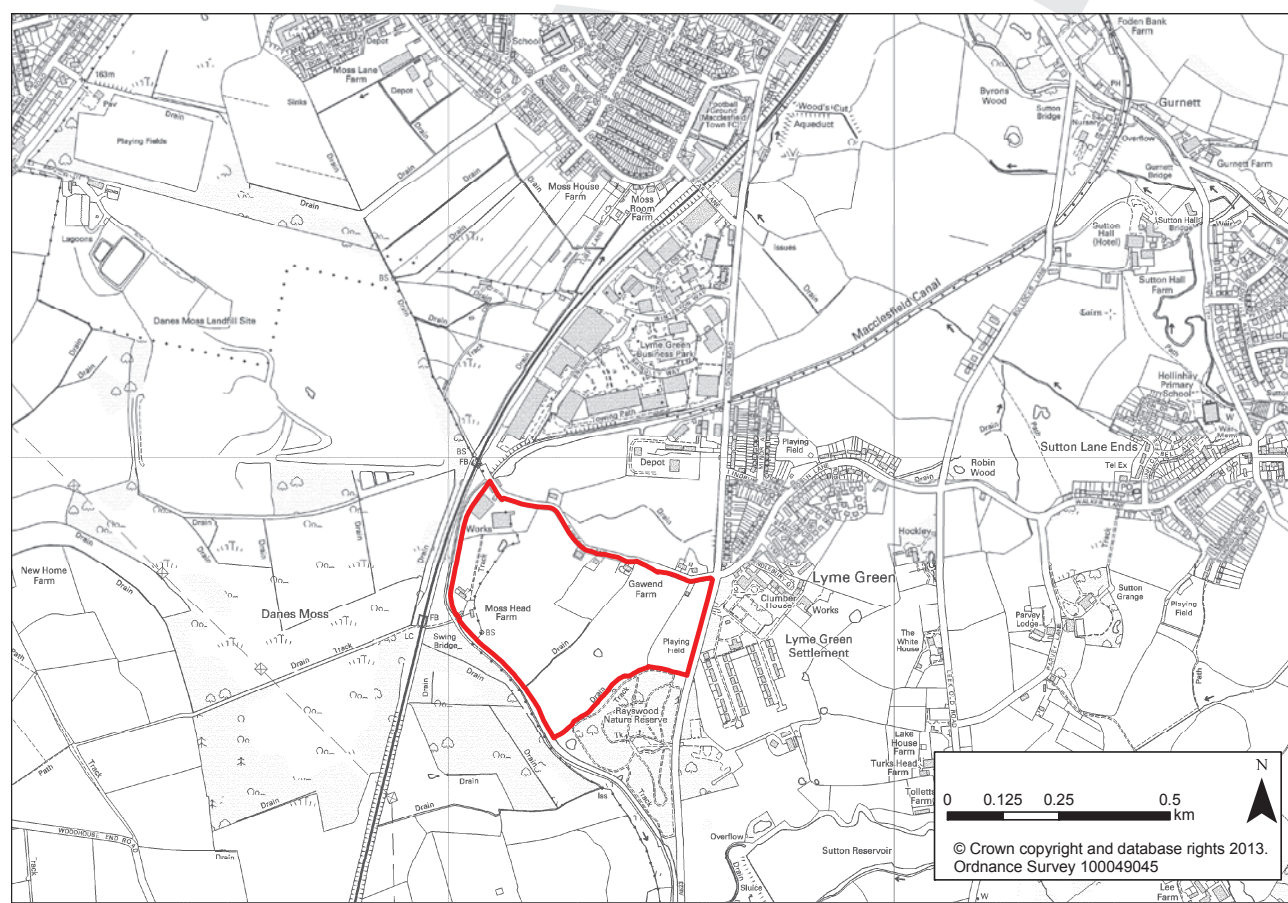


Figure 15.52 Safeguarded Land - Lyme Green

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.

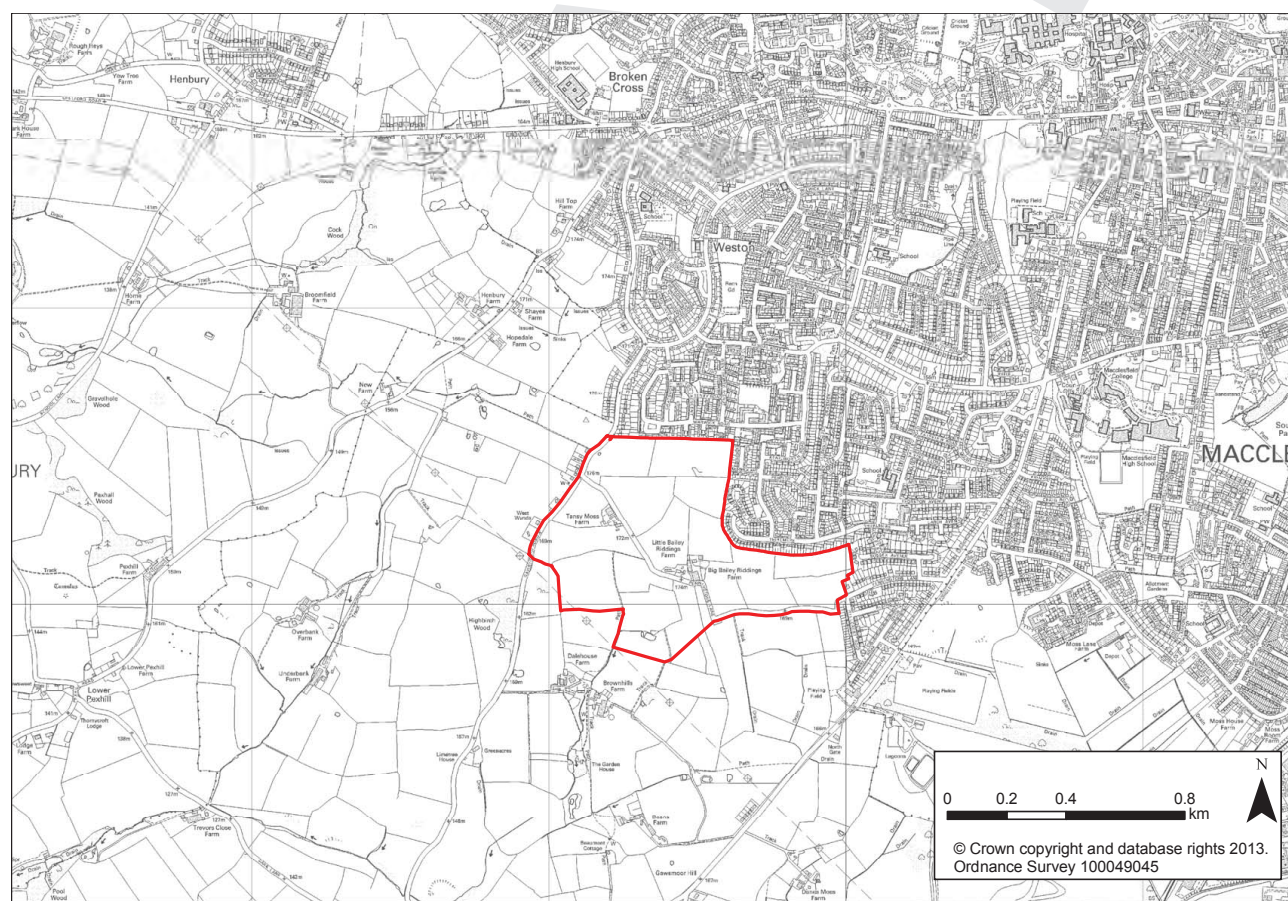


Figure 15.53 Safeguarded Land - South West Macclesfield

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.

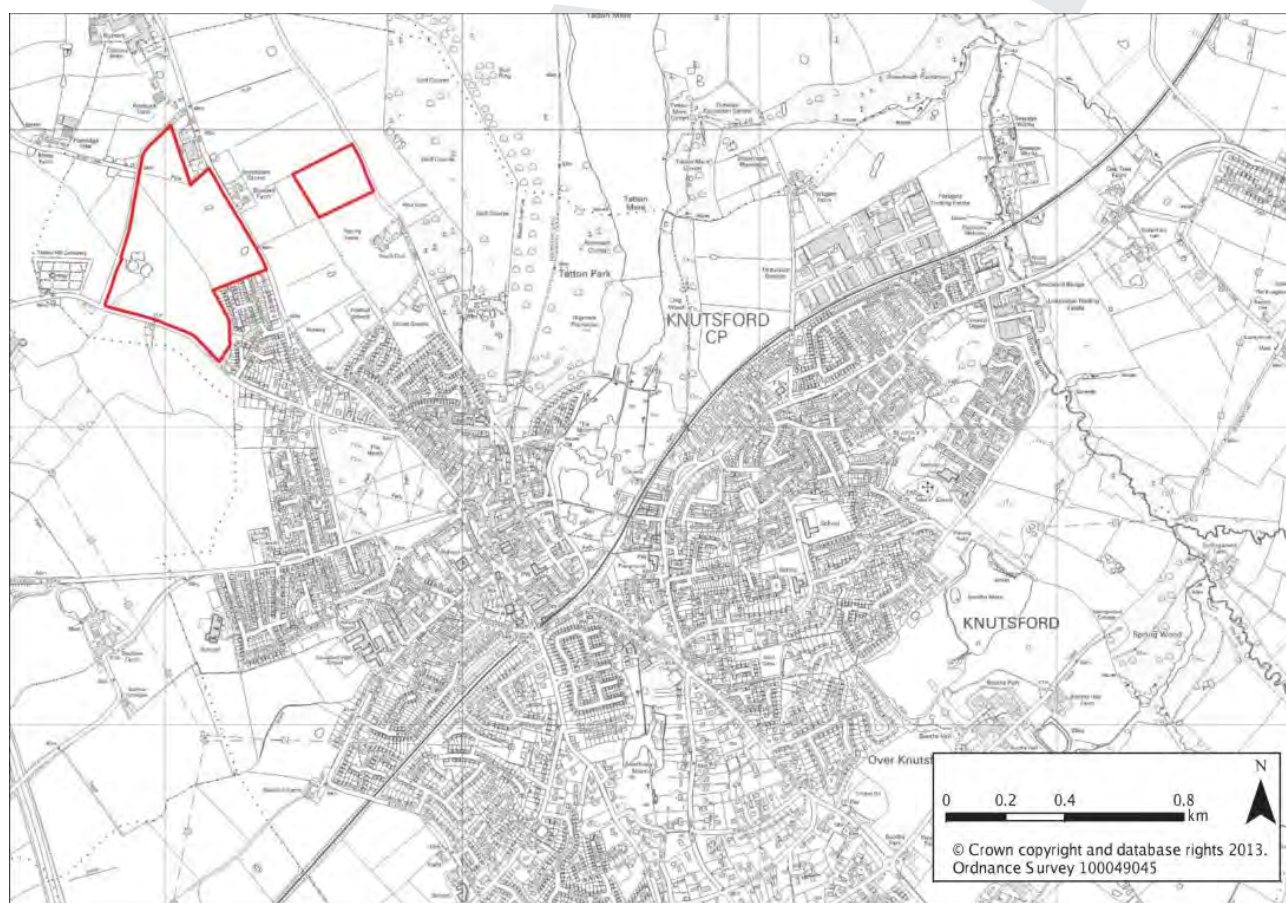


Figure 15.54 Safeguarded Land - North West Knutsford

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.

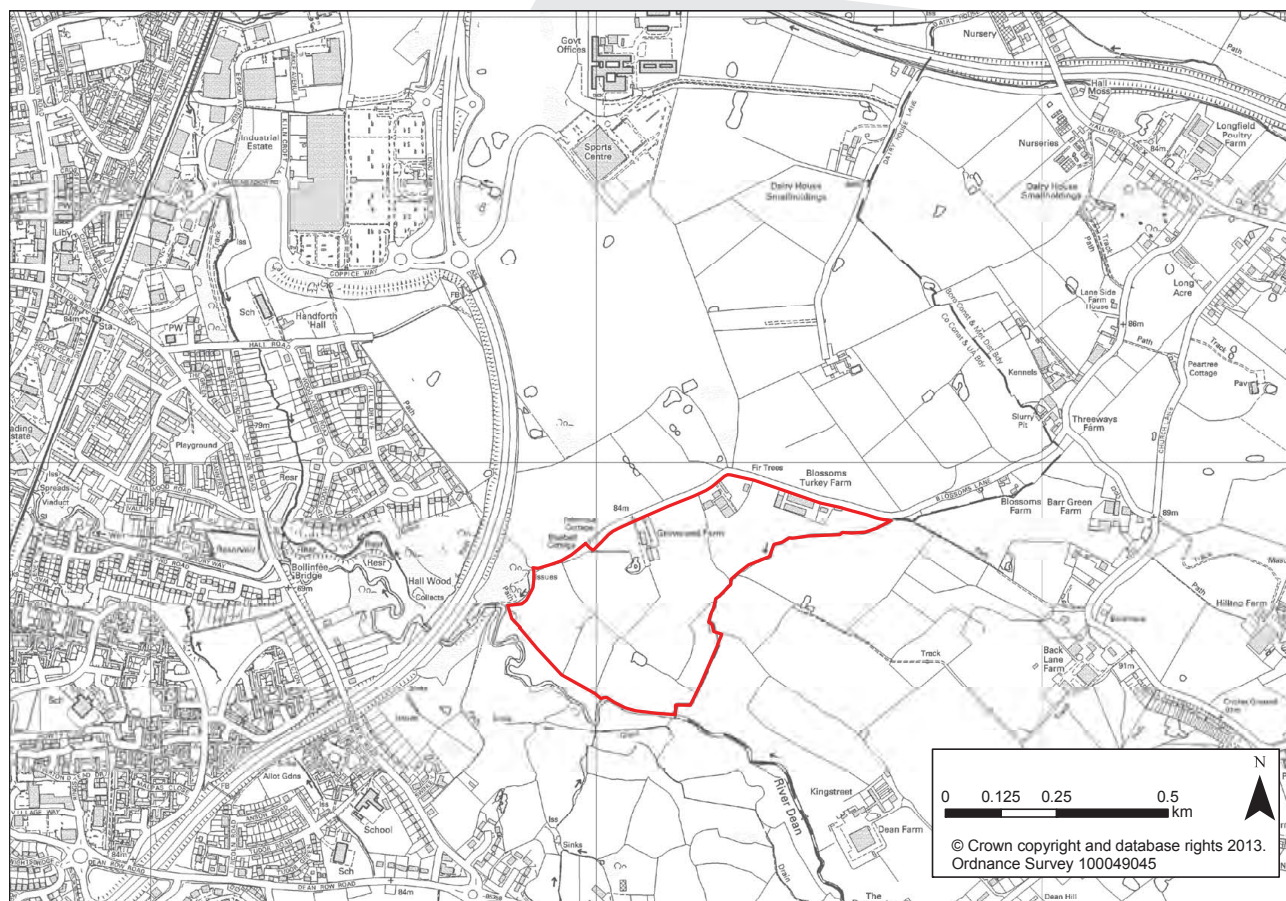


Figure 15.55 Safeguarded Land - North Cheshire Growth Village

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.

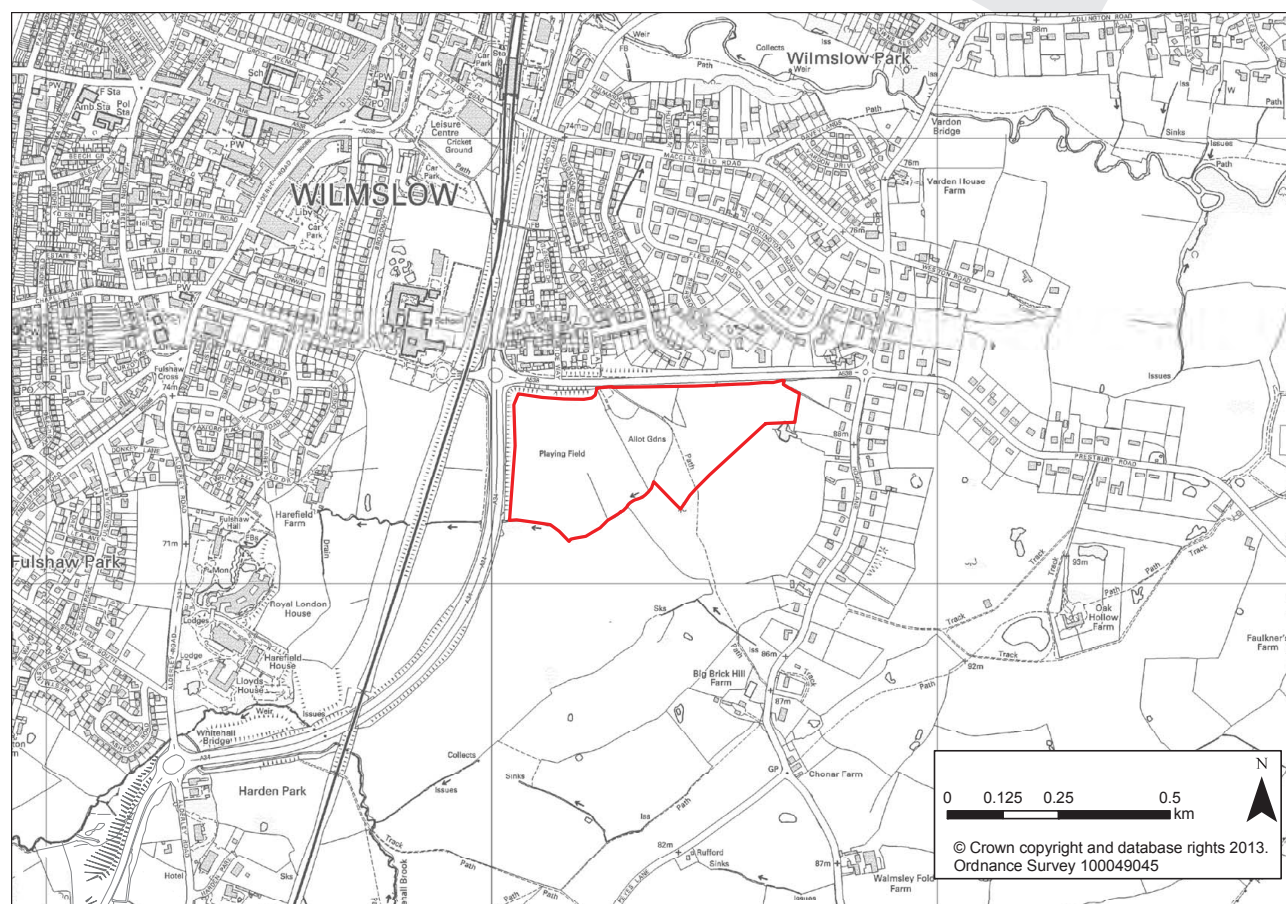


Figure 15.56 Safeguarded Land - Prestbury Road, Wilmslow

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.

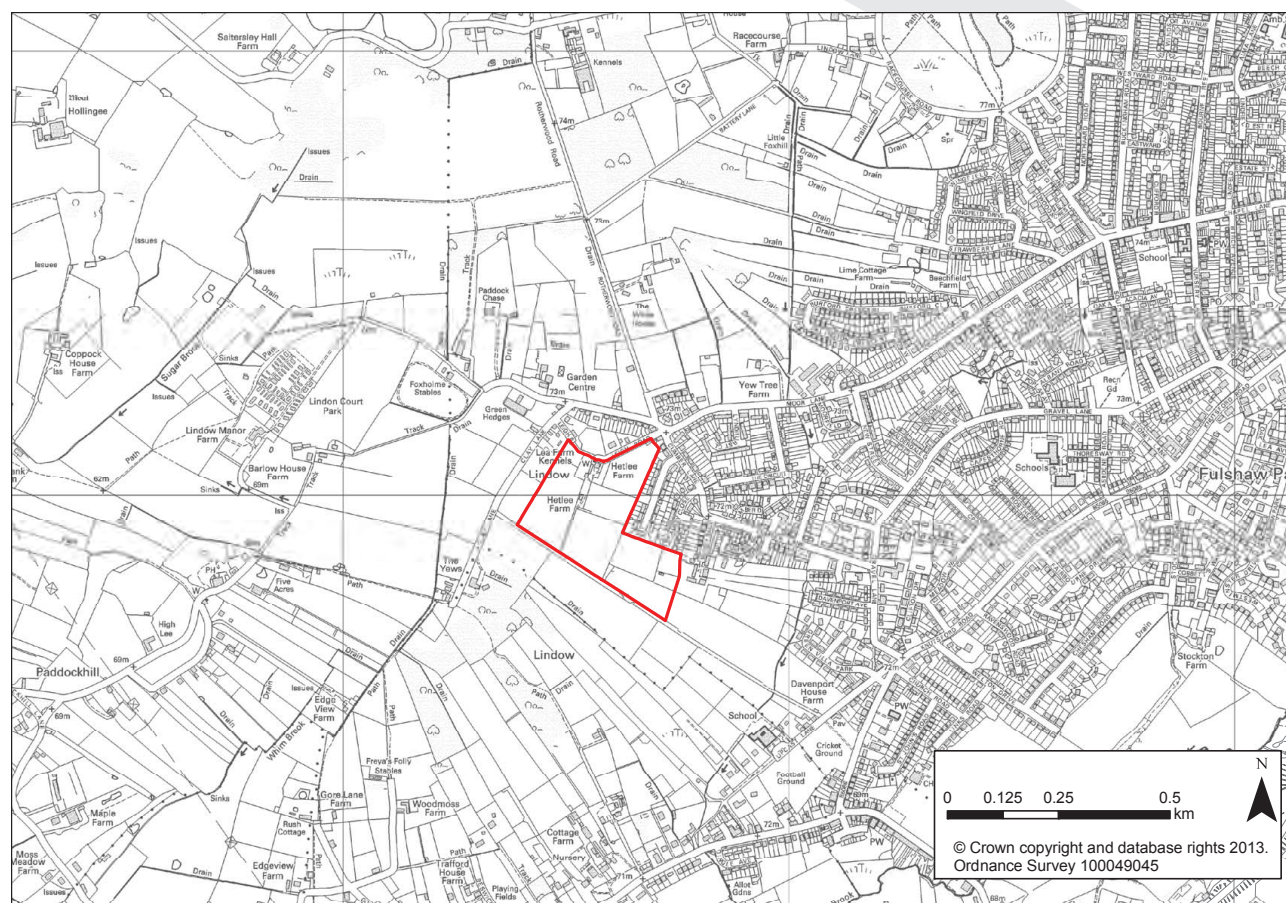


Figure 15.57 Safeguarded Land - West of Upcast Lane, Wilmslow

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