

CHESHIRE EAST COUNCIL

REPORT TO: COUNCIL, CABINET & STRATEGIC PLANNING BOARD

Date of Meeting: 18 February 2016 Strategic Planning Board

23 February 2016 Cabinet

26 February 2016 Council

Report of: Director of Planning & Sustainable Development.

Subject/Title: Cheshire East Local Plan Strategy – Proposed Changes

Portfolio Holder: Cllr Rachel Bailey

1.0 Report Summary

- 1.1 This report requests that Council approves Proposed Changes to the Local Plan Strategy, alongside the Habitats Regulations Assessment (HRA) and Sustainability (Integrated) Appraisal (SA) Addendums for public consultation. This follows the approval by Council on 28 February 2014 of the submission version of the Local Plan Strategy.
- 1.2 Cabinet and the Cabinet Portfolio Holder have previously endorsed suggested revisions to Chapters 1-8 and 9-14 of the plan at meetings on 21 July and 24 September 2015. The Changes attached to this report incorporate these previous revisions and also now include new and amended strategic sites in Chapter 15 of the Strategy. The SA and HRA Addendum reports consider the outcomes of the suggested revisions to Chapters 8 – 15 of the plan.
- 1.3 If approved, the Proposed Changes, alongside the SA and HRA, will be subject to a period of six weeks of consultation between 4 March and 19 April. All responses received will then be considered and submitted to the Local Plan Inspector before further Examination hearings are held later in the year.
- 1.4 The Proposed Changes are supported by a comprehensive suite of evidence. This includes the additional evidence endorsed by Cabinet of 21 July 2015. Added to this is further evidence to justify the selection of new and amended strategic sites - alongside the rationale for the retention of any sites unchanged from the Submitted Local Plan Strategy.
- 1.5 The Proposed Changes take account of the Further Interim Views published on 11 December 2015 which follow the second set of Examination Hearings held between 21 and 30 October 2015.

2.0 Recommendations

- 2.1 That the Strategic Planning Board recommends to Council that the Proposed Changes to the Local Plan Strategy (Appendix 1) and the Sustainability (integrated) Appraisal and Habitats Regulation Assessment Addendums (Appendix 5) be approved for public consultation and submission to the Inspector.
- 2.2 That the Cabinet recommends to Council that the Proposed Changes to the Local Plan Strategy (Appendix 1) and the Sustainability (integrated) Appraisal and Habitats Regulation Assessment Addendums (Appendix 5) be approved for public consultation and submission to the Inspector.
- 2.3 That Council approves the Proposed Changes to the Local Plan Strategy (Appendix 1) and the Sustainability (integrated) Appraisal and Habitats Regulation Assessment Addendums (Appendix 5) for public consultation and submission to the Inspector.
- 2.4 That Council delegates to the Executive Director of Growth & Prosperity in consultation with the Cabinet Portfolio Holder, Party Group Leaders and the Chairman & Vice-Chairman of Strategic Planning Board authority to approve any further proposed changes to the Local Plan Strategy that may be necessary or appropriate following consultation.

3.0 Reasons for Recommendations

- 3.1 The Local Plan Strategy document approved by Council on 28 February 2014 was submitted to the Secretary of State on 20 May 2014 and subject to Examination in September of that year. Following three weeks of hearings, the Examination hearings were adjourned in October 2014 and, on 6 November 2014, the Inspector published his Interim Views. In December 2014 the Examination was formally suspended to allow further work to be carried out on key areas of evidence to address the shortcomings in the soundness of the submitted Local Plan Strategy which the Inspector identified. That additional work was undertaken by 31 July 2015 and submitted to the Inspector to address and rectify his criticisms.
- 3.2 The Inspector held two weeks of additional hearings to consider this additional evidence between 21 and 30 October 2015. At the end of those hearings it was agreed with him that, subject to satisfactory Further Interim Views, the next step would be to prepare a consolidated document which incorporated all of the revisions suggested to date alongside new and amended strategic sites. This document would then be subject to full public consultation.
- 3.3 With the receipt of the Inspector's Further Interim Views on 11 December 2015, it is now appropriate to seek Council's authority to approve Proposed Changes to the Submitted Local Plan Strategy. These Proposed Changes will be subject to full public consultation for a period of six weeks.

- 3.4 The Proposed Changes to the submitted Local Plan Strategy have been supported by SA and HRA at appropriate stages. This included an assessment of suggested revisions to the Planning for Growth chapters at the end of July, followed by the consideration of suggested revisions to other policies (chapters 9-14 of the LPS) in September 2015. These documents are included in the examination library (RE B006 and RE B007 respectively). Furthermore, SA and HRA work has been undertaken to support the site selection methodology and its implementation. The outcomes of all of the SA and HRA work will be subject to full public consultation for a period of six weeks, alongside the proposed changes to the LPS.
- 3.5 Following the consultation, the Council will need to log, analyse and assess all of the comments made. Accordingly, it may be appropriate to make further changes to the Local Plan Strategy as a consequence of these representations, alongside changes to the SA and HRA. Thereafter the next step will be to send all of these responses and the Council's response to the Inspector. He will then hold further hearings to consider the soundness of the Proposed Changes – most notably the strategic sites, which have yet to be examined thus far.
- 3.6 The Secretary of State has signalled that he expects local planning authorities to make every effort to get a Local Plan in place by 2017. Consequently, it is clearly in the public interest to deal diligently yet expeditiously with the analysis of representations and any further proposed changes that might arise. Accordingly, it is recommended that Council delegates this responsibility to the Director of Growth & Prosperity to undertake this task, in consultation with the Portfolio Holder, Leaders of Party Political Groups and the Chairman & Vice Chairman of Strategic Planning Board.

4.0 Wards Affected

- 4.1 All Wards

5.0 Local Ward Members

- 5.1 All Members

6.0 Policy Implications

- 6.1 The Local Plan is a key component of the Council's policy Framework. Whilst it will form the benchmark for considering planning applications it will also feed into numerous other agendas such as infrastructure, transport, economic development, recreation, public health, education and adult social care.

7.0 Implications for Rural Communities

- 7.1 The Local Plan Strategy provides a planning framework for all areas of the Borough outside the Peak District National Park. Consequently, it covers much of the rural area of the Borough in a geographic sense – but also it addresses numerous matters of importance to rural areas within its policies and provisions.

Importantly, the Local Plan Strategy will facilitate the drawing up of more detailed policies for rural areas, via either Site allocations or Neighbourhood Plans.

8.0 Financial Implications

- 8.1 The cost of the Local Authority officers' time involved in the Local Plan is covered by the existing revenue budget for Planning & Sustainable Development. The Examination process prompts exceptional costs for which particular provision is made within the Planning Reserve budget.

9.0 Legal Implications

- 9.1 The Planning and Compulsory Purchase Act 2004, as amended, requires local planning authorities to prepare Local Plans. The Town and Country Planning (Local Planning) (England) Regulations 2012, as amended, ("the Regulations") set out the procedures to be followed in the preparation of such Plans.
- 9.2 The Regulations do not specifically deal with consultation at the post-Submission stage and as such the conduct of the consultation is a matter for the Council's discretion. However, in order to ensure that the Proposed Changes are subject to the 'formal and unfettered' consultation referred to by the Local Plan Inspector (at paragraph 96 of his Further Interim Views), it will be conducted in a manner which is consistent with that required under Regulation 19, albeit that the Regulations do not strictly apply.
- 9.3 As the Regulations do not strictly apply, any responses received will not have the status of Regulation 20 representations and it will therefore be a matter for the Local Plan Inspector to determine who should appear at any further resumed examination hearings. The Council will, however, consider all consultation responses received prior to submitting the Proposed Changes and consultation responses to the Local Plan Inspector in due course

10.0 Risk Management

- 10.1 An adopted Local Plan has many benefits for the Council, local communities and business. It provides certainty over future growth, infrastructure and a secure framework for investment. Accordingly delay in the planning process poses risks for the Council with potential uncertainty over the decision making framework continuing in the short term. To mitigate this, the Council has implemented rigorous project management to the preparation of the Local Plan – to ensure completion of the process within an open yet timely manner.

11.0 Background and Options

The Context

- 11.1 Following approval by Full Council in February 2014 the Council published its Local Plan Strategy in March 2014 and submitted the document to the Secretary

of State on 20 May 2014. In September 2014 hearings opened for the Examination of the Strategy.

- 11.2 Hearings continued for three weeks and proved unusually intensive in character. Hearings were adjourned on 3 October 2014 to allow for the consideration of a large volume of material linked to strategic sites. The Inspector used this period of adjournment to provide his interim views on the matters considered in the first 3 weeks of hearings.
- 11.3 The Inspector considered matters of legal compliance and soundness. Overall he identified several important shortcomings with the plan as submitted, whilst also agreeing that other key issues were satisfactory.
- 11.4 On 16 December 2014 the Inspector agreed to suspend the Examination pending the completion of further evidence on the following workstreams:
- Clarify and revise the Economic & housing strategies
 - Revise the calculation of Objectively assessed Need
 - Update the green belt assessment
 - Revise the spatial distribution of development.
- 11.5 The Council completed this work and submitted the updated evidence to the Inspector on 31 July 2015. On 14 August 2015 the local Plan Inspector agreed to lift the suspension of the examination and on 28 August 2015 set out a timetable for the re-commencement of hearings, starting on 6 October 2015.

Local Plan Strategy Policies – Suggested Revisions

- 11.6 The updated evidence completed during the suspension of the Examination necessitated revisions to the main strategic policies relating to housing, economic growth, development and green belt. The wording of policies was amended to reflect the outcome of the new evidence. The key points included:
- Revisions to Reflect a revised Housing Requirement of 36,000 homes
 - Increased employment land requirement, to reflect the stronger anticipated jobs growth rate of 0.7% pa.
 - Revised Spatial Distribution of development, incorporating both the uplift in overall development and the need for additional growth in the northern towns.
 - Increase in the quantum of safeguarded land within green belt areas to 200 ha
 - Replacement of the new green belt between Crewe & Nantwich with a revised strategic green gap policy.

These revisions were endorsed by Cabinet at a meeting on 21 July 2015 and supported by SA and HRA addendum screening reports (PS E042 and PS E043 respectively).

- 11.7 At the Examination hearings held in the autumn of 2014, all policies aside from strategic sites were subject to scrutiny. The Inspector's Interim Views focused mainly on the principal strategic issues within Chapter 8 – namely housing and jobs growth, the distribution of development and green belt. The Policies of

Chapters 9-14 and the appendices were not covered in any great detail by the Inspector; instead he signalled that they did not raise such significant concerns. Furthermore, he considered that the policies could, for the most part, be satisfactorily amended by taking account of changes proposed and discussed at the examination hearings. The policies have therefore been amended accordingly and were endorsed at a meeting of the Cabinet Portfolio Holder on 24 September 2015 and supported by SA and HRA addendum reports (RE B006 and RE B007 respectively).

Inspector's Further Interim Views

- 11.8 On 11 December, the Inspector issued his Further Interim Views in a detailed letter to the Council. Although the Inspector is careful to emphasise the interim nature of any conclusions, the letter is overwhelmingly supportive of the additional evidential work undertaken by the Council. The Inspector commented that *"there is no doubt that CEC has produced an impressive and comprehensive set of additional evidence within a relatively limited amount of time during the suspension of the examination"*. He also added that *"the additional evidence and studies produced during the suspension of the examination seem to have addressed most of the main concerns about the adequacy of the original evidence set out in my Interim Views"*.
- 11.9 However he also signalled that *"the nature, extent, content and conclusions of this additional evidence will have significant and wide-ranging implications for the submitted Local Plan Strategy"*. Furthermore, he stressed that any views given in his interim report *"are entirely without prejudice to my final conclusions on the soundness and legal compliance of the submitted or any amended Plan"*. Accordingly the endorsements he provides are by their nature, limited in scope – and they inevitably also prompt important changes to the Plan. Never the less, given the circumstances, the Further Interim Views are perhaps as positive as they are able to be at this juncture. The detailed conclusions and their implications for each area of policy are outlined below.
- 11.10 One of the Inspector's key concerns in 2014 was the alignment of economic and housing strategies. In particular, there was felt to be a lack of ambition in the employment growth forecast of 0.4%. This time around debate has focussed on whether a predicted employment rate of 0.7% was sufficiently robust – as opposed to other forecasts suggesting 0.9% jobs growth or higher. After considering all of the evidence, the Inspector concluded that the Council *"seems to have adopted a balanced and rational approach to economic and jobs growth, which is both ambitious and aspirational, yet realistic and with a reasonable prospect of success"*. The prediction of 0.7% employment growth therefore directly informs housing need. It should be noted that this level of job creation is predicated on significant increases in in-migration to the Borough.
- 11.11 The combination of new employment and additional migration points towards a need for a greater number of homes in the Borough. The additional evidence prepared by the Council looked at a wide range of factors – and included, for the first time, an allowance for older persons' accommodation within the overall total

need of 36,000 homes. The Inspector commented that the Council *“seems to have reached a reasonably balanced judgement about the relationship between new jobs and houses, which is supported by the evidence and would result in sustainable levels of migration and commuting and patterns of development, in line with the guidance in the NPPF and PPG”*

- 11.12 Having reviewed the need for housing, the Inspector went on to consider the ‘housing requirement’. This is a related but distinct exercise from the calculation of housing need; it requires that housing numbers are further refined in the light of other policy objectives. This may serve to elevate, or in some cases, suppress, the overall number of homes. The Inspector supported the principle of the housing requirement of matching the OAN of 36,000. However, he noted that delivery of 1800 homes per year would be *“challenging”* and that the detailed sites required had not yet been identified or examined.
- 11.13 In terms of Green Belt, the Council undertook a revised assessment which looked more comprehensively at Green Belt parcels around the main towns and local service centres. In particular, this involved a finer grain of assessment and consideration of urban regeneration and heritage issues. The Inspector commented that the updated assessment *“seems to reflect national policy and address most of the shortcomings of the previous Green Belt assessment. It provides a set of more comprehensive and proportionate evidence to inform, rather than determine, where the release of Green Belt land may be necessary at the site-selection stage”*
- 11.14 Associated to the Green Belt is the identification of safeguarded land – that is land that is taken out of the Green Belt now, but remains undeveloped so that it can meet development needs after 2030. National guidance on the approach to safeguarded land is fairly limited – and therefore the Council had to adopt its own methodology to derive an overall safeguarded requirement for 200Ha of land. Notwithstanding these uncertainties, the Inspector considered that the Authority had *“taken a balanced and cautious approach to the issue of Safeguarded Land, which seems logical, rational, effective and justified by the supporting evidence”*.
- 11.15 Turning then to the spatial distribution of development, the Council commissioned consultants AECOM to re-assess the pattern of growth across the Borough. This work drew on the Urban Potential, Edge of Settlement and Green Belt studies undertaken by the Council, plus a wide range of other influences and factors. The Spatial Distribution Update Report grappled with the contentious issue of the balance of development between the north and south of the Borough. Overall the Inspector was satisfied that the additional evidence seemed to represent *“a realistic, rational and soundly-based starting point for the spatial distribution of development;”*. However, he was also careful to record that he could not firmly endorse the revised distribution of development until site specific matters had been concluded.
- 11.16 The Inspector acknowledged the SA and HRA undertaken to support the proposed changes to the LPS. The iterative and ongoing nature of both SA and HRA was noted alongside a suggestion that the Council should consider the jobs growth rate of 0.9% as a reasonable alternative for Plan making purposes. The Council's

independent consultants have now undertaken this appraisal and this, alongside the outcomes of all the SA and HRA work will now be subject to public consultation, alongside the proposed changes to the LPS.

- 11.17 The Inspector also considered other related matters in his Interim views – such as the additional highway studies undertaken by the Council. These include the Impact of Spatial Distribution of Development on Cross-boundary Highway Networks, the Local Plan Strategic Highways Assessment, the North Crewe VISSIM, and the Alsager Highway Study. The Inspector was broadly content with the scope and findings of these studies, however he expressed disappointment that differences remained between the Cheshire East and Stockport Councils. Since the conclusion of the Examination further meetings have been held between the authorities and a revised Memorandum of Understanding is being drawn up between the Councils.
- 11.18 Finally, the Inspector commented briefly on green gaps. Although this is a long standing policy in successive local plans around Crewe, in the Local Plan Strategy strategic green gaps replace the previous proposal for a green belt between Crewe & Nantwich. Accordingly the Inspector was circumspect in his comments, preferring to reserve judgement until the revised policy has been subject to consultation. Never the less, the separation of Crewe & Nantwich remains a fundamental spatial objective of the plan – and a principle that remains threatened by numerous development proposals in this vicinity. Consequently the amended policy will now be subject to consultation and the Council will further pursue the issue through the later stages of the Examination.

Site Selection Process

- 11.19 The Council published a Site Selection Methodology in July 2015 and subsequently elaborated on its contents within the hearing statements prepared for the Examination in October 2015. This has now been consolidated into a revised approach which is summarised in the diagram at Appendix 2. The full Selection methodology is set out within the supporting documents at Appendix 6. Sites are selected to meet the development requirements in each Principal Town and Key Service Centre. These requirements, together with current commitments (to 30 September 2015) are set out in the Table in Appendix 3.
- 11.20 The Methodology looks comprehensively at the factors that influence the suitability of land for development. This includes a combination of economic, environmental and social factors. The Inspector commented that *The SSM formalises the site-selection process and, subject to further detail about the later stages of the process, seems to represent a reasonably consistent, objective and comprehensive methodology to identify and select strategic and other site allocations without retro-fitting the evidence. As such, this evidence seems to be appropriate, consistent, objective, comprehensive, justified and effective, providing a soundly based framework of evidence for identifying and selecting strategic and other site allocations, in line with the guidance in the NPPF and PPG.*
- 11.21 An important component of the Methodology is that it is applied to ALL sites in the Plan – both those that were allocated in the 2014 Submission document and new

or amended sites that may be required now to meet the uplift in development across the Borough. The revised evidence gathered through the suspension of the Examination could clearly impact on the relative merits of any given site; consequently, it is important that every site is reviewed and assessed in a consistent manner, based on the latest available evidence.

- 11.21 Having established a clear methodology, the next step is then to apply that to the choice of sites across the main settlements. The objective will be to try and identify a suitable selection of sites so that the requirements of the spatial distribution is fulfilled. It should be noted that the Inspector indicated that the distribution could not be fully endorsed until the final site selection is made. Consequently, the distribution should not be met 'at any price' – rather it is viewed as the optimum distribution to be met if possible. If it were to be found that in attempting to meet the distribution, the Council had to rely on unsuitable sites with significant adverse impacts, then it might have been appropriate to revisit the overall balance of growth
- 11.22 Having now completed the detailed assessment of site, this situation does not arise. The Council is confident that the spatial distribution considered and endorsed by the Inspector can be met without undermining the principles of sustainable development. The distribution established in the AECOM report took account of the very detailed Edge of Settlement Analysis and Urban Potential work which suggested that the proposed distribution was realistic and achievable. The further comprehensive site assessment of individual sites has since confirmed this is the case. Accordingly, the selection of sites follows the distribution endorsed by the Council's Cabinet in July 2015 and subsequently supported in principle by the Inspector in December 2015.
- 11.23 A 'Town Report' has been prepared for each of the Principal Towns and Key Service Centres (see Appendix 6). These make a comparative evaluation of all potential strategic sites in each settlement – carefully considering their respective planning merits and fully informed by the outcomes of the HRA and SA. This analysis then leads to a recommended selection of sites for inclusion in the Local Plan Strategy. A summary of the findings of the reports is attached as Appendix 4.

Safeguarded Land

- 11.24 Paragraph 85 of the NPPF advocates the designation of safeguarded land to avoid the need for regular re-drawing of green belt boundaries. The Inspector endorsed the principle of providing such land and the overall quantum of around 200Ha across the north of the Borough. Since then further work has been carried out on distributing the 200ha of Safeguarded Land between the settlements inset within the North Cheshire Green Belt.
- 11.25 Firstly, Safeguarded Land has been distributed proportionately by settlement, based on the Revised Spatial Distribution of Development. This Revised Spatial Distribution of Development allows for some of the development needs of the northern towns to be met by the North Cheshire Growth Village during this plan period (up to 2030). This approach may not continue post 2030 so the distribution of Safeguarded Land to Handforth is based on its proportion of population

instead. The remaining amount of Safeguarded Land (the difference between Handforth's share based on population and its share based on the Revised Spatial Distribution of Development) has then been re-distributed proportionately to the Principal Town and Key Service Centres inset within the North Cheshire Green Belt.

- 11.26 This results in Safeguarded Land being required in Macclesfield (95 ha), Handforth (10 ha), Knutsford (28 ha), Poynton (19 ha), Wilmslow (24 ha) and North Cheshire Green Belt Local Service Centres (24 ha). Having undertaken this exercise, the green belt boundary in the north of Cheshire East should not now need changing until at least 2045.

Deliverability and Five Year Supply.

- 11.27 Facilitating the delivery of housing is one of the key roles of the Local Plan. The NPPF advises councils *"to ensure that their Local Plan meets the full, objectively assessed needs for market and affordable housing in the housing market area"*. This objective is subject to the proviso that meeting housing need is consistent with the policies set out in the Framework. There is also a need to identify key sites which are critical to the delivery of the housing strategy over the plan period.
- 11.28 To ensure that there is every prospect that identified housing need is met and the requisite number of homes are actually built at the end of the Plan period, it is normally considered prudent to allocate sufficient sites to slightly exceed the housing requirement. This approach was taken in the submitted plan – and it is proposed to continue this within the Proposed Changes.
- 11.29 Paragraph 47 of the NPPF also advises Councils to identify sufficient land annually to meet a 5-year supply of deliverable sites against their housing requirement. The NPPG similarly advises that "local planning authorities should have an identified five-year housing supply at all points during the plan period." Consequently the Local Plan must be able to show a 5-year supply of land – and has the means to do this through the allocation of sufficient housing sites. Five-year supply is a critical determining factor in the consideration of planning applications involving housing.
- 11.30 The challenge facing the Council is the fact that we are already 5½ years into the plan period. Over this time the housing requirement has increased significantly from 1,150 homes pa as set out in the (now defunct) Regional Spatial Strategy, through to the 1,350pa in the submitted plan and the 1,800 homes pa now proposed. Unsurprisingly, especially with the after effects of recession, the Borough has not built the 9,000 homes needed in the first five years of the plan period – and in fact faces a backlog equivalent to over three years' housing requirement.
- 11.31 The PPG advises that Local Planning Authorities should aim to deal with any undersupply within the first 5 years of the plan period *"where possible"*. Where this cannot be met, the advice is to work with neighbouring authorities under the duty to cooperate. This latter approach is not an option since no adjoining

Council can take any of the Borough's housing. Consequently, the Council should seek to recover the backlog within its own means, so far as that remains consistent with the Inspector's views and the policies of Framework.

- 11.32 It is therefore proposed to allocate additional land in each settlement to boost housing supply. Deliverability is also a consideration in site selection and the Plan contains a mix of (generally smaller) sites that deliver quickly and those that bring strategic benefits (sometimes over a longer period). The Council has consulted with home builders over the appropriate lead in times and build rates to employ. By taking a reasoned and proportionate approach, this means that most sites will only yield a relatively modest proportion of the homes within 5 years.
- 11.33 It is apparent therefore that to catch up the whole of the backlog within 5 years will require the allocation of sites significantly in excess of the Spatial Distribution considered by the Inspector. It would also require significantly more Green Belt release – not least because Green Belt often coincides with the highest housing demand and highest likely delivery. The Inspector has recognised the issue of backlog as *“a challenging situation”* given past and current build rates. He also added though that *“clearly CEC will have to set out the specific reasons if it wishes to depart from the normal 5-year time period of meeting any backlog”*.
- 11.34 The significant deviation from the spatial distribution and the impact on the Green Belt are considered to constitute those specific reasons. Accordingly, it is proposed that the plan takes a 'half-way approach' between 'Sedgefield' (5 years) and 'Liverpool' (15 years). The Cheshire East approach is therefore to recover backlog within 8 years - and to adopt the 20% buffer employing the PAS guidance, as recommended by the Inspector. The full details of housing supply issues are set out in the Housing Supply Topic Paper.

12.0 Summary of Site Specific Recommendations

- 12.1 This section summarises the recommended selection of sites in each town. Although a comparison is made with the submitted plan is made for ease of reference, all sites have been assessed on the same equal basis. A table of the recommended sites is found at Appendix A and B of the attached Local Plan document (Appendix 1 of this report)

Principal Towns – Crewe

- 12.2 The Spatial Distribution proposes that 7,700 homes be provided in Crewe along with 65 ha of Employment land (an increase from 7,000 homes in the submitted plan). As at 30 September 2015, there had been 890 net housing completions within the plan period and commitments totalled 1,857 units.
- 12.3 It is proposed to allocate 400 homes to the strategic location in central Crewe – effectively capturing redevelopment opportunities within the main urban area. There then follow a series of allocations on the periphery of the town. Basford East & Basford West are maintained as mixed housing and employment allocations, with 370 dwellings at Basford West and the housing numbers reduced to 850

homes at Basford East to take account of more recent information. The allocation at Leighton West is maintained and the previous Leighton Strategic Location is replaced by a new allocation of 500 homes located adjacent to the current Parkers Road housing scheme.

- 12.4 The boundaries of the housing allocation at Sydney Road are amended to reflect updated ownership information – and a new second phase is proposed, capable of accommodating around 275 homes. To the North West, a new allocation is now proposed off Broughton Road for 175 homes, part of which already has planning permission. Meanwhile the housing allocation at Crewe Green is maintained – providing for around 150 homes.
- 12.5 To the south of Crewe it is proposed to maintain the allocation at South Cheshire Growth village, but to reduce the likely capacity to around 650 homes – to reflect updated information on heritage and landscape matters. The allocations at East Shavington (275 dwellings) and the Triangle both now have planning permission. However it is proposed to increase the capacity of the latter to 400 homes in recognition of the opportunity for a more effective use of the site.
- 12.6 In terms of employment land, provision for 24 ha will be made at Basford East and a further 22ha at Basford West. The site at Leighton West will include a further 5ha of land for business.

Principal Towns - Macclesfield

- 12.7 The Spatial Distribution proposes that 4,250 homes be provided in Macclesfield along with 20 ha of Employment land (an increase from 3,500 homes and 15 ha in the submitted plan). As at 30 September 2015, there had been 512 net housing completions within the plan period and commitments totalled 847 units.
- 12.8 It is proposed to allocate 500 homes within the Central Macclesfield Strategic location, effectively capturing redevelopment opportunities within the main urban area. It is then proposed to maintain South Macclesfield as a major site for mixed use development. This area represents the only significant undeveloped land outside of the Green Belt within the Macclesfield area. The capacity of the site has been re-appraised, but remains as before at 1,050 homes / 5 ha employment.
- 12.9 The remainder of development needs can only be accommodated by taking land out of the Green Belt. It is proposed to identify South West Macclesfield as the main area for future growth and development in the town. It is proposed to allocate 300 homes and 10 ha of Employment Land at Congleton Road and a further 200 homes south of Chelford Road. Each site will require a new access suitable of accommodating a new distributor road. Whilst not a bypass as such, this road will be a principal route through the urban area capable in due course of linking Chelford Road and Congleton Road. The greater part of South West Macclesfield (around 103 ha) will not be available for development in the plan period but rather safeguarded for construction after 2030. Accordingly, the new through route would only be completed after the current plan period.

- 12.10 In addition to this, it is proposed to allocate three further sites around the periphery of the town. Land at Fence Avenue is proposed for allocation, as before, and could accommodate some 250 homes, linked to the potential relocation of Kings School. Land at Gaw End Lane is also proposed for the development of around 300 homes – an increase on the previous proposal. Finally, a new development site is proposed at Chelford Road / Whirley Road which will enable the construction of around 150 homes.

The Key Service Centres

Alsager

- 12.11 The Spatial Distribution proposes that 2,000 homes be provided in Alsager along with 40 ha of Employment land (an increase from 1,600 homes and 35 ha in the submitted plan). As at 30 September 2015, there had been 98 net housing completions within the plan period and commitments totalled 530 units. It is proposed to once again allocate the major brownfield site at the former MMU campus – capable of accommodating around 400 new homes, alongside the retention of key sporting facilities. The large Brownfield site at Twyfords / Cardway is also proposed for allocation – with capacity for around 550 units. Finally, the site at White Moss Quarry is once again proposed for allocation – the site already has planning consent for 350 homes.

- 12.12 In terms of employment land, it is proposed once again to support the redevelopment of areas within the existing Radway Green site. Alongside this a new allocation of some 12 ha is proposed to the north to allow for localised business expansion. To the south it is also proposed to remove 25 ha of land from the green belt for larger scale expansion. The exceptional circumstances for this allocation rest on the specific characteristics of this site – the potential for large footprint development, the opportunity to improve the access of the existing Radway Green site and the chance to reach an improved M6 Junction 16 without crossing the railway line.

Congleton

- 12.13 The Spatial Distribution proposes that 4,150 homes be provided in Congleton along with 24 ha of Employment land (an increase from 3500 homes in the submitted plan). As at 30 September 2015, there had been 610 net housing completions within the plan period and commitments totalled 1,122 units. More recently developments have since been resolved to approved or granted consent on large sites at Tall Ash Farm and Lamberts Lane.
- 12.14 The significant feature of development in Congleton remains the proposal for a link road across the north of the town allied to significant new development. Since the publication of the Submission Plan the route of the road has been consulted upon and is now the subject of a planning application. This provides the greater certainty to translate the previous strategic locations into clearly defined strategic sites. These provide firm allocations for housing, employment, commercial and recreational uses.

12.15 The strategic site at Back Lane is expected to yield around 750 homes, spread across several parcels, combined with just over 7ha of employment land and related community uses. The extension to Congleton business park will deliver at least 15 ha of employment land and around 625 homes once completed. When combined with existing commitments of 3.8ha these two sites will fulfil the future employment needs of the town. Further to the east, strategic sites are maintained at Giantswood Lane (around 650 homes) and Manchester Road (450 homes).

Handforth

12.16 The Spatial Distribution proposes that 2,200 homes be provided in Handforth along with 22 ha of Employment land. As at 30 September 2015, there had been 63 net housing completions within the plan period and commitments totalled 322 units. Employment land Commitments total nearly 10Ha.

12.17 The Council has re-assessed the merits of providing a large-scale stand-alone development in Handforth. NPPF advice at paragraph 52 suggests that new settlements may provide the best way of achieving sustainable development. It is the principles of sustainable development that underpin the continued case for the North Cheshire Growth Village. By planning comprehensively, it is possible to better mitigate the impact of new development and address local infrastructure issues. Accordingly it is proposed to maintain the allocation of some 1650 homes, plus up to 12 ha of employment land.

12.18 In addition, a further new site is proposed west of the town. Land at Sagars Road is recommended for allocation – and it is capable of accommodating around 250 homes. 14ha of land south of the Growth Village is also proposed for safeguarding – for development after 2030.

Knutsford

12.19 The Spatial Distribution proposes that 950 homes be provided in Knutsford along with 15 ha of Employment land (an increase from 650 homes and 10Ha in the submitted plan). As at 30 September 2015, there had been 25 net housing completions within the plan period and commitments totalled 50 units.

12.20 Knutsford has a variety of development options around the town. Factors including green belt, transport, landscape and heritage have featured in the site assessments. Land at Parkgate forms the only sizeable area outside of the green belt – and has planning permission for 200 homes. In addition, it is proposed to allocate 500 homes on three parcels on the North west side of Knutsford – around 250 homes east of Manchester Road and 175 homes on Northwich Road. A further 75 homes and 7.5 ha of employment land is proposed on the western side of Manchester Road.

12.21 It is further proposed to allocate 150 homes on land south of Longridge. The remainder of this area will be safeguarded for future development. Additional safeguarded land will be provided in North West Knutsford (22ha) and adjacent to Booths Hall (8.7ha).

Middlewich

- 12.22 The Spatial Distribution proposes that 1950 homes be provided in Middlewich along with 75 ha of Employment land (an increase from 1,600 homes in the submitted plan). As at 30 September 2015, there had been 335 net housing completions within the plan period and commitments totalled 352 units
- 12.23 It is proposed to retain the allocation at Glebe Farm to the south of the town; this will accommodate around 525 new homes and affords the opportunity to link Warmingham Lane with the main A533 Booth Lane. This will be supplemented by a new allocation for around 225 homes to the west of Warmingham Lane. This will adjoin recently approved development to the north and east.
- 12.24 It is also proposed to retain the strategic location at Brooks Lane as an area of mixed development including around 400 homes. This site has potential to capitalise on the adjoining canal, but will require the relocation of a number of existing businesses. To the East of Middlewich, it is recommended that the significant employment area at Midpoint 18 be retained and expanded. It is anticipated that some 75 ha will be developed within the plan period – but with further phases available for after 2030. This area has potential access to the railway line as well as good links to Junction 18. It will also incorporate the route of the Eastern Bypass.

Nantwich

- 12.25 The Spatial Distribution proposes that 2,050 homes be provided in Nantwich along with 3 ha of Employment land (an increase from 1,900 homes in the submitted plan). As at 30 September 2015, there had been 394 net housing completions within the plan period and commitments totalled 687 units.
- 12.26 It is proposed once again to allocate significant development on land at Kingsley Fields, to the North West of the town. This area will provide for around 1,100 new homes, new employment and community facilities. Outline Planning permission was granted for the site in January 2016 and a reserved matters application is now being prepared. A further strategic site is located at Snow Hill, identified for mixed use development.

Poynton

- 12.27 The Spatial Distribution proposes that 650 homes be provided in Poynton along with 10 ha of Employment land (an increase from 200 homes and 3 ha of Employment in the submitted plan). As at 30 September 2015, there had been no net additions to the housing stock within the plan period. This unusual situation is brought about by primarily by the demolition of sub-standard flats in the village and a corresponding very low level of house building. Housing commitments totalled 39 units.
- 12.28 In the Submission Local Plan Strategy no Strategic Sites were proposed in Poynton. It is now recommended that three small sites be allocated on the edge of the village; each will require a revision to the green belt boundary. It is proposed to

allocate land at Sprink Farm on Dickens Lane for around 150 homes, this site is closely related to the existing built up area and near to the High school. Land off Hazelbadge Road is also proposed for around 150 homes. This site is very close to the Station and town centre. It also adjoins Lower Park Primary school, and accordingly improvements to parking, turning and access are integral to the scheme.

- 12.29 The final residential site is land off Chester Road. This area is located on the western edge of Poynton and particular care will be required to avoid coalescence with housing in Stockport. The site is closely defined by existing buildings and other features; it is near to Lostock Hall Primary School, but just over a mile from the town centre. It will accommodate approximately 150 houses
- 12.30 The planned construction of the Poynton Relief Road provides the opportunity to expand Adlington Industrial Estate. Land east of the current employment area is no longer required for the route and can now be allocated, for business use, whilst land to the south and west, between the current buildings and new road alignment is also earmarked for development. In all this accounts for 10Ha of new business land. To the north, between the village and the relief road it is proposed to allocate 20 ha of safeguarded land for future development. This is located at the eastern end of the former airfield.

Sandbach

- 12.31 The Spatial Distribution proposes that 2,750 homes be provided in Sandbach along with 20 ha of Employment land (an increase from 2,200 homes in the submitted plan). As at 30 September 2015, there had been 624 net housing completions within the plan period and commitments totalled 1,877 units. Sandbach more than any other town has a significant proportion of its development already approved across a variety of sites on the edge of town.
- 12.32 It is proposed to maintain the Strategic Site known as Capricorn off Old Mill Road. This will provide for 20 ha of new employment land and 450 homes. The housing is specifically intended to support the development of land for business through the provision of new infrastructure, particularly a bridge through the wildlife corridor. Some 300 homes and about 4 ha of business space already have consent on the site.

Wilmslow

- 12.33 The Spatial Distribution proposes that 900 homes be provided in Wilmslow along with 10 ha of Employment land (an increase from 400 homes and 8 ha in the submitted plan). As at 30 September 2015, there had been 87 net housing completions within the plan period and commitments totalled 312 units.
- 12.34 The one area of safeguarded land from previous Local Plans (land at Adlington Road) has now obtained consent and is under construction. Therefore to meet future needs additional allocations are proposed, all of which require amendment of the Green Belt boundary. It is proposed to maintain the allocation at Royal London for mixed use but to include land west of Alderley Road within the

developable area. This will now provide for around 175 homes and 5 ha of employment land.

- 12.35 Further housing allocations are now proposed at Little Staneylands and Heathfield Farm. The former will accommodate around 150 homes on land off Stanneylands Road, situated adjacent to the Dean Valley. This site is located close to existing facilities and provides the opportunity for improved public access to open land along the valley. Heathfield Farm at Dean Row Road is located on the eastern edge of the town and can accommodate around 150 homes. It will be accessed by the existing large roundabout. The remainder of this land; extending to some 9 ha towards Cross Lane will be safeguarded for future development after the end of the plan period.
- 12.36 A further area of safeguarded Land is proposed between Upcast Lane and Cumber Lane. This extends to approximately 15 ha and is closely related to the urban area on the south western side of Macclesfield. Finally, it is proposed once again to allocate land west of the A34 close to Wilmslow High School for employment use. This will provide business space in a prominent location with good rail and road connections.

Other Development

- 12.37 Economic Prosperity is a key objective of the Plan – whilst the increased housing requirement follows directly from a revised employment growth projection of 0.7% pa. Accordingly, it is important that the Local Plan Strategy makes suitable provision for economic development.
- 12.38 The plan therefore contains three distinct stand alone proposals linked to current and future employment opportunities. Each are very much derived from the site specific circumstances at each location.
- 12.39 It is proposed to once again allocate land at Wardle for employment purposes. This former airfield already includes a variety of industries – and further land will consolidate and improve this as a business location. Meanwhile at Alderley Park it is recommended that the particular opportunities at this site be continue to be recognised in the Plan. The site will remain in the Green Belt, but revisions are proposed to the site policy which take account of the Alderley Park Development Framework and recognise the redevelopment opportunities for both employment and supporting housing, having regard to the exceptional qualities of the site.
- 12.40 Alderley Park exemplifies the type of site which collectively form the north Cheshire Science Corridor. This grouping of specialist technology and science orientated business sites are a vital component of the local and regional economy. Looking to the future, it's important that sites are available to maintain growth within this sector. The construction of the new A556 route between the M6 and M56 presents a site specific opportunity for land to be reserved for this future development. Land known as the Cheshire Gateway, ringed by the new road at its junction with the M56 is entirely contained by the new infrastructure and has potential to form a specialist science and technology park. The site specific characteristics of this site are considered to create the Exceptional circumstances

necessary to justify removing 9ha of land from the green belt and reserving it as safeguarded land.

- 12.41 Aside from those above, Strategic Sites are not identified at this stage within Local Service Centres or the villages and rural areas. Sites for development, plus safeguarded land (in Green Belt areas, where necessary) will be allocated in the second part of the Local Plan. It is however proposed in the Local plan strategy that the scale of development be increased in these areas. Local Service Centres will accommodate 3,500 homes and Other Settlements / Rural Areas will accommodate 2,950 homes (an increase from 2,500 and 2,000 respectively).

13.0 Next Steps

- 13.1 Once approved, it is recommended that the 'Cheshire East Council Proposed Changes to the Local Plan Strategy' be subject to full public consultation for a period of six weeks. This is provisionally set between 4 March and 19 April 2016, depending on the decision made on 26 February 2016.
- 13.2 All responses received will then be logged and assessed following the close of consultation. Once analysed, consideration will be given as to the need for further proposed changes to be made to the Local Plan Strategy as a consequence of the representations made. After this assessment is complete, all consultation responses, together with the Proposed Changes will be submitted to the Local Plan Inspector, Mr Stephen Pratt. It is then anticipated that the Examination Hearings will resume in September 2016.
- 13.3 Given the need to make timely progress with the Local Plan Strategy, it is not proposed to refer any further proposed changes to a meeting of Council at this stage. It is suggested that the decision on this matter be delegated to the Executive Director of Growth & Prosperity in consultation with the Portfolio Holder, party leaders and the Chairman and Vice Chairman of Strategic Planning Board. On that basis, Council will next consider the Local Plan Strategy following receipt of the Inspector's Final Examination Report.

14.0 Access to Information

- 14.0 The background papers relating to this report can be inspected by contacting the report writers:

Name: Adrian Fisher
Designation: Head of Planning Strategy
Tel No: 01270 685893
Email: adrian.fisher@cheshireeast.gov.uk

Appendix 1 – Proposed Changes to the Local Plan Strategy February 2016

Appendix 2 – Site Selection Methodology Summary

Appendix 3 – Table of Housing and Employment Requirements & Commitments

Appendix 4 – Town Reports – summary of site recommendations

**Appendix 5 – The Habitats Regulations Assessment and Sustainability (Integrated)
Appraisal Addendums:**

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

Appendix 6 – Supporting Documents:

Documents providing context and support for this report are uploaded here:

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

Further Evidence and Documentation is uploaded in the Examination Library:

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

Appendix 1 – Proposed Changes to the Local Plan Strategy February 2016

Cheshire East Local Plan Strategy – ~~Submission Version~~ **Proposed Changes – (Committee Report Publication Document)**

Foreword

The Foreword will be revised and included in the adopted version of the plan

~~Local Plan Strategy – Submission Version~~

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

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

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

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

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

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

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

~~Cllr David Brown~~

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

Preface - Preparing a New Local Plan

The Preface will be revised and included in the adopted version of the plan

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

~~The preparation of this plan has responded to these circumstances by seeking to marry broad and strategic objectives with local issues that are relevant and familiar to individual communities. Engagement at all levels has been widespread. Some 37,000 responses to the developing Local Plan have been received since the work began in 2009 with the initial Core Strategy Issues and Options Paper consultation underway in November and December of 2010. This allowed us to gauge views on the appropriate quantum and distribution of growth for the area – and also highlighted the need for more work at a ‘grass roots’ level.~~

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

~~Based on these proposals and the outcomes generated by the consultation work on them, we then embarked upon the next two key tasks in developing a well founded Local Plan. The first was the Development Strategy and Policy Principles consultation, of January and February 2013. This presented the Council's preferred policy and site options and its non-favoured alternatives.~~

Responses to this Local Plan consultation revealed a number of additional possible strategic sites that developers and landowners considered suitable for inclusion in the Local Plan.

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

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

Adrian Fisher

Head of Strategic and Economic Planning, Cheshire East Council

Your Views and How to Comment

[Details of how to view and comment on the Local Plan Strategy – Proposed Changes are published separately](#)

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

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

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

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

You now have the opportunity to make representations on this submission document.

Representations at this stage should only be made with respect to the legal compliance of the Local

~~Plan and to its soundness. Representations should specify in what respect(s) the Plan is considered to be “unsound” and what change(s) would be needed to be made to make it sound.~~

~~The grounds of 'soundness' are:~~

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

~~Viewing the Local Plan Strategy – Submission Version~~

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

~~Making Comments~~

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

~~The representations period runs from:~~

~~14th March 2014 to 25th April 2014, 5:00pm~~

~~Only representations received during the representation period will be considered. Anonymous representations cannot be accepted. The Council asks that representations are made electronically where possible, to save time and money. However, representations made using the paper forms will, of course, be accepted.~~

~~Contacting the Spatial Planning Team~~

~~You can contact the Spatial Planning Team via:~~

- ~~• E-mail: localplan@cheshireeast.gov.uk~~
- ~~• Website: www.cheshireeast.gov.uk/localplan~~
- ~~• Telephone: 01270 685893~~

- Post: Spatial Planning, Cheshire East Council, Westfields, Middlewich Road, Sandbach, Cheshire, CW11 1HZ

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

What Happens Next?

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

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

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

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

Data and Statistics

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

Local Plan Strategy: Policies

Page

Policy MP 1 Presumption in Favour of Sustainable Development
Policy PG 1 Overall Development Strategy
Policy PG 2 Settlement Hierarchy
Policy PG 3 Green Belt
Policy PG 4 Safeguarded Land
| [Policy PG4a Strategic Green Gaps](#)
Policy PG 5 Open Countryside
Policy PG 6 Spatial Distribution of Development
Policy SD 1 Sustainable Development in Cheshire East
Policy SD 2 Sustainable Development Principles
Policy IN 1 Infrastructure
Policy IN 2 Developer Contributions
Policy EG 1 Economic Prosperity
Policy EG 2 Rural Economy
Policy EG 3 Existing and Allocated Employment Sites
Policy EG 4 Tourism
Policy EG 5 Promoting a Town Centre First Approach to Retail and Commerce
Policy SC 1 Leisure and Recreation
| Policy SC 2 [Indoor and](#) Outdoor Sports Facilities
Policy SC 3 Health and Well-being
Policy SC 4 Residential Mix
Policy SC 5 Affordable Homes
Policy SC 6 Rural Exceptions Housing for Local Needs
Policy SC 7 Gypsies and Travellers and Travelling Showpeople
Policy SE 1 Design
Policy SE 2 Efficient Use of Land
Policy SE 3 Biodiversity and Geodiversity
Policy SE 4 The Landscape
Policy SE 5 Trees, Hedgerows and Woodland
Policy SE 6 Green Infrastructure
Policy SE 7 The Historic Environment
Policy SE 8 Renewable and Low Carbon Energy
Policy SE 9 Energy Efficient Development
Policy SE 10 Sustainable Provision of Minerals
Policy SE 11 Sustainable Management of Waste
Policy SE 12 Pollution, Land Contamination and Land Instability
Policy SE 13 Flood Risk and Water Management
Policy SE 14 Jodrell Bank
Policy SE 15 Peak District National Park Fringe
Policy CO 1 Sustainable Travel and Transport
Policy CO 2 Enabling Business Growth Through Transport Infrastructure
Policy CO 3 Digital Connections
Policy CO 4 Travel Plans and Transport Assessments

Local Plan Strategy: Sites

Page

CS 1 Basford East, Crewe

CS 2 Basford West, Crewe

CS 3 Leighton West, Crewe

[CS 38 Leighton, Crewe](#)

CS 4 Crewe Green

CS 5 Sydney Road, Crewe

CS 37 South Cheshire Growth Village, [South East Crewe](#)

CS 6 The Shavington / Wybunbury Triangle

CS 7 East Shavington

[CS 39 Broughton Road](#)

CS 8 South Macclesfield Development Area

CS 9 Land East of Fence Avenue, Macclesfield

CS 10 Land ~~at off~~ Congleton Road, Macclesfield

[CS 40 Land south of Chelford Road, Macclesfield](#)

CS 11 Gaw End Lane, Macclesfield

[CS 41 Land between Chelford Road and Whirley Road, Macclesfield](#)

CS 32 (Safeguarded) South West Macclesfield

[CS 42 White Moss Quarry, Alsager](#)

CS 12 Twyfords and Cardway, Alsager

CS 13 Former Manchester Metropolitan University Campus, Alsager

CS 14 Radway Green Brownfield, Alsager

CS 15 Radway Green Extension, Alsager

[CS 43 Radway Green North, Alsager](#)

[CS 44 Back Lane / Radnor Park](#)

[CS 45 Congleton Business Park Extension](#)

CS 16 Giantswood Lane South, Congleton

[CS 46 Giantswood Lane to Manchester Road, Congleton](#)

CS 17 Manchester Road to Macclesfield Road, Congleton

[CS 47 Tall Ash Farm, Congleton](#)

[CS 48 North of Lamberts Lane, Congleton](#)

CS 30 North Cheshire Growth Village, Handforth East

[CS 49 Land Between Clay Lane and Sagars Road, Handforth](#)

CS 34 (Safeguarded) North Cheshire Growth Village, ~~Handforth East~~ [Extension](#)

CS 18 North West Knutsford

CS 19 Parkgate Extension, Knutsford

[CS 50 Land South of Longridge \(Allocation\)](#)

[CS 53 \(Safeguarded\) Land south of Tabley Road](#)

[CS 33 \(Safeguarded\) Land north of Tabley Road](#)

[CS 51 \(Safeguarded\) Land south of Longridge](#)

[CS 52 \(Safeguarded\) Land adjacent to Booths Hall](#)

CS 20 Glebe Farm, Middlewich

CS 54 Brooks Lane, Middlewich

CS 56 Midpoint 18, Middlewich

CS 55 Land off Warmingham Lane West (Phase II)

CS 21 Kingsley Fields, Nantwich

~~CS 22 Stapeley Water Gardens, Nantwich~~ CS 23 Snow Hill, Nantwich

CS 57 Land adjacent to Hazelbadge Road, Poynton

CS 58 Land at Sprink Far, Poynton

CS 59 Land south of Chester Road, Poynton

CS 60 Adlington Business Park Extension, Poynton

CS 65 (Safeguarded) Woodford Aerodrome, Poynton

CS 24 Land adjacent to J17 of M6, south east of Congleton Road, Sandbach

~~CS 25 Adlington Road, Wilmslow~~

CS 26 Royal London including land to the west of Alderley Road

CS 27 Wilmslow Business Park

CS 61 Land at Little Stanneylands, Wilmslow

CS 62 Heathfield Farm (allocation), Wilmslow

CS 63 Land at Heathfield Farm (Safeguarded), Wilmslow

CS 36 (Safeguarded) Land at Upcast Lane / Cumber Lane, Wilmslow

CS 28 Wardle Employment Improvement Area

CS 29 Alderley Park Opportunity Site

CS 64 (Safeguarded) Cheshire Gateway

~~CS 31 (Safeguarded) Lyme Green, Macclesfield~~

~~CS 32 (Safeguarded) South West Macclesfield~~

~~CS 33 (Safeguarded) North West Knutsford~~

~~CS 34 (Safeguarded) North Cheshire Growth Village, Handforth East~~

~~CS 35 (Safeguarded) Prestbury Road, Wilmslow~~

~~CS 36 (Safeguarded) West of Upcast Lane, Wilmslow~~

Local Plan Strategy: Strategic Locations

Page

SL 1 Central Crewe

~~SL 2 Leighton, Crewe~~ SL 4 Central Macclesfield

~~SL 5 White Moss Quarry, Alsager~~

~~SL 6 Back Lane / Radnor Park, Congleton~~

~~SL 7 Congleton Business Park Extension~~

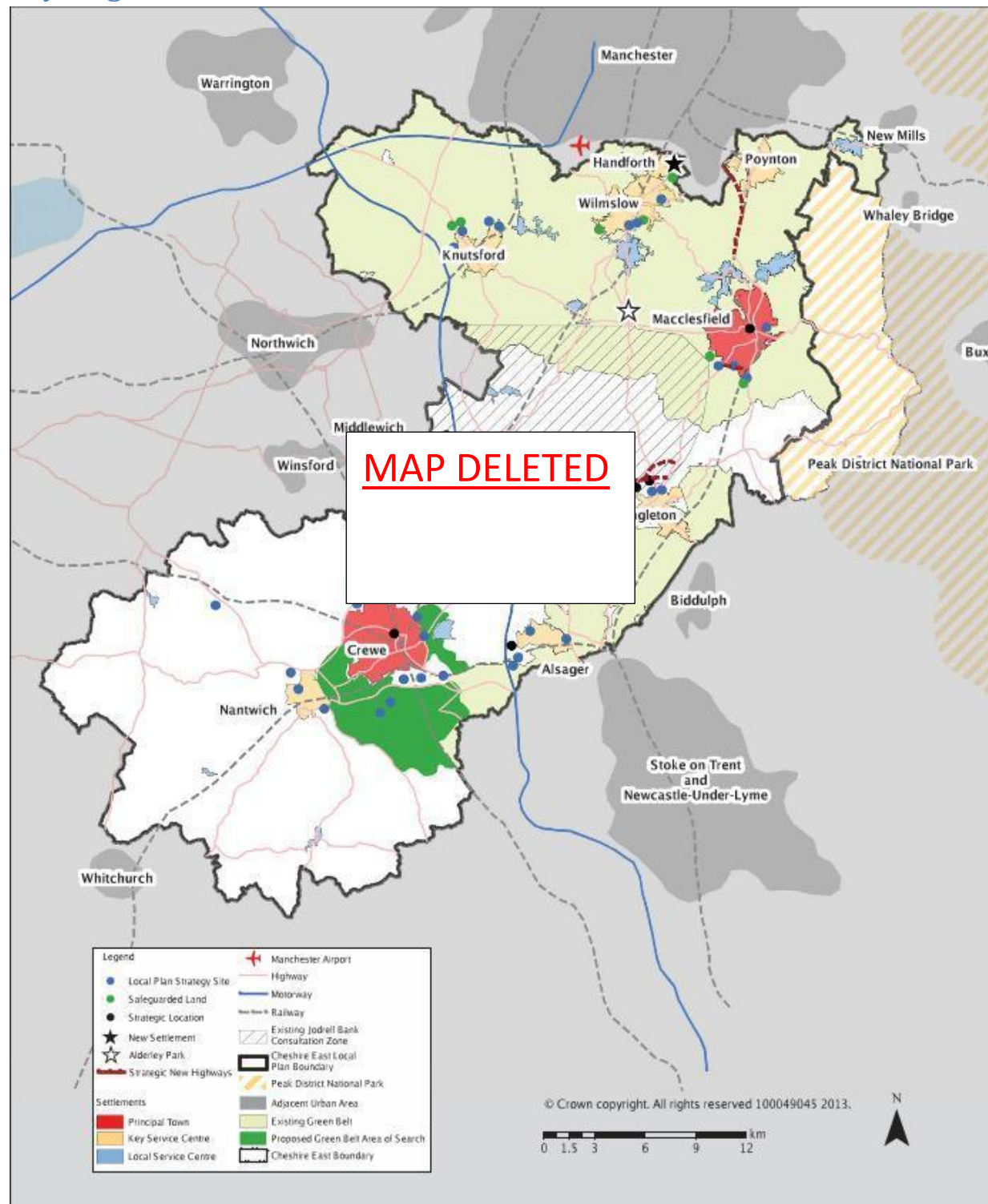
~~SL 8 Giantswood Lane to Manchester Road, Congleton~~

~~SL 9 Brooks Lane, Middlewich~~

~~SL 10 Midpoint 18 Extension, Middlewich~~

1 Introduction

Key Diagram



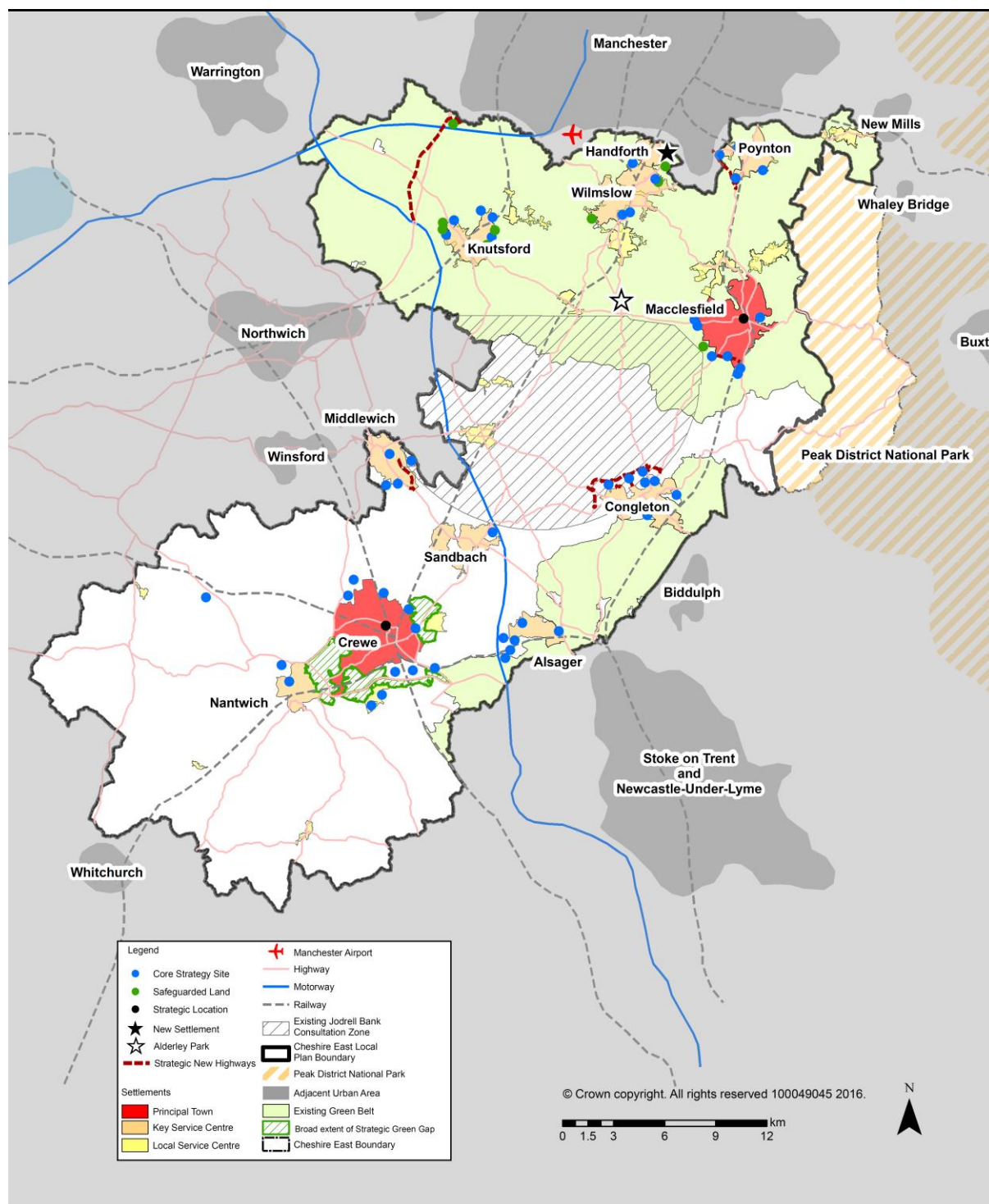


Figure 1.1 Cheshire East Local Plan Strategy Key Diagram

Overview

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

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

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

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

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

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

1.7 The Local Plan seeks to meet the full objectively assessed needs for development. This includes accommodating a realistic element of economic growth-derived development need.

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

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

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

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

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

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

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

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

1.16 A ~~revised Green Gap policy new area of Green Belt~~ is proposed in the vicinity of Crewe and Nantwich to ensure settlements here do not coalesce whilst still leaving appropriate scope for further development in the Plan period and beyond. The exact boundaries of this ~~revised new Green Belt area Gap~~ will be determined through the Local Plan Site Allocations and Development Policies Document.

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

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

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

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

Background

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

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

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

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

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

Sustainable, Jobs-led Growth and Sustainable, Vibrant Communities

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

1.27 The overall growth proposition is to deliver ~~at least over 36,000~~^{27,000} new homes ~~by 2030~~ and ~~around 31,000~~^{20,000} jobs ~~in the longer term by 2030~~. These figures represent a pro-growth policy position that is forecast to see the Borough's population grow by around ~~40,000~~^{58,100} people. Policies in this Plan will also make sure that the right mix of new homes is provided to meet the needs of a growing workforce and support both current and future employers. This is set within the demographic context that Cheshire East will have a ~~26%~~^{65%} increase in over 65s and a ~~35%~~^{134%} increase in over 85s ~~by 2021~~^{over the Plan period}.

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

1.29 The policy principles underpinning the vision are to:

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

1.30 ~~It is three years since the consultation began on developing this blueprint for Cheshire East to 2030. Since then, about 37,000 consultation responses have been received, and over 100 strategic sites evaluated.~~ There are ~~533~~⁴ strategic sites, ~~29~~² strategic locations and ~~101~~⁶ safeguarded sites proposed in this Plan.

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

the reasonable alternatives and will facilitate the delivery of the overall vision and strategic priorities set out in the Plan.

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

1.33 Cheshire East is part of the Cheshire and Warrington Local Enterprise Partnership (LEP), which is made up of business, local authority, academia and voluntary sector representatives. The vision of the Cheshire and Warrington Local Enterprise Partnership is to make Cheshire and Warrington the best performing economy outside of the South East and the Local Plan Strategy seeks to contribute towards achieving that vision. The Local Enterprise Partnership can access funding from Central Government to deliver its objectives and overall vision.

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

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

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

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

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

1.39 In total, the Plan proposes detailed boundary amendments to the Green Belt that exclude an area of ~~less than 1%~~ 1.55% of the total existing area of Green Belt in the Borough.

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

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

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

1.43 This Plan will provide for ~~at least over 3627~~,000 new homes by 2030. This does not mean house building to meet a false target, but a considered approach to meeting the needs of future demographic changes and to make sure that current and future employers have a skilled, local workforce who can support their growth.

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

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

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

The Context of the Local Plan Strategy

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

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

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

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

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

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

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

1.52 The Local Plan Strategy sets out how the Council will deliver sustainable, jobs led growth by making the most effective use of land and development across the Borough. The economy in Cheshire East is already one of the most successful in the North of England. The Local Plan Strategy will make sure the right foundations are in place to sustain this success over the next ~~14~~16 years.

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

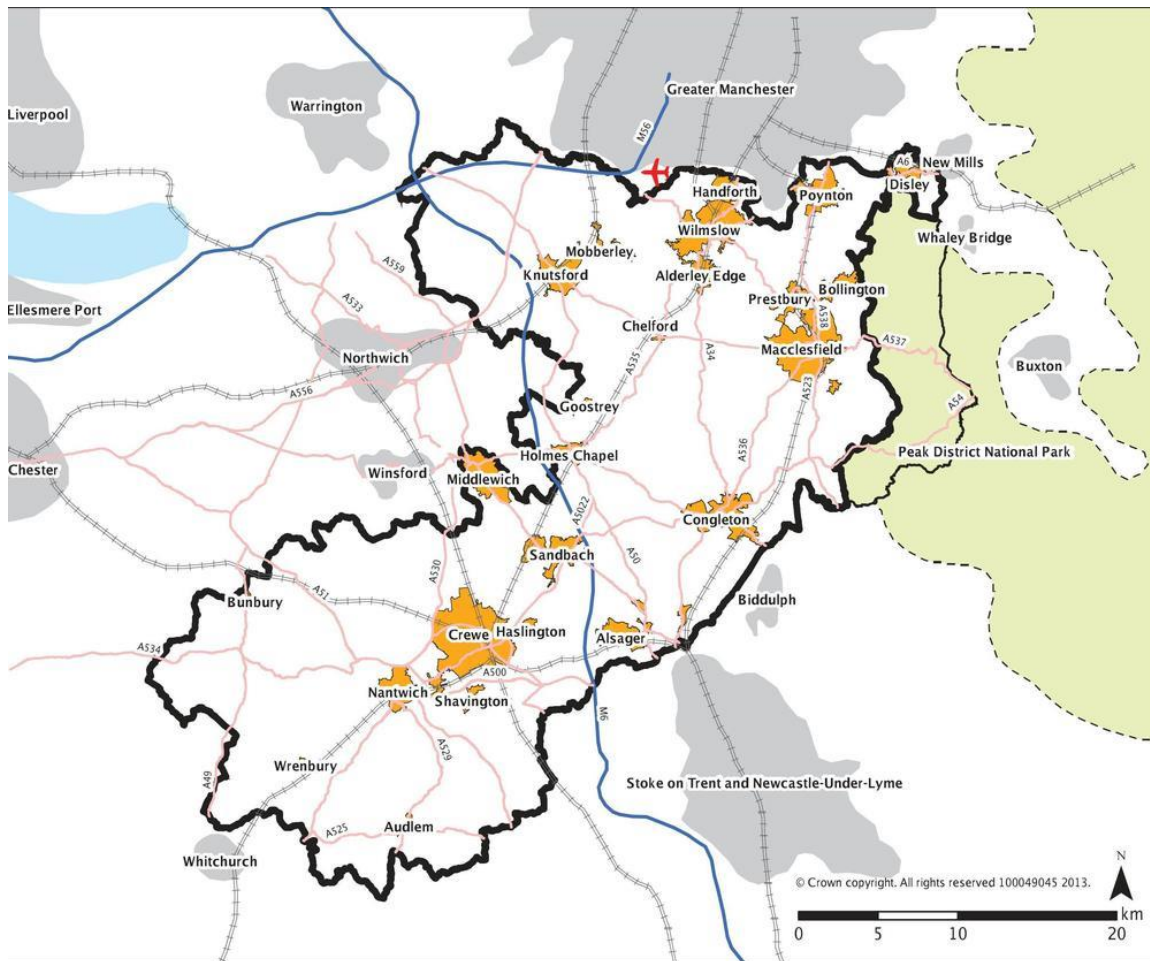


Figure 1.2 Cheshire East in Context

Diagrams and Maps

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

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

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

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

1.58 The definitive spatial application of the proposals that will be land allocations and the 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 and alongside the previously adopted designations using map extracts.

2 Spatial Portrait

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

Cheshire East's Key Characteristics

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

Economic

2.3 The economy of Cheshire East is diverse and generally vibrant. The Borough provides 7% of the economic output in the North West¹ and 7.6% of the region's businesses - the highest share of any North West Unitary or District authority². Its residents make up a significant proportion of the 'knowledge economy' workforce that drives the region: around 68,000 of its residents work in managerial or professional occupations - which is higher than in any other North West unitary or district authority apart from Manchester³. Cheshire East performs better than the regional and UK averages in skill levels⁴, business start ups⁵ and knowledge-based employment⁶.

2.4 The number of people employed in the chemical and pharmaceutical industry and in Research and Development (R&D) is significantly above the Great Britain average with particular concentrations in the former Macclesfield district, for example AstraZeneca⁷. There is a relative abundance of jobs (significant net inflows of commuters, in other words) in Crewe, Handforth and Knutsford, whereas Alsager, Congleton, Middlewich, Poynton and Sandbach face a relative shortage of jobs (a significant net commuting outflow). Macclesfield and Nantwich have more modest net

¹Regional GVA (Income Approach) NUTS3 Tables, Office for National Statistics (ONS), Dec 2013. Commentary based on data for 2012.

²Business Demography 2012: Enterprise Births, Deaths and Survivals, Nov 2013. Commentary based on data for 2012.

³Annual Population Survey, Oct 2012 – Sept 2013, ONS, NOMIS. Crown Copyright. Commentary relates to Standard...and 2 (Professional Occupations)

⁴Annual Population Survey, Jan-Dec 2012, ONS. Based on the proportion of the working-age (16-64) population who had a qualification at or above NVQ Level 4 (first degree level) as of 2012

⁵[1] Business Demography – 2012: Enterprise Births, Deaths and Survivals, ONS, Nov 2013. [2] ONS mid-year population estimates 2012. ONS Crown Copyright 2014. ONS licensed under the Open Government Licence v.1.0. Commentary based on data for 2012 and relates to the business birth rate (births...16+).

⁶Annual Population Survey, Oct 2012 – Sept 2013, ONS, NOMIS. Crown Copyright. Commentary relates to the proportion of...Major Groups 1 and 2).

⁷[1] AstraZeneca website information on its employment at local sites. [2] Local knowledge about other local pharmaceutical industry employment sites. [3] Business Register and Employment Survey (BRES) 2011 (for R&D) and 2012 (chemicals & pharmaceuticals), ONS, NOMIS. Crown Copyright. Chemicals & pharmaceuticals defined here as all activities that fall within SIC2007 codes 20 & 21 and R&D...72

outflows, whilst Wilmslow's inflows and outflows are broadly equal⁸. The rural nature of the Borough is reflected in the relatively high number of people employed in agriculture which is above the England average⁹.

Labour Force

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

2.6 An estimated 173,500 people were working in Cheshire East in 2012, as either employees or working proprietors. Of those working as employees (167,000), 69% were full-time and 31% part-time. 13% of employees worked in the health and social work sector, with professional, scientific and technical activities (12%), manufacturing (11%) and retail (10%) also accounting for a large proportion of the employee total¹⁰.

Income Levels

2.7 The latest available average (mean) household income figure (2010) for Cheshire East is £39,900 per year, however there are significant differences in income levels across the Borough¹¹. Seven towns and major settlements have a mean income below the Cheshire East average; of these, five (Alsager, Congleton, Crewe, Nantwich and Sandbach) are in the south of the Borough; only Handforth and Macclesfield are in the north. Conversely, high mean incomes are more prevalent in the north of the Borough; Knutsford, Poynton and Wilmslow are all above the Cheshire East average (as is Middlewich further south). Mean incomes are also above the Borough average in Cheshire East's rural areas. This is shown in Figure 2.1 below.

⁸ [1] Business Register and Employment Survey (BRES) 2011, ONS. [2] 2011 Census data on the numbers of local residents (of each town) who are in employment. Net commuting flows were calculated by deducting residence-based employment (Census figures) from workplace-based employment (BRES figures)

⁹ [1] June 2010 Agricultural & Horticultural (A&H) Survey, Defra. [2] Business Register and Employment Survey (BRES) 2010, ONS. The BRES excludes farm-based agricultural employment from its Local Authority estimates, so Cheshire East's agricultural employment share was calculated by taking the June 2010 A&H Survey estimate and dividing by total employment (2010 BRES figure plus the A&H Survey estimate)

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

¹¹ 2010 Paycheck data, CACI Limited.

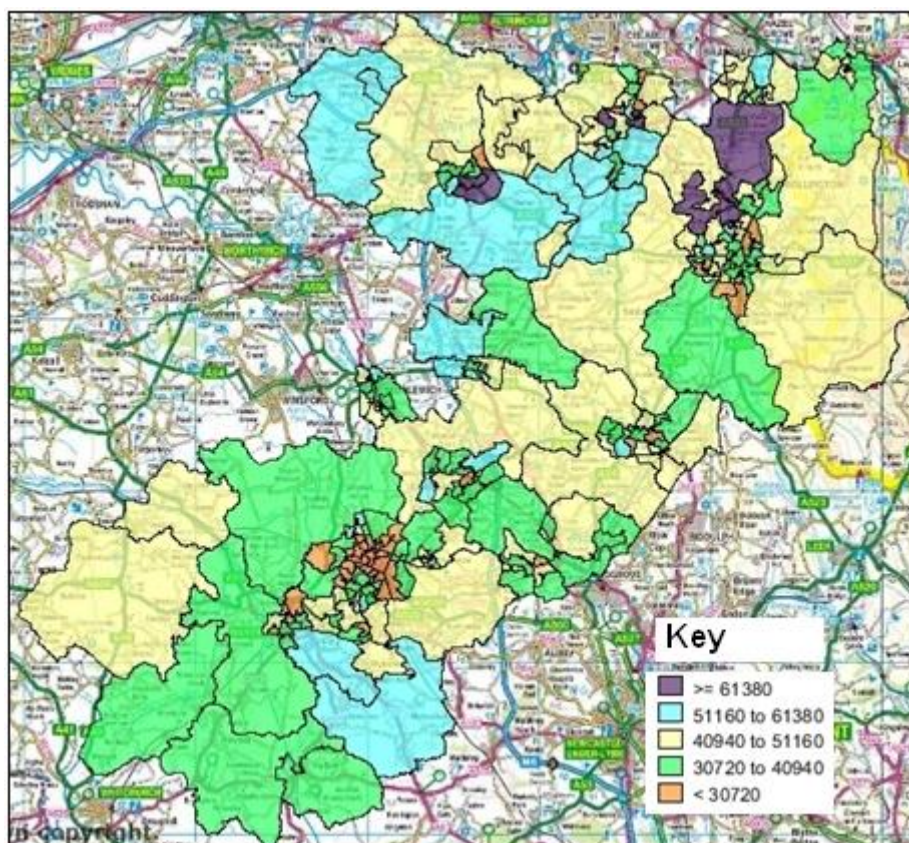


Figure 2.1 Mean Average Yearly Household Income in Cheshire East (£)

Skills

2.8 The Borough has major educational assets, in terms of skills development and knowledge transfer, in the form of Manchester Metropolitan University at Crewe and three Further Education colleges: South Cheshire, Reaseheath and Macclesfield. Jodrell Bank is of great scientific significance as a leading facility for radio-astronomy and scientific research in the UK.

Manchester Airport

2.9 The closeness of Manchester Airport provides considerable economic benefits to the Borough by providing access to national and international markets as well as supporting a substantial number of jobs, both directly and indirectly. In 2011, the Airport was estimated to contribute £627 million of Gross Value Added for the North West Region, supporting over 17,000 onsite jobs and 40,000 in the wider sub-region¹².

Mineral Working

2.10 Mineral extraction plays an important role in both the local and wider economy. The mineral resources worked in Cheshire East are silica or industrial sand, construction sand, sandstone, salt (in brine) and peat. Permitted mineral sites are situated across the Borough as illustrated in Figure 2.2 below.

¹²York Aviation Study (2011)

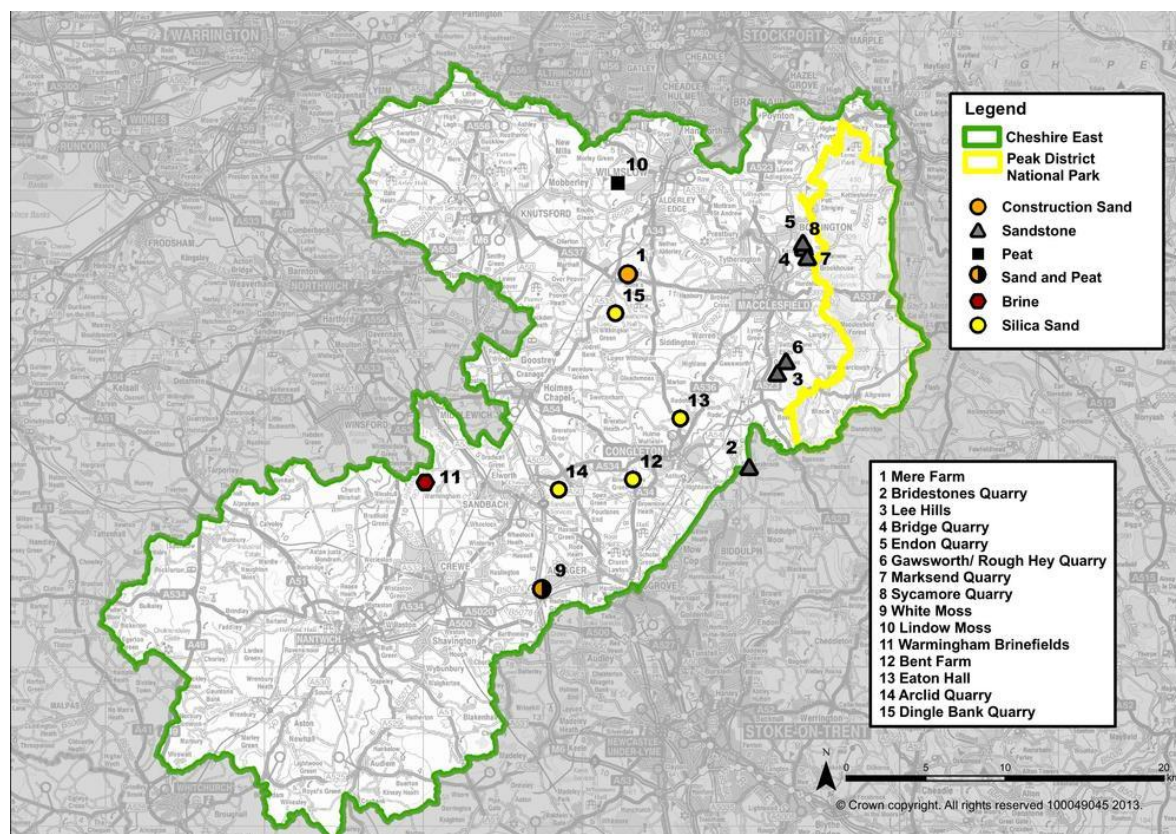


Figure 2.2 Mineral Sites in Cheshire East

Waste Management

2.11 Evidence shows that about 870,000 tonnes of waste were generated in Cheshire East in 2009. This is predicted to fall to about 797,000 tonnes by 2030¹³. The principal types of waste arising in Cheshire East are municipal (including household), commercial and industrial (C&I), construction, demolition and excavation (CD&E) and hazardous. The way in which waste is managed has been changing significantly with decreasing amounts being disposed of to landfill and increasing amounts being recycled.

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



Figure 2.3 Mineral Operations and Waste Collection in Cheshire East

Retailing

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

Visitor Economy

2.13 The visitor economy is an important contributor to the Cheshire East economy with about 10,000 jobs associated with the tourism industry and a turnover of £700 million¹⁴. Major attractions include Tatton Park, Jodrell Bank, Lyme Park, Quarry Bank Mill, the canal network and the Peak District National Park. There are 14 National Trust properties in Cheshire East and one partially located in the Borough. Little Moreton Hall, Nether Alderley Mill, Tatton Park, Lyme Park and Quarry Bank Mill are all examples of National Trust Properties. Additionally, the extensive footpath, cycleway and bridleway network is a key attraction of the Borough.

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



Figure 2.4 Tourist Destinations: The Canal Network, Jodrell Bank and Tatton Park

Social

Local Housing Market

2.14 The Strategic Housing Market Assessment (SHMA) 2010 and 2013 Update considers that, on the basis of migration and travel to work data, Cheshire East is an appropriate geography for planning purposes over which to assess and meet housing requirements and comprises of three functional housing market areas: one is focused on the former Macclesfield district and exhibits strong interactions with the South Manchester market; a second is focused on the former Crewe and Nantwich district and is largely self-contained; the third is centred around Congleton. At the Borough scale there are noticeable market interactions with North Staffordshire and South Manchester (see Figure 2.5)

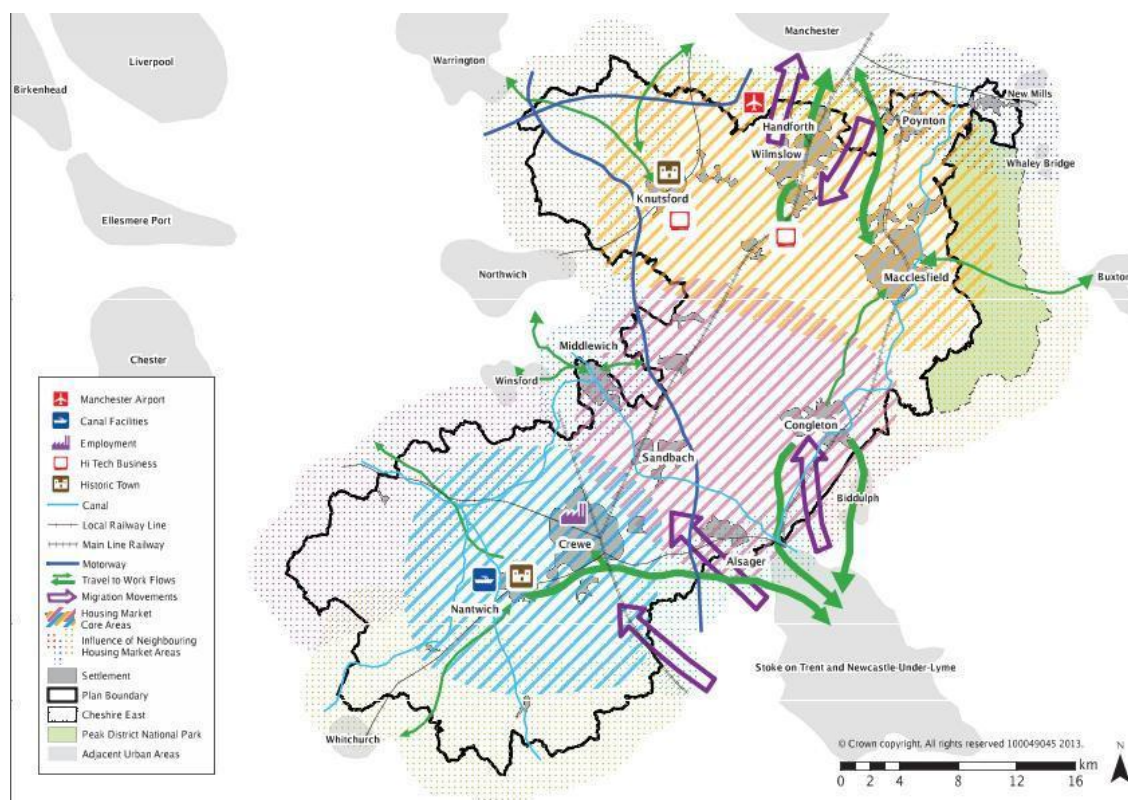


Figure 2.5 Cheshire East Functional Diagram

Population

2.15 Cheshire East has a population of 372,100, 51% (189,700) are female and 49% (182,400) are male¹⁵. This represents 0.66% of the population of England and Wales. The population pyramid in figure 2.6 shows the age distribution of Cheshire East residents. It reveals a lower than average proportion of both male and females for residents under the age of 40 compared to England and Wales. The proportions are particularly low (greater than one percentage point below the England and Wales average) for residents aged 20 to 34. Conversely, Cheshire East has an above average proportion of residents within each of the five year age bands over the age of 40. The relatively low proportion of people of working age and relatively high proportion of older people has implications for the housing needs of the population and for the future economic prosperity of the Borough.

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

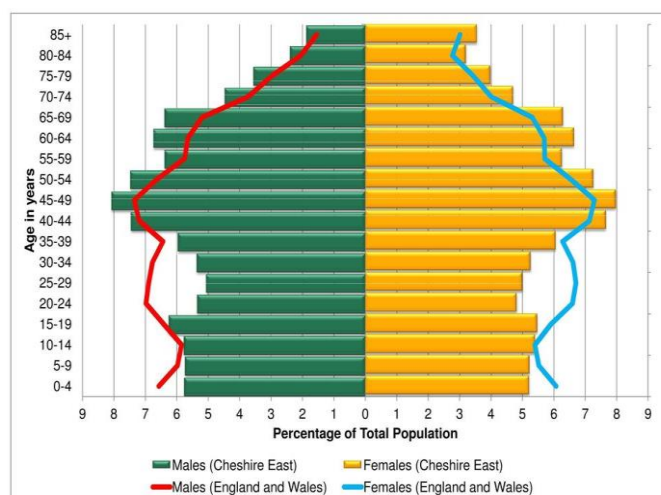


Figure 2.6 Population Pyramid for Cheshire East 2012 (Mid Year Estimates)

2.16 Over the ten year period from July 2001 until June 2011, an estimated 157,000 people moved into Cheshire East and 141,800 people moved out of the Borough. These estimates include people immigrating and emigrating and those moving within the UK. The result is a net in-flow of 15,200 people (an average of around 1,500 each year). Net migration was higher in the early part of this ten year period: for example, the average net migration per year between July 2001 and June 2006 was around 1,900, compared to 1,200 between July 2006 and June 2011¹⁶.

Households

2.17 Information from the 2011 Census of population shows that the average household size in Cheshire East was around 2.29 people. Housing need is expected to increase as a result of national trends, including predicted increases in the population and changes to household sizes resulting from an increased number of divorces and separations, and an ageing population. The 2011 Interim Household Projections show an increase in the number of households from 159,600 in 2011 to 170,000 in 2021. This equates to an average increase of around 1,050 households per year between 2011 and 2021.

House Prices

2.18 House prices across Cheshire East and its former Districts have increased dramatically over the period 1996 to 2012 from median house prices of £59,833 in 1996 to £174,950 in the autumn of 2012, with median prices peaking at £185,843 during 2007¹⁷. This represents an increase of 192% in median house prices over a 16 year period.

2.19 Cheshire East has a ratio of lower quartile house prices to lower quartile earnings of 6.51¹⁸. This means that the price of a house at the top end of the cheapest quarter of all houses costs 6.51 times

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

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

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

the earnings of a person who earns the most out of the lowest quarter of all earnings. In terms of relative affordability, the Borough is ranked the sixth least affordable District in the North West¹⁷.

Deprivation

2.20 The Index of Multiple Deprivation data (IMD 2010) combines a number of economic, social and environmental indicators to assess and identify levels of deprivation in a particular area. These indicators are then combined to provide an overall score identifying the level of deprivation at a Lower Super Output Area (LSOA) level.

2.21 Of the 231 LSOAs (pre-2011) in Cheshire East, 23 are amongst the 25% most deprived in England. Fourteen of these are in Crewe, three are in Macclesfield and one is in each of Alsager, Congleton, Handforth, Knutsford, Nantwich and Wilmslow. Five of these LSOAs, all in Crewe, are amongst the 10% most deprived in England. Conversely, 121 of the 231 LSOAs in Cheshire East are amongst the 25% least deprived in England, including 71 that are amongst the 10% least deprived¹⁹.

Environmental

Landscape Character

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

Nature Conservation

2.23 Key nature conservation sites are shown in Figure 2.7 below.

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

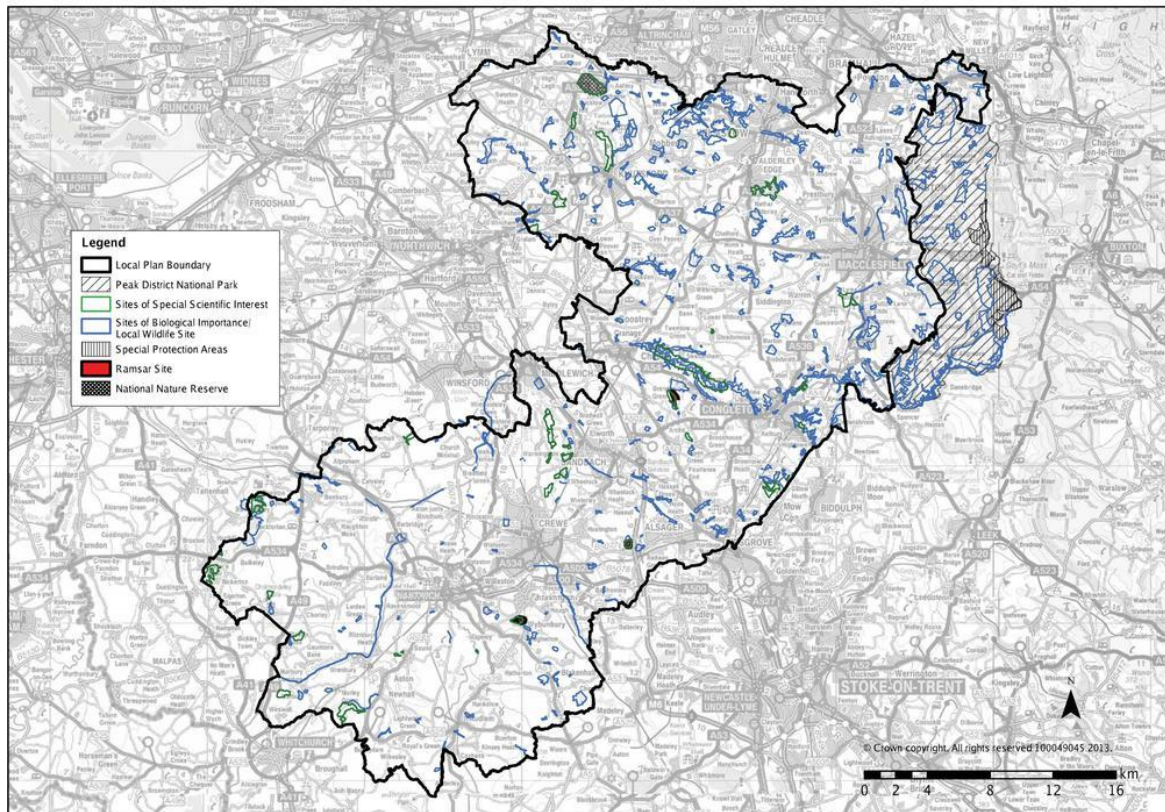


Figure 2.7 Key Nature Conservation Sites in Cheshire East

2.24 The most prominent environmental designations in Cheshire East are:

- The Peak District National Park;
- 1 Special Protection Area;
- 2 Special Areas of Conservation;
- 3 Ramsar designations (spread across nine component sites);
- 33 Sites of Special Scientific Interest;
- 2 National Nature Reserves;
- 416 Sites of Biological Importance / Local Wildlife Sites;
- 21 Regionally Important Geological and Geomorphological Sites;
- 8 Local Nature Reserves; and
- 1,210 Tree Preservation Orders.
- The Meres and Mosses Nature Improvement Area

Historic Environment and Heritage

2.25 Cheshire East contains a valued, varied and unique heritage, which includes a number of cultural and environmental assets. These assets include Macclesfield's industrial heritage, Crewe's railway heritage, Tegg's Nose Country Park, Lindow Man at Lindow Moss, Bickerton and Peckforton Hills, Beeston Castle, the canal network, historic towns and parts of the Peak District National Park, amongst others. Other unique attractions include a wealth of Historic Parks and Gardens. The Borough also has a rich archaeological resource from the prehistoric period to the Second World War, including sites such as the Bridestones Neolithic chambered tomb, the Roman and medieval saltworking remains of Middlewich and Nantwich, the Saxon Sandbach Crosses and the defences of the former airfield at RAF Cranage. The Borough's historic built environment is complex due, for the

most part, to the size and diversity of the area. Constituent areas are heavily influenced by their geological, landscape and topographical character, which invariably has heavily influenced their purpose, character and identity.



Figure 2.8 The Built Environment: Little Moreton Hall, Peckforton Castle and Nantwich Town Centre

2.26 Formal cultural designations present in Cheshire East include:

- 76 Conservation Areas of varying size and scale;
- 2,638 Listed Buildings covering different gradings;
- 108 Scheduled Monuments;
- 17 Registered Parks and Gardens of Historic Interest;
- 1 Registered Battlefield;
- 10 Areas of Archaeological Potential and 6,708 Sites of Archaeological Importance; and
- 387 Locally Listed Buildings.

Green Belt

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

Carbon Dioxide Emissions

2.28 Statistics indicate that, in 2011, Cheshire East's residents, commerce and industry and other non-residential energy uses resulted in carbon dioxide emissions of 3.159m tonnes. This equates to 8.5 tonnes of CO₂ emissions per person, which is more than the regional average of 7.0 tonnes per

person. However, CO₂ emissions per person have fallen in recent years from 10.6 tonnes in 2005 and 9.2 tonnes in 2010²⁰. This has implications for local, regional and national air quality.

Connectivity

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

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

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

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

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

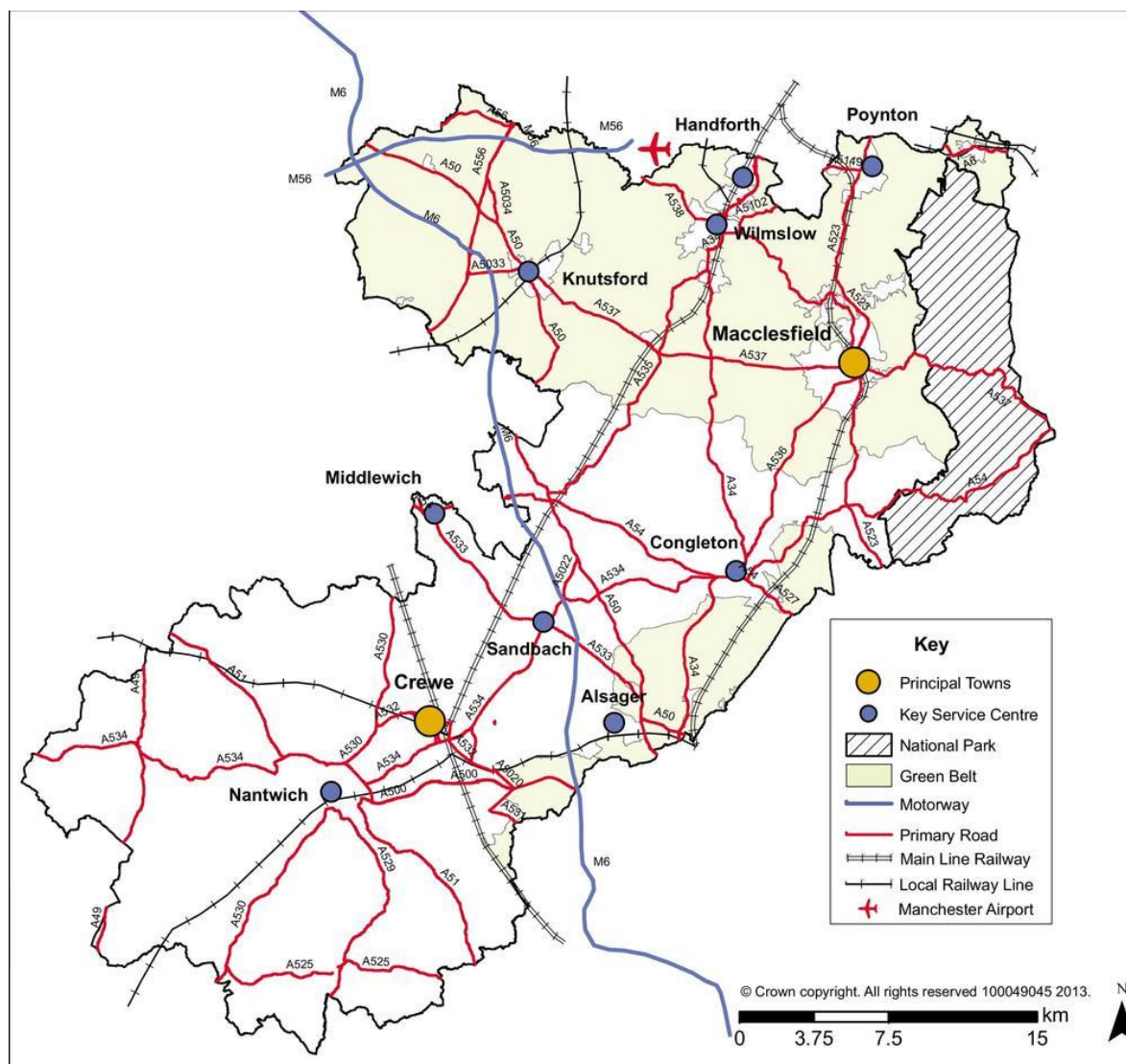


Figure 2.9 Connectivity Map of Cheshire East

Principal Towns

2.33 The Principal Towns of Crewe and Macclesfield are the largest settlements in the Borough. They provide a wide range of services and opportunities for employment, retail, education and leisure. They serve large catchment areas with high levels of accessibility and public transport provision. However, the two towns are very different in their history, character and urban form.

Crewe

2.34 Crewe is the largest town in Cheshire East, with a population of 73,400²¹. It is a major employment centre with a diversified base in education, manufacturing, services and distribution. Major employers include Bentley Motors, Mornflake, Leighton Hospital and Manchester Metropolitan University. Crewe is the primary shopping centre in the south of the Borough, but the town centre is in need of major investment. The town is also noted for the award winning Crewe Business Park, regarded as the country's first 'green business park'.

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



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

2.36 Crewe is often referred to as the 'Gateway to the North West'. It was established as a major railway hub in the late 1830s and it remains a significant railway interchange on the West Coast Main Line with over 1.1 million passengers changing trains per year²². As a consequence of the existing railway infrastructure, there are problems with railway lines forming significant barriers to connectivity within the town.

2.37 Crewe's unemployment rate is higher than the Borough average²³. In addition, Crewe residents have the lowest average (mean) income within Cheshire East¹¹. Several parts of Crewe are particularly disadvantaged¹⁹ and in parts of the town, male life expectancy is around 10 years less than in some of the more affluent areas of Cheshire East; for females, the gap is nearly 15 years²⁴.

Macclesfield

2.38 Macclesfield is the second largest town in Cheshire East, with a population of 52,500²¹. It is situated in the north eastern part of the Borough on the River Bollin. It is close to the borders of Greater Manchester to the north, and the Peak District to the east. Macclesfield is a unique town, with a proud history as a centre for commerce and business. This is best evidenced through Macclesfield's role in the silk trade and the town continues to play a leading role on the international stage through the science and pharmaceutical industries.

2.39 Macclesfield was established as a settlement in the 13th Century and later developed around the silk and textiles industries. Situated on the River Bollin, the early mills were located alongside the river, utilising the damp conditions and the power of the river for mill machinery. Present day industries include pharmaceuticals, plastics, architectural and engineering services and advertising and market research¹⁰. One of the world's largest pharmaceutical companies, AstraZeneca, is

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

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

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

located at the Hurdsfield Industrial Estate in Macclesfield and also at nearby Alderley Park. In addition, many residents work in Greater Manchester.²⁵



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

2.41 Macclesfield has an important retail centre with just under 500 shops. The centre of Macclesfield characterised in part by its cobbled and meandering streets and narrow lanes is essentially a medieval street pattern, partly overlaid by later phases of the town's growth. The Council's Strategic Planning Board granted consent in June 2013, subject to a Section 106 legal agreement, for the Silk Street Town Centre Redevelopment which proposes a cinema, shops, restaurants and offices. Although the northern part of Cheshire East is largely very prosperous, Macclesfield suffers localised problems, with some areas of the town experiencing multiple deprivation¹⁹. Its unemployment rate exceeds the Borough average²³.

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

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

2.44 The town is well served by bus routes. The railway station is on the West Coast Main Line with direct regular services to Stoke-on-Trent, Birmingham, Manchester and London Euston.

Key Service Centres

2.45 Cheshire East is characterised by its many smaller towns, each with its own distinctive history, character and form. These towns lie at the heart of the Borough, and their vitality and growth is essential for the prosperity of the Borough as a whole. Such towns serve as Key Service Centres for a

²⁵2001 Census, ONS. Crown Copyright. Note: At the time of writing, Census 2011 data were not yet available for commuting flows to and from individual Local Authorities.

wider locality and usually have a good range of facilities including shops, schools and cultural and leisure facilities.

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

Alsager

2.47 Alsager is a small town in the south east of the Borough with a population of 11,800²¹. It lies east of Crewe and is close to the Potteries conurbation to the south. It was a small farming village until the 19th century when, due to its rail connections and rural character, it became popular with managers from the nearby Potteries. During the Second World War, a large armaments factory was built outside the town at Radway Green and the town grew to house the influx of factory workers. This site, now with a range of occupiers, remains the town's largest employment location.



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

2.49 The number of jobs available within the area is low⁸, although the unemployment rate is lower than the Cheshire East average²³. Income levels are generally below the Cheshire East average¹¹. One of the major employers in the town, Twyford, has closed its manufacturing operation (although its distribution operation remains open).

2.50 The town is served by several bus routes that provide access to Crewe, Hanley, Kidsgrove, Nantwich and Sandbach. The Railway Station, which is a short walk from the town centre, provides links to Crewe and Stoke-on-Trent, Derby, Lichfield and on to Northampton, Milton Keynes and London Euston. Junction 16 of the M6 motorway is a short distance away.

Congleton



2.51 Congleton is a large market town with a population of 26,700²¹. It lies on the River Dane in the east of the Borough. In its early days, it was an important centre of textile production, especially lace and leather gloves. Currently, the principal industries in Congleton include the manufacture of airbags. There are a number of light engineering factories and sand extraction occurs on the Cheshire Plain, although many of the town's residents work in Manchester, Macclesfield and Stoke-on-Trent²⁶.

2.52 Congleton has a reasonably vibrant town centre with about 260 retail units. Planning permission was granted in February 2012 for a retail development in the town centre that will increase the town's attractiveness. The development will take the form of an extension to the Bridestones Centre through to Mill Street, providing a new home for the town's market.

2.53 The town is served by several bus routes and has its own railway station with direct services between Stoke-on-Trent and Manchester. The M6 motorway is a short distance away.

Handforth

2.54 Handforth is a suburban area on the northern edge of Cheshire East with a population of 6,600²¹. In the 1950s, two overspill housing estates were built in the area to re-house people from inner city Manchester.

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



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

2.57 There is no direct road access between the settlement of Handforth and Handforth Dean. Access to the Retail Park is only available from the A34 bypass. Once constructed, the A555 Manchester Airport Eastern Link Road will provide quick road access to the airport and M56 motorway, about 4 km to the north-west. Handforth has its own railway station with two trains per

²⁶2001 Census, ONS. Crown Copyright. Note: At the time of writing, Census 2011 data were not yet available for commuting flows to and from individual Local Authorities.

²⁷2001 Census, ONS. Crown Copyright. Note: At the time of writing, Census 2011 data were not yet available for commuting flows to and from individual Local Authorities

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

hour serving Crewe and Manchester. Regular buses serve Macclesfield, Manchester, Stockport and Wilmslow.

Knutsford



2.58 Knutsford is said to be named after King Canute, who by tradition forded the nearby River Lily. The town later prospered in the 18th and 19th Centuries and has many historic buildings. Today, Knutsford has a distinctive character and identity and contains a number of employment areas including the Parkgate Trading Estate, Longridge Trading Estate, Booths Park, Radbroke Hall and others. The town has a population of 13,300²¹. It lies in the north east of the Borough approximately 19km to the south west of Manchester and 18km north west of Macclesfield. After the Second World War, overspill housing estates were created in the town to accommodate families from Manchester. The town has one localised pocket of deprivation which ranks among England's most deprived 25%¹⁹.

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

2.60 There are daytime bus services linking Knutsford with Altrincham, Macclesfield, Northwich and Wilmslow. The railway station is centrally located and has one train per hour to Chester, Manchester, Northwich and Stockport. There are significant levels of out-commuting to Manchester, Trafford and Cheshire West & Chester²⁶.

Middlewich

2.61 Middlewich is a market town with a population of 13,700²¹. It dates back to prehistoric times with salt extraction from the Iron Age and throughout Roman times to the present day with British Salt employing around 125 people. The salt industry and the canals remain important culturally and economically. The closeness to the M6 motorway has led to the creation of a large distribution and business park at Midpoint 18.



2.62 The town centre has about 80 retail units and is centred on Wheelock Street. In recent years tourism has become increasingly important, with the annual Folk and Boat Festival being a notable attraction. The Trent and Mersey Canal runs through the town and is an important tourism and recreational resource. The canal is a Conservation Area, with a number of listed structures and the Mergatroyd Brine Works nearby, which is both listed and a Scheduled Monument.

2.63 Although a railway line passes through the town, it is currently used solely for freight movements. There is no railway station or passenger rail service within the town; during the development of the Site Allocations and Development Policies Document, an area of land will be safeguarded to explore the potential delivery of a new train station. Bus services provide access to Crewe, Holmes Chapel, Congleton, Northwich, Sandbach and Winsford. The M6 motorway is a short distance away, linked to the town by the A54. An Eastern Bypass for Middlesbrough has been partially constructed in recent years. The construction of the final section linking to the A533 Booth Lane to the south of the town will open up further land for employment development as well as improving environmental conditions in the town centre. The timing of this project, which is largely dependent upon private sector funding, is currently being programmed. There is also the longer-term need for improvements to the A54, predominantly in Cheshire West and Chester's area, to improve the strategic link between the M6 and Winsford.

Nantwich

2.64 Nantwich is a historic market town with a population of 18,000²¹. It dates back to Roman times, when it was a centre for the production of salt. Nantwich has a thriving town centre with about 250 mainly independent units. The town contains more than 100 listed buildings, and has the largest concentration of historic buildings in the Borough. It is also a popular destination for tourists and visitors drawn from its large rural hinterland.



2.65 The centre of Nantwich is in essence a planned Elizabethan town, largely rebuilt as a consequence of a fire in 1583; the re-build being partly financed by Elizabeth I. This has resulted in a re-created original street pattern and a number of fine timber framed buildings dating from the 16th

century onwards. There are also a number of elegant Georgian and Victorian buildings. The centre of Nantwich contains a number of listed buildings and is designated as a conservation area. The town was also prominent in the Civil War and besieged until the Parliamentary victory in January 1664. The battlefield is designated and lies to the north of the town

2.66 Nantwich railway station lies on the Crewe to Cardiff line by way of Shrewsbury. Bus services are relatively good with regular services to residential areas of the town and to Crewe.

Poynton

2.67 Poynton's origins lie as a small mining village, however the decline of mining and its accessibility to Greater Manchester, led to significant growth during the 20th Century. Much of the mining infrastructure has therefore been lost as the town expanded, but remnants of the associated landscape still exist. It has a population of 13,000²¹ and lies in the north eastern corner of the Borough, 11km north of Macclesfield and 8km south of Stockport.



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

2.69 Two buses per hour serve the town, providing links to Bollington, Stockport and Macclesfield. The Railway Station is on the western side of the town and has one train per hour serving stations between Manchester and Stoke-on-Trent.

Sandbach

2.70 Sandbach is a market town with a population of 18,100²¹. Its origins date back to Saxon times and it is widely famed for its weekly Thursday market and the ancient Saxon Crosses. It contains a number of areas and features of historical and architectural value as well as encompassing several significant areas of local environmental importance. The town grew around truck manufacturing industries, but since their closure in 2002 there have been significant changes in its employment base with considerable losses of manufacturing jobs.

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



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

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

Wilmslow

2.74 Wilmslow, with a population of 23,900²¹ lies in the north of the Borough. The town is noted for its high quality housing and shopping as well as the historic Quarry Bank Mill and Styal Estate, making it a sought-after location. Wilmslow has developed beyond its historic core and has substantial late Victorian and Edwardian suburbs.



2.75 The town centre has about 230 retail units and is also served by the out-of-town Handforth Dean Retail Park. The town has a strong office sector both within the town centre and also on a number of large peripheral office parks. A large number of residents work in Manchester, with other significant commuter flows to Stockport, Trafford and Macclesfield town²⁶. The nearby Manchester Airport is also a major employer.

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

Local Service Centres

2.77 Local Service Centres are small towns or large villages which provide a range of services and facilities to meet the needs of local people, including those living in nearby settlements. They typically have a range of shops, health and leisure facilities, and employment opportunities.

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

Other Settlements and Rural Areas

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

Surrounding Areas

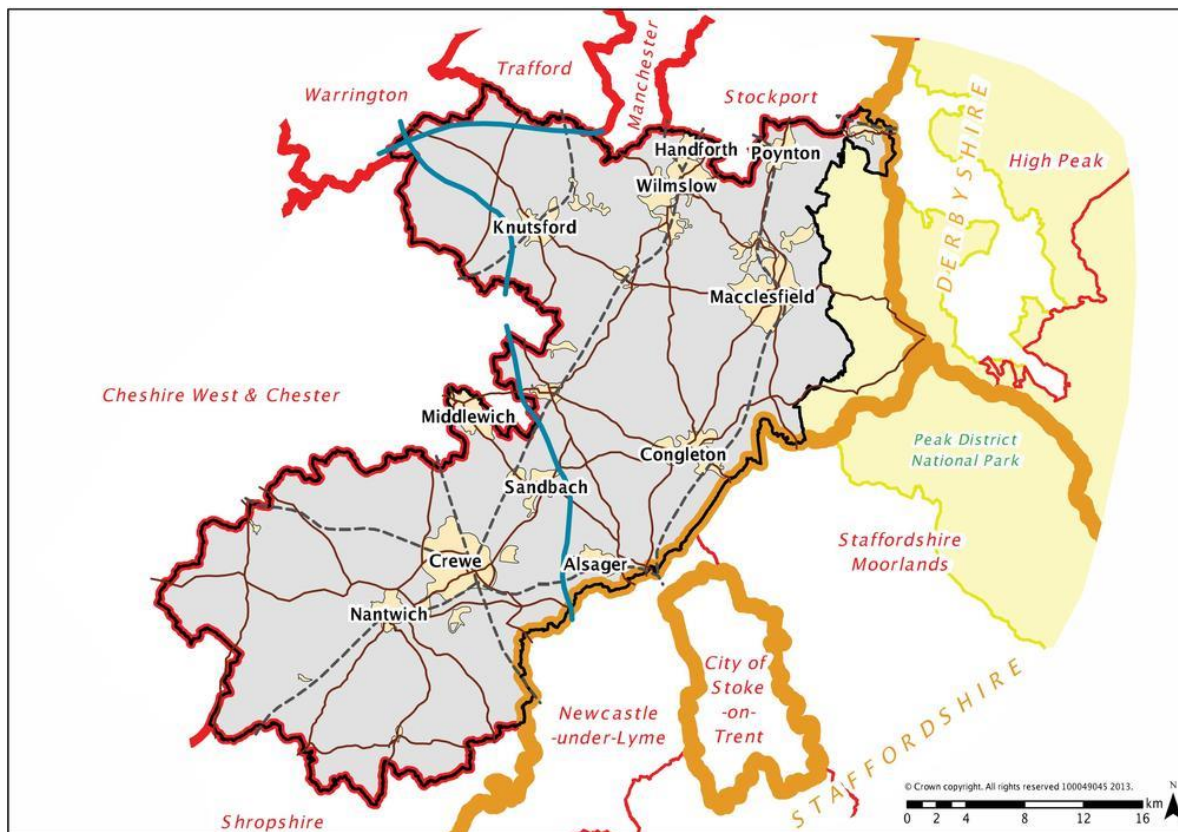


Figure 2.10 Neighbouring Authorities

The Potteries

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

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

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

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

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

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

Greater Manchester

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

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

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

²⁹2001 Census, ONS. Crown Copyright. Note: At the time of writing, Census 2011 data were not yet available for commuting flows to and from individual Local Authorities.

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

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

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

Cheshire West and Chester

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

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

2.94 It is recognised that there are cross boundary movements of waste in both directions between Cheshire West and Chester and its neighbouring areas. The emerging Local Plan will identify sufficient land to meet Cheshire West and Chester's predicted waste management requirements and safeguard consented waste management facilities including Kinderton Lodge near Middlesbrough. Mineral resources of sand, gravel, salt and brine are extracted in Cheshire West and Chester and the

emerging Local Plan seeks to provide a continued supply of these, contributing to sub-national (regional) supply guidelines.

Warrington

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

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

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

Peak District, High Peak and Staffordshire Moorlands

2.98 The Peak District National Park covers parts of Derbyshire and Staffordshire as well as the north eastern extremity of Cheshire East Borough. The National Park has its own planning authority and development plans. The Peak District National Park is also a key tourism brand for Cheshire East. The designation of the National Park excludes the main settlements in High Peak Borough. The furthest north is Glossop which looks mainly towards Greater Manchester. New Mills and Whaley Bridge are adjacent to the north east boundary of Cheshire East and do have linkages to Cheshire East, particularly the Macclesfield area. They are also served by the A6, as is Chapel-en-le-Frith, and will benefit from transport improvements identified by the A6 Corridor Study. Further south is the spa town of Buxton which is a visitor attraction in its own right and one that is located close to Cheshire East for day trips. The emerging High Peak Local Plan seeks to establish and consolidate Buxton as England's leading spa town.

2.99 The proximity of the National Park is an important consideration for the location of future development in both High Peak and Cheshire East as the landscape is an important tourist attraction which helps the economy of both areas. Increased levels of development in the northern parts of Cheshire East will serve to reduce pressure for growth in the High Peak area, helping to limit potential increases in the use of the A6 particularly in the Disley area and impact on the setting of the National Park.

2.100 The National Park is a complex tapestry of different landscapes but there are three distinct areas: the less populated upland moorland areas and their fringes (the Dark Peak and Moorland Fringes); the most populated lower-lying limestone grasslands and limestone dales and the Derwent

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

and Hope Valleys (the White Peak and Derwent Valley); and the sparsely populated mixed moorland and grassland landscapes of the south west (the South West Peak).

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

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

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

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

Shropshire

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

3 Duty to Cooperate

3.1 In preparing the Local Plan Strategy, the Council is complying with the 'Duty to Cooperate', as introduced by the Localism Act 2011 and the National Planning Policy Framework. The Council has set this out in detail in its Duty to Cooperate Statement, which ~~accompanies this document~~has been updated during the course of the Local Plan examination. Reference should be made to the examination library for relevant updates. Activities undertaken include:

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

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

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

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

- Housing growth and regeneration - to ensure that Cheshire East provides for its own housing needs, whilst limiting any impacts of this on the adjoining authorities' ability to regenerate their own urban housing areas.
- Gypsy and Traveller and Travelling Showpeople - to assess the need for and provision of accommodation.
- Employment development - to ensure that Cheshire East provides sufficient employment land to meet its own legitimate economic growth aspirations without undermining investment in neighbouring areas.

- Transport - to mitigate the congestion effects of development generated movements.
- Green Belt - to minimise the loss of Green Belt land in the Borough in ways consistent with the sustainable location of new development and balanced with retaining the openness of the countryside in the long term.
- Infrastructure -to establish the means to provide for all the infrastructure needed to help deliver the development proposed in the plan.
- National Park / Recreation - to protect the natural attractions of the area and cater sensitively for visitor trips.
- Minerals – to ensure an appropriate supply of Cheshire East's key mineral resources is planned for, including a contribution towards the North West's sub-national aggregate apportionment.
- Waste - the need to deal appropriately with locally-generated waste in ways that minimise dependence on neighbouring areas.

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

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

4 The Case for Growth

4.1 The Government has stated that *'Britain has lost ground in the world's economy, and needs to catch up. If we do not act now, jobs will be lost, our country will become poorer and we will find it difficult to afford the public services we all want. If we do not wake up to the world around us, our standard of living will fall, not rise'*³¹.

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

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

The Case for Growth

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

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

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

- To provide improvements to the built and natural environment
- To promote a thriving rural economy and tourism industry

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

4.5 The economy of Cheshire East already makes an impressive contribution to the Gross Value Added figures in the sub-region. The Gross Value Added (GVA) figure for Cheshire and Warrington is around £21.9 billion³² with the sub-region employing an estimated 444,100 people (as of 2012).³³ Cheshire East already makes an impressive contribution to the sub-regional and regional economies: its GVA is around £9.2bn (2012 estimate), which equates to 7.0% of the North West region's economic output. As of 2012, an estimated 173,500 people were working in Cheshire East, as either employees or working proprietors.³⁴ The overall ambition of the Local Plan Strategy is to further strengthen the Borough's economy.

4.6 Cheshire East performs better than the regional and UK averages in skill levels, business start ups and knowledge-based employment. The Borough has major educational assets, in terms of skills development and knowledge transfer, in the form of Manchester Metropolitan University at Crewe and three Further Education colleges - South Cheshire, Reaseheath and Macclesfield. The Council also has aspirations for a University Technical College in Crewe. The Local Plan Strategy is therefore growth orientated in order to retain and build upon Cheshire East's existing skills and knowledge base providing and building on the existing knowledge economy and high value jobs in the future.

4.7 The extent to which a location provides access to markets and a skilled workforce will impact on attracting inward investment into an area. Individuals make decisions on where they wish to live taking into account the quality of housing and the environment. Consequently, the availability of good housing and a high quality environment influence decisions about business location, investment and growth. Increases in local expenditure on goods and services can also lead to further jobs being created in the Borough and overall increases local prosperity.

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

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

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

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

4.9 Furthermore, there are clear demographic challenges in the Borough, with a declining proportion of working age population. The [Strategic Housing Market Assessment Update \(2013\)](#) [Housing Development Study \(2015\)](#) identifies that managing demographic change will become an increasingly important issue with the population in Cheshire East of pensionable age and above continuing to grow, from [83,521](#) [70,300](#) in 2010 to [124,544](#) [115,900](#) by 2030. In order to support these demographic changes, growth is required to attract inward investment, to retain people of working age in the Borough and attract new people of working age to live in Cheshire East. This will in turn increase the amount of disposable income in the Borough to support local services, town centres and the vitality and vibrancy of local communities.

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

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

4.12 The NPPF (March 2012) states that the planning system should: *'proactively drive and support sustainable economic development to deliver the homes, businesses and industrial units, infrastructure and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking into account the needs of the residential and business communities'*.

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

4.14 A strong economy offering sustainable growth is essential in maintaining the Borough's prosperity in a fast changing world. However, it is important that economic growth achieves the other elements of sustainable development as set out in the NPPF.

4.15 The Local Plan Strategy, as the spatial expression of the Borough Council's Sustainable Community Strategy, will deliver on a number of key priorities for action including creating the conditions for business growth, unlocking the potential of towns in particular Crewe and

Macclesfield, supporting young people whilst preparing for an increasingly older population and ensuring a sustainable future by providing appropriate housing, employment land, infrastructure and community facilities to meet future needs. The Local Plan Strategy will also deliver a number of the outcomes set by the Council's Three Year Plan (2013 to 2016) including promoting local communities as strong and supportive, providing a strong and resilient economy, promoting a green and sustainable place and a good place to live and work.

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

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

4.18 The NPPF requires that plans be aspirational but realistic; furthermore they should address the spatial implications of changes on economy, society and the environment. Whilst the policies of the plan will inevitably be time limited, the proposals within it, for new development and infrastructure will endure for much longer. In many ways, the developments planned now will only mature in the 2030s or 2040s. Planning ahead over a 30 to 40 year time horizon is seldom easy; indeed some would question whether the conventional model of economic growth that underpins much of the plan will remain valid by the middle of the 21st Century. Some might even suggest that the continuing rise of world population combined with advancing climate change point to an altogether more challenging future in which competition for diminishing food, water and fuel resources predominates.

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

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

5 Vision

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

5.2 It is also recognised that the Borough’s outstanding environment, including its attractive countryside, its vibrant market towns and villages and its many heritage assets, is highly valued by residents and also plays an important part in attracting inward investment.

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

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

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

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



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

Vision for Cheshire East in 2030

In 2030 and beyond, Cheshire East will be an economically prosperous area, with a well educated and skilled labour force benefiting from a strong and diverse employment base and high employment levels. It will continue to benefit from its strategic location close to the Greater Manchester and Potteries conurbations and adjoining the Peak District National Park, with excellent road and rail links to the rest of the country. Based on its landscape and heritage assets and historic market towns, the importance of the area as a visitor and tourism destination will have increased.

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

Well designed new employment and housing development will have been developed to fully meet ~~local~~ needs in locations that reduce the need to travel. The infrastructure to support this growth will have been delivered in partnership with other organisations, whilst maximising and enhancing those built and natural features most valued across the Borough. In the main, new development will have been directed to the Principal Towns of Crewe and Macclesfield to support regeneration priorities, and to the Key Service Centres of the Borough which provide a good range of services and facilities. In addition, a new Sustainable Village will have been created in the north of the Borough, which will provide a new economic focus, benefiting from its closeness to Manchester Airport and Greater Manchester. This development will help meet housing needs for the Borough and provide a range of community infrastructure in a well designed, sustainable and green environment.

Stronger and safer communities will have been created with a high quality of life, good access to education, jobs, services, shops and public transport and an appropriate range of housing to meet its needs, including those of an ageing population. People will lead healthy and active lifestyles benefiting from improved access to sporting facilities, high quality open spaces, play areas, allotments and the open countryside. A Green Infrastructure network will have been created, increasing the provision of accessible green spaces, supporting flora, fauna and improving general wellbeing.

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

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

Our many areas of landscape value, sites of nature conservation importance, characteristic waterways and heritage assets will have been ~~protected from development, conserved~~ and enhanced ~~where possible, through environmental and heritage designations placed on specific assets including valued Green Belt~~ through appropriate development that recognises the importance of both designated and non-designated assets within their setting and safeguarding them for future generations.

6 Strategic Priorities

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

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

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

6.3 Cheshire East will be an engine for growth and will promote a dynamic, prosperous economy. We have a wide variety of successful industries in the area including the advanced engineering industry which includes Bentley Motors and the pharmaceutical industry including AstraZeneca, but we need to be proactive, by ensuring that we exploit new opportunities, build on our current successes and create a climate that is attractive for business investment and growth, not just in our larger towns but also in our smaller towns and rural communities. We want to create thriving town and village centres that are sustainable and that continue to deliver essential services, infrastructure, retail, leisure and employment opportunities.

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

Strategic Priority 1

Promoting economic prosperity by creating conditions for business growth

This will be delivered by:

1. Providing a viable and flexible supply of quality employment land and premises, including business parks and strategic sites, to attract new and innovative businesses, to enable existing businesses to grow, to bring empty plots into economic use and to create new and retain existing jobs.
2. Promoting the vitality, viability and accessibility of our town centres to create thriving destinations for retail, culture and leisure to satisfy a growing population and attract visitors from further afield.
3. Supporting major regeneration schemes in the town centres of Crewe and Macclesfield in order to provide an enhanced retail and leisure offer and improved environmental quality.

4. Improving the economy in rural areas by supporting the development of rural enterprise, diversification of the rural economy, sustainable tourism, mineral working, broadband connectivity, and the continued importance of farming and agriculture.
5. Capitalising on the accessibility of the Borough, including improved transport links with the Manchester City Region and Manchester Airport, improved transport infrastructure such as Crewe Railway Station; and maximising the opportunities that may be offered by High Speed 2 Rail Links (HS2).
6. Securing excellent educational facilities to meet the needs of the current and future population of all ages, to improve educational attainment and provide a wide skills base.
7. Supporting flexible working and investment in new communication technologies, to allow home working and to support businesses reliant on e-technology.
8. Supporting high quality design and securing improvements to the built and natural environment.

6.5 Cheshire East is committed to meeting the needs of its local communities and providing the infrastructure, services and facilities required to create sustainable and stronger communities, whilst recognising that Cheshire East covers a large geographical area and contains a large number of towns and villages, each with its own local character and distinctiveness.

Strategic Priority 2

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

This will be delivered by:

1. Providing for the full, objectively assessed housing needs for the Borough to support economic growth and to meet housing needs:
 - i. Ensuring that a substantial majority of new housing is provided in sustainable locations such as Crewe, Macclesfield and the Key Service Centres;
 - ii. Ensuring that there is an appropriate mix of house types, sizes and tenures including affordable housing to meet the Borough's needs;
 - iii. Enabling vulnerable and older people to live independently, longer.
2. Ensuring that development provides the opportunity for healthier lifestyles through provision of high quality green infrastructure and cultural, recreational, leisure and sports opportunities.
3. Working with infrastructure providers to make sure that infrastructure to support the community is provided; this will include local health and social care facilities, indoor and outdoor leisure and recreation facilities, greenspaces, education, transport, superfast broadband, mobile and other ICT connectivity, water, waste and energy.

4. Improving links between existing and new neighbourhoods by giving priority to walking, cycling and public transport and providing a genuine choice of transport modes and supporting community integration.
5. Ensuring that all new development is well designed, has regard to local character and context, and is sustainable and energy efficient.

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

Strategic Priority 3

Protecting and enhancing environmental quality

This will be delivered by:

1. Respecting the character and distinctiveness of places, buildings and landscapes through the careful design and siting of development.
2. Maintaining and enhancing the character and separate identities of the Borough's towns and villages.
3. Reducing the Borough's impact on climate change by:
 - i. sustainable patterns of development;
 - ii. prudently managing natural resources;
 - iii. promoting renewable energy;
 - iv. encouraging water efficiency;
 - v. using energy efficiently; and
 - vi. avoiding developing land that may be at risk from the effects of climate change.
4. Addressing the local causes of water, air, light, noise and all other forms of pollution and the contamination of land, reducing the impact on local communities and meeting the requirements of the Water Framework Directive;
5. Conserving and enhancing the natural and historic environment ensuring appropriate protection is given to designated and non-designated assets, including their wider settings.
6. Providing new and maintaining existing high quality and accessible green infrastructure to create networks of greenspace for people, flora and fauna and allow species adaptation and migration.

7. Establishing clearly defined Green Belt boundaries that take into account the need to promote sustainable patterns of development and include "safeguarded land" which can meet the longer term development needs of the borough stretching beyond the plan period.
8. Providing a supply of mineral resources including suitable alternatives in the most sustainable way possible without unacceptable environmental costs.
9. Managing waste in the most sustainable and environmentally sensitive way possible through its prevention and utilisation as a resource, driving it up the waste hierarchy.

6.7 Good transport links are crucial for a successful economy, thriving towns and rural areas and a good quality of life for all our residents. We want to make sure that our transport system enables people to get to the places they want to, when they want to; that people can walk and cycle as a real alternative to the car and that our transport system is integrated across all modes of transport.

Strategic Priority 4

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

This will be delivered by:

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

7 Presumption in Favour of Sustainable Development

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

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

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

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

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

Policy MP 1

Presumption in Favour of Sustainable Development

1. When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants to find joint solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
2. Planning applications that accord with the policies in the Development Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.

3. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, the Council will grant permission, unless material considerations indicate otherwise, taking into account whether:
 - i. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
 - ii. Specific policies in that Framework indicate that development should be restricted.

Justification

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

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

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

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

Key Evidence

1. National Planning Policy Framework

8 Planning for Growth

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

8.2 The NPPF also states that Local Plans should meet objectively assessed needs unless there would be significant adverse impacts or where the NPPF indicates development should be restricted. Key evidence of need in relation to the economy includes the Employment Land Review and local business surveys, whilst population forecasts and other key evidence to assess housing need and capacity has come from the Strategic Housing Market Assessment (SHMA) 2010 and 2013 update Housing Development Study 2015, and the Strategic Housing Land Availability Assessment (SHLAA) 2012 and population forecasts.

Policy PG 1

Overall Development Strategy

1. Provision will be made for a minimum of 300-380 hectares of land for business, general industrial and storage and distribution uses over the period 2010 to 2030, to support growth of the local economy.
2. Sufficient land will be provided to accommodate the full, objectively assessed needs for the Borough of at least 3627,000 homes between 2010 and 2030.

3. This will be delivered as follows: at an average of 1,800 net additional dwellings per year.

e 2010/11³⁵ to 2014/15 – an average of 1,200 homes each year (6,000 in total);

e 2015/16 to 2019/20 – an average of 1,300 homes each year (6,500 in total);

e 2020/21 to 2024/25 – an average of 1,400 homes each year (7,000 in total);

4.3. 2025/26 to 2029/30 – an average of 1,500 homes each year (7,500 in total)

5. In addition to meeting the full, objectively assessed needs of Cheshire East, provision will be made for up to 500 homes to assist with meeting the housing needs of High Peak Borough during the period 2020 to 2030. These will be delivered as follows:

e 2020/21 to 2029/30 – an average of 50 homes each year (500 in total)

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

Justification

Jobs

8.3 The Cheshire East Employment Land Review (2012) highlights that Cheshire East is a key economic driver for the North West. The local economy provides 6.6% of the North West's economic output³⁶ and contains 7.6% of its businesses³⁷, the highest proportion of any unitary district in the North West.

8.4 The Employment Land Review and the Alignment of Economic, Employment and Housing Strategy report (2015) are the primary sources of evidence related to the requirements for employment land. They uses a variety of methods to forecast the requirements for new employment land ~~between 2009 and up to~~ 2030. ~~The Employment Land Review~~ considers the annual average rates of take-up of employment land over the past 25 years, as well as forecasting future demand for employment land using econometric data and population forecasts. It also looks at the annual average amount of employment land lost to other uses over the past 15 years.

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

8.6 The Alignment of Economic, Employment & Housing Strategy (AEEHS) report (2015) used updated econometric projections, which pointed to a significantly greater employment growth rate over the Plan period than the Employment Land Review's econometric projections did. The AEEHS used a methodology that is largely in line with the assumptions and approaches used in the Employment Land Review, but concluded that a 20% flexibility factor was more appropriate, given the use of more optimistic employment forecasts. The AEEHS results suggest that an additional 27 hectares will be required and so the revised Plan proposes sites that deliver employment land totalling 378 hectares. The overall provision set out in the Employment Land Review equates to an annual provision of between 13.2 hectares and 15.4 hectares. Extrapolating this across the 20-year plan period gives an overall requirement of between 265 hectares and 308 hectares between 2010 and 2030. The minimum provision of 300 hectares of employment land as set out on Policy PG1 is toward the upper end of this range which is an appropriate figure for a strategy based on jobs-led growth.

Table 8.1 Employment Completions and Supply

Employment Land Supply	Hectares
Completions 1st April 2010 to 31st March 2013	1.6

³⁶Regional GVA NUTS3 data 2011, ONS

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

Employment Land Supply 1st April 2013 ³⁸	115.546.7
Total Completions and Supply	117.148.3
Remaining (minimum)	182.9331.7

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

Homes

8.8 ~~As a minimum, the~~ The Housing Requirement set out in Policy PG1 responds to the Housing Development Study (2015) and Plan aims to meet the full objectively assessed need for an additional ~~2736~~,000 dwellings that is predicted to arise in Cheshire East over the 2010 – 2030 period. The Housing Development Study has used the Department for Communities and Local Government (CLG) 2012-based household projections as a 'starting point' and applied a 10-year migration trend. The Study also projected economic activity rates up to 2030 and assumed that there are no further falls in unemployment. It considered the evidence on market signals along with the need for affordable housing and for older people (including C2 bed spaces). It then sought to identify the appropriate balance – between working residents and the number of people working in the Borough – that is necessary to achieve jobs growth of around 31,000 (an ~~This need is based on forecasting work using the latest Government projections and also factors in the Council's aspirations for employment led growth, which seeks to deliver additional housing to enable a rate of jobs growth that average of 0.4%0.7% jobs growth a year).~~ Such a balance requires both migration flows and commuting flows to be sustainable over the Plan period. ~~Given that the aging population of the Borough is reducing the proportion of residents of working age, and the generally low local levels of unemployment, such an increase in jobs would create more in-commuting unless, as is intended, housing is provided at a level to match the employment growth. This level of employment growth – and the expansion in economic output that it is likely to bring – are considered realistically attainable, given the inherent potential of the Borough to attract economic investment. These rates of employment and economic output growth are also consistent with Cheshire East's previous (and strong) long term economic performance. Such an approach also accords with the central tenant of the NPPF – the presumption in favour of enabling sustainable development.~~

8.158.8b ~~The SHMA 2013 update~~ Housing Development Study identifiesconcludes that Cheshire East is an appropriate geography for planning purposes, ~~over which to assess and meet housing requirements.~~ The study also ~~identifies-concludes~~ that Cheshire East comprises ~~several housing~~ two functional sub-market areas ~~that are substantially contained within the Borough. The functional market areas~~ suggested by the data to reflect the former Macclesfield Borough and a second sub-area reflecting the former Crewe ~~and~~ Nantwich ~~and~~ Congleton ~~and Macclesfield~~ areas.

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

8.9 The CLG 2012-based household projections (period 2012-2037) were used as the ‘starting point’ for Council has used projections and forecasting as a basis for determining the objectively assessed need for housing. This links in with the draft paragraphs 15 and 16 of the National Planning Practice Guidance which makes it clear for the first time that:

“Household projections published by the Department for Communities and Local Government should provide the starting point estimate of overall housing need”. (PPG 2015, Paragraph 15)

“The 2012-2037 Household Projections were published on the 27 February 2015, and are the most up to date estimate of future household growth” (PPG 2015, Paragraph 16)

8.10 The Guidance advocates that the latest household projections should be used to calculate overall housing need. Having taken the CLG 2012-based projections as its ‘starting point’, the Housing Development Study tested alternative migration trends, concluding that a 10-year migration trend best represented long-term change. The Study also projected economic activity rates up to 2030, based on Census data for Cheshire East and Office for Budget Responsibility projections. It assumes that unemployment stays at its March 2015 level and makes allowances for vacancies, second homes and “double-jobbing” (people holding multiple jobs). The Study also considered the latest evidence on market signals (as required by Planning Practice Guidance). In doing so, it used Office for National Statistics area classification data and CLG Index of Multiple Deprivation data to identify areas with similar demographic and economic characteristics to Cheshire East. The market signals analysis compared Cheshire East to these areas - Cheshire West & Chester, the East Riding of Yorkshire, Wiltshire and North Somerset – and to England. The Study identified that, on the whole, market signals do not indicate any need for an upward adjustment to housing need: house price trends and affordability trends in Cheshire East are close to those for England and are typically in line with those for the comparator areas; average rents and increases in rents are broadly in line with England and the comparator areas; the proportion of households that are overcrowded is lower than in England (and most comparator areas) and rose more slowly during 2001-11 than in most of these other areas; and whilst the rate of development has been relatively low in recent years, it was higher than the England average for 2001-11. Nevertheless, there has been an increase in concealed families over the period 2001 – 11 which the objective assessment of housing need has addressed – and homelessness - by increasing projected household growth by 344 (an average of 17 per annum) over the Plan period (2010-2030). The Study identifies a total affordable housing need of a minimum of 7,100 dwellings (an average of 355 per annum), which is included in objective assessment of housing need of at least 36,000 dwellings.

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

8.11 The Alignment of Economic, Employment and Housing Strategy Report concluded that net jobs growth of around 31,400 jobs would be ambitious yet realistic for the 20-year period (2010-2030); this represents a jobs growth rate of around 0.7% per annum. This is e-scenario that models an annual average jobs growth rate of 0.4% equates to a net average increase of 1,365 dwellings per annum or around 27,300 overall, a labour supply increase of around 17,300 people and an increase of around 14,800 jobs to 2030. This level of employment growth is likely to result in economic output (Gross Value Added, or GVA) expanding by an average of around 2.4% a year (because of the contribution that productivity growth makes to GVA growth). These employment and GVA growth rates are considered realistically attainable, given the inherent potential of the Borough to attract economic investment, and they are also consistent with Cheshire East’s previous (and strong) long-term economic performance; the Council’s Local Plan Strategy and the economic growth vision of the Cheshire & Warrington Local Enterprise Partnership. For example, Office for National Statistics data suggest that, during the eleven years up to the start of the Plan period (i.e. 1999-2010), Cheshire East’s GVA grew by an average of 2.0% a year in real (inflation-adjusted) terms³⁹. In this context, an economic output expansion of about 2.4% a year is ambitious, but achievable.

8.12 The Housing Development Study notes that, in meeting any shortfall in workers over the Plan period, there has to be an appropriate balance between migration flows and commuting flows, to ensure that both are sustainable over the long term. Based on the assumption that net in-migration will average 2,600 per annum over the 20 year Plan period (which is equivalent to the highest level recorded in any single year since 1991 and considerably greater than the 2001-11 average of around 1,700 per annum), net in-commuting would need to increase by an average of 400 commuters per annum over the same period. On this basis, net commuting would rise from 1,400 (at the time of the 2011 Census) to around 9,000 by 2030; to put this in context, the number of jobs located in Cheshire East is projected to rise by around 31,000, from 197,000 to 228,000 over the Plan period, so even in 2030 net commuting would account for less than 5% of the total projected jobs. Considering all of the evidence, the Housing Development Study has concluded that the objectively assessed need for housing in Cheshire East is 36,000 dwellings over the Plan period (2010 – 2030). It is also important to recognise that, as well as yielding extra population and workers, any increase in housing will also help to address market signals and increase the likely provision of affordable housing. The above suggests that the medium growth strategy of providing around an additional 1,350 dwellings per annum, identified in the Council’s Issues and Options Paper, would best match the expected future household growth in Cheshire East and the Council’s economic growth aspirations.

8.13 The outputs from Housing Development Study modelling work represent only one of the elements that have been considered by the Council in determining the level of housing growth shown in the Local Plan and considered appropriate for Cheshire East until 2030its housing requirement. The Council has also considered the findings of the Alignment of Economic, Employment and Housing Strategy Report (2015), Strategic Housing Market Assessment (SHMA), the Strategic Housing Land Availability Assessment (SHLAA), the pre-recession levels of house building and other wider policy considerations before determining what the appropriate housing requirement is for Cheshire East.

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

~~8.14 The Strategic Housing Market Assessment (SHMA) 2010 and 2013 update confirms that Cheshire East is a high demand area, and that there is a need to maintain the delivery of a variety of dwelling types and sizes to reflect demand for a range of open market dwellings.~~

~~8.15 Moved to after para 8.9~~

~~8.16 It also indicates that there is a net annual affordable housing need equivalent to an annual imbalance of 1,401 dwellings over its 5 year time horizon. It is important to state that this is a measure of the imbalance of affordable need relative to supply and is not a target for delivery of additional affordable homes.~~

8.17 Around 2,200 sites were considered as part of the Strategic Housing Land Availability Assessment (Update 31st March 2012). Of these approximately 1,600 sites were considered suitable for housing during the following 15 years. These 'suitable' sites could potentially provide a total of nearly 50,000 dwellings over the 15 year period, of which about 7,200 homes would be on brownfield sites with a further 4,800 on sites that are a mix of brownfield and greenfield land. This work demonstrates a theoretical capacity for new housing in the Borough. ~~An updated Assessment will accompany the submission of this Plan to examination. In the meantime the Council has produced an updated 'Five Year Housing Land Supply Position Statement' with a base date of 31st December 2013. This has been produced for housing appeal purposes; it includes planning permissions granted up to that date but not the uncommitted sites included and proposed in this Plan. An updated assessment of housing permissions and commitments has been completed to a base date of 31 March 30 September 2015. Nevertheless the research done for the Position Statement~~ This has been used to inform ~~an~~ ~~interim~~ housing trajectory for the Plan period which does include the envisaged delivery timing of all the sites proposed in the Plan. The trajectory is reproduced in Appendix E.

8.18 Using an overall housing need target of ~~27,000~~36,000 dwellings for the Borough over the Plan period would equate to an average net increase of around ~~1,350~~1,800 dwellings per annum. Setting this annual level to apply from 2010 would be a significant step change in the housing requirement for the area compared with past policy requirements. However this overall level of housing is considered necessary and appropriate to meet the Council and Government's growth agenda. In arriving at this total figure, consideration has been given to the capacity of the area to accommodate growth and an appropriate balance has been struck which minimises the impact on the environment, infrastructure and the Green Belt, whilst providing for objectively assessed needs. It is considered that a significantly higher growth strategy for housing, to facilitate even greater economic growth, would be unsustainable in overall terms as it would have an unacceptable impact on the local environment, the intended role of the Green Belt and the cumulative capacity of local infrastructure.

8.19 The overall basis of the Plan is to enable economic growth in Cheshire East. The local economy suffered, along with the rest of the country, during the recent recession. The annual rate of house building dipped to a low of less than 500 dwellings in 2010/11 compared to the annualised development plan target of 1,150 applicable at the time. This contraction in the house building industry is shown in starker terms if the new annualised average figure of ~~1,350~~1,800 was to be applied immediately from 2010. ~~Given the post-recession recovery needed by the house building industry, the historic Plan start date, the necessity to bring forward significant site-releasing~~

infrastructure and the time required for the Plan's jobs led growth strategy to have effect, it is considered appropriate to have five year stepped up housing target figures. Such an approach should help avoid any diversion of development from the Potteries during the area's recovery from recession. The proposed first step target of 1,200 dwellings per annum for the 2010-15 period would still exceed the average annual increase in dwellings of 1,180 over the whole Plan period identified from the Government's projections, as detailed above, and represent an increase over the previous development plan. Successive 100 dwelling per annum step ups for the remaining three 5 year periods represent a realistic, ambitious and progressively increasing delivery of housing. The selection of land for residential development within the site allocations will need to take account of both the overall housing requirement and the need to redress past shortfalls in delivery since 2010.

8.20 As part of considering options to removing land from the Green Belt, collaboration working with neighbouring authorities has explored the extent to which such authorities could assist in meeting the Cheshire East's housing requirements. The outcome of those discussions is that none of these authorities are in such a position. ~~However a request to assist High Peak Council has been received. That authority's area is highly constrained by land of high landscape value and steep topography even within those parts of the Borough that are not within the Peak District National Park. Cheshire East Council wants to avoid inappropriate development pressure on the National Park, an important tourism destination that is partly within the authority's own area. The Council also recognises that previous housing restraint policies have probably directed some residential development to High Peak. Associated with this are transport movements in the A6 corridor, which are causing severe traffic congestion that is likely to be further exacerbated by additional development. In view of these synergies between the two authorities' areas, it is considered appropriate to provide for part of High Peak's housing requirement in Cheshire East. A modest 500 dwellings in the second half of the Plan period is proposed, an amount considered to be within the parameters of the medium growth strategy.~~

Table 8.2 Housing Completions and Permissions

Housing Land Supply		Net Dwellings
Net completions 01/04/10–31/03/11		466
Net completions 01/04/11–31/03/12		535
Net completions 01/04/12–31/03/13		652
Net completions 01/04/13–31/12/13		497
Planning Permissions at 31 st December 2013	Sites under construction	2,291
	Full planning permission	1,806
	Outline planning permission	2,509

	Subject to Section 106 Agreement	2,150
Total completions and planning permissions		10,906
Remaining (including 500 dwellings for High Peak)		16,594

Table 8.2 Housing Completions⁴⁰ and Permissions

Housing Land Supply		Net Dwellings
Net completions 01/04/10 - 31/03/11		709
Net completions 01/04/11 - 31/03/12		778
Net completions 01/04/12 - 31/03/13		614
Net completions 01/04/13 - 31/03/14		713
Net completions 01/04/14 – 31/03/15		1,236
Net completions 01/04/15 – 30/09/15 ^(a) (*part year)		761
Planning Permissions at 30 th September 2015 ^(b)	Sites under construction	5,063
	Full planning permission	2,233
	Outline planning permission	3,097
	Subject to Section 106 Agreement	756
Total completions and planning permissions		15,960

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

Settlement Hierarchy and Visions

8.22 It is important to make sure that the places where development takes place have good access to jobs, health and community services, education, shops, leisure, open space and sport and

⁴⁰ Latest available data Annual Completions data now includes C2 uses factored in to the calculations [In table (a) Latest available data (b) The Planning Permissions at 30th September 2015 include 4,954 dwellings on sites included within Strategic Sites allocations that fall in these categories. The Commitments column in Appendix A excludes any permissions on Strategic Sites to prevent double counting]

recreation facilities. If it is easy to walk, cycle or use public transport to get to facilities, the number and length of car journeys and carbon dioxide emissions (the primary cause of global climate change), can be reduced. For that reason, the bulk of new development should take place in Principal Towns and Key Service Centres where access to services is generally easier.

Principal Towns

8.23 The Principal Towns of Crewe and Macclesfield provide opportunities for employment, retail and education, and allow access to services. They serve a large catchment area with high levels of accessibility and public transport provision. The two towns have a distinct history, character and urban form, and both provide opportunities for sustainable future jobs led growth. The town centres of both Crewe and Macclesfield will be the main focus for high quality convenience and comparison retail, supported by a range of services, leisure, tourism, office and other town centre uses, including residential.

Crewe

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

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

Vision for Crewe

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

Macclesfield

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

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

Vision for Macclesfield

By 2030, Macclesfield will continue to be a unique, distinctive and appealing destination set in a visible landscape setting, with a vital and vibrant town centre, where the community comes together to enjoy a wide range of facilities and events, along with its rich history and heritage assets. It will be a town where businesses thrive and where there is a good range of shopping and leisure activities both during the day and the evening. It will be a safe and desirable place with sustainable development, where people want to come to live, work and play. Our vision for employment sees Macclesfield as the centre of bio science manufacturing in Europe; this will be focused at the current AstraZeneca site in Hurdsfield.

Key Service Centres

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

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

Vision for Key Service Centres

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

Local Service Centres

8.30 The Local Service Centres of Alderley Edge, Audlem, Bollington, Bunbury, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley, Prestbury, Shavington and Wrenbury provide a range of services and facilities that help meet the needs of local people, including those living in nearby settlements. Each has a primary school and, in the case of Holmes Chapel and Shavington, a secondary school: Alderley Edge has one private secondary school for girls. In many cases they also have a limited range of shops, health and leisure facilities, and employment opportunities. New development is required to meet local needs and help retain services and facilities so that residents can continue to enjoy these benefits and reduce the need to travel elsewhere. This may require small scale alterations to the Green Belt in some circumstances, which will be pursued as necessary through the Site Allocations and Development Policies Document.

Vision for Local Service Centres

In the Local Service Centres, some modest growth in housing and employment will have taken place to meet ~~locally arising objectively assessed~~ needs, to reduce the level of out-commuting and to secure their continuing vitality. This may require small scale alterations to the Green Belt in some circumstances.

Other Settlements and Rural Areas

8.31 The remaining settlements have fewer facilities than the Local Service Centres, if any. As a result, people living in these communities generally have to travel to larger centres for jobs, schools, health care and other services. New development in these settlements will help to sustain these local services.

Vision for Other Settlements and Rural Areas

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

The rural economy will have grown stronger and diversified, based primarily on agriculture but supplemented by appropriate small-scale tourism and visitor facilities in appropriate locations, food related businesses, recreation and other knowledge-based rural businesses, making use of ICT connectivity. At the same time, our many areas of landscape value, sites of nature conservation importance and heritage assets and their settings will have been maintained and enhanced.

Policy PG 2

Settlement Hierarchy

Principal Towns

In the Principal Towns of Crewe and Macclesfield, significant development will be encouraged to support their revitalisation, recognising their roles as the most important settlements in the Borough. Development will maximise the use of existing infrastructure and resources to allow jobs, homes and other facilities to be located close to each other and accessible by public transport.

Key Service Centres

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

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

Local Service Centres

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

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

Other Settlements and Rural Areas

In the interests of sustainable development ~~and the maintenance of local services~~, growth and investment in the other settlements should be confined to proportionate development at a scale commensurate with the function and character of the settlement and confined to locations well related to the existing built-up extent of the settlement. ~~small scale infill and the change of use or conversion of existing buildings in order to sustain local services. Affordable housing development of an appropriate scale on the edge of a rural settlement to meet a particular local need may be justified, although it may be appropriate for~~ local needs ~~can also~~ to be met within larger settlements, dependent on location.

Justification

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

8.33 Locating the majority of new development needs in, on the edge of, or close to the Borough's Principal Towns and Key Service Centres will enable the maximum use of existing infrastructure and resources and allow homes, jobs and other facilities to be located close to each other. This has the potential to reduce the amount of people reliant on travel by car and can support existing public transport modes. The Principal Towns and Key Service Centres also have the greatest potential to generate economic growth.

8.34 In the other settlements and rural areas, the Local Plan Strategy approach is to support an appropriate level of small scale infill development that reflects the function and character of individual villages. Small scale growth may be appropriate where it supports the creation of stronger local communities and where a clear ~~local~~ need exists, which is not more appropriately met in a larger nearby settlement. Development will be restricted to locations well related to the built-up extent of these settlements. The identification of such sites will be achieved through the allocation of suitable sites and / or the designation of settlement boundaries ~~is~~ addressed as part of the Site Allocations and Development Policies Development Plan Document and / or in Neighbourhood Plans, where these come forward. ~~Elsewhere, in order to reduce unsustainable sporadic development, new housing will be strictly controlled.~~ In the case of Goostrey which adjoins Holmes Chapel, a larger Local Service Centre, it is anticipated that development needs will largely be provided for in Holmes Chapel.

8.35 Notwithstanding the above settlement hierarchy, the Local Plan Strategy also includes the new North Cheshire Growth Village at Handforth East. This new village will be designed to the highest environmental standards, acting as best practice examples for future design and construction. ~~This new village will become a Local Service Centre in the~~ Consideration will be given to its position in the settlement hierarchy once it is built and will embody sustainable development principles including:

- High quality amenities including shops, schools and sports facilities
- A network of green open spaces, parks and gardens
- Employment opportunities close at hand
- Renewable on-site energy production capable of supplying heat and power to every home where appropriate

- User-friendly public transport systems, encouraging people to use buses, cycles and walkways
- Efficient recycling and waste management

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

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

Key Evidence

1. Determining the Settlement Hierarchy

Green Belt and Safeguarded Land

8.38 The Council recognises the important role of the Green Belt in the Borough, particularly in preventing its towns and settlements from merging into one another, safeguarding the countryside and concentrating development into its urban areas. The National Planning Policy Framework states that *'the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and permanence'*.

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

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

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

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

Policy PG 3

Green Belt

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

1. The purposes of the Green Belt are to:
 - i. check the unrestricted sprawl of large built up areas;
 - ii. prevent neighbouring towns from merging into one another;
 - iii. safeguard the countryside from encroachment;
 - iv. preserve the setting and special character of historic towns; and
 - v. assist urban regeneration by encouraging the recycling of derelict and other urban land.
2. Within the Green Belt, planning permission will not be granted for inappropriate development, except in very special circumstances, in accordance with national policy.
3. The construction of new buildings is inappropriate in Green Belt. Exceptions to this are
 - i. buildings for agriculture and forestry;
 - ii. provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
 - iii. the extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
 - iv. the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
 - v. limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
 - vi. limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

4. Certain other forms of development are also not inappropriate in Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt. These are:
 - i. mineral extraction;
 - ii. engineering operations;
 - iii. local transport infrastructure that can demonstrate a requirement for a Green Belt location;
 - iv. the re-use of buildings provided that the buildings are of permanent and substantial construction; and
 - v. development brought forward under a Community Right to Build Order.
5. The extent of the existing Green Belt⁴¹ remains unchanged, apart from the removal of land ~~at the~~from the Green Belt associated with the following sites ~~from the Green Belt~~ (shown in Figure 8.1 and on town maps and site plans):
 - i. Site CS 9 'Land East of Fence Avenue, Macclesfield'
 - ~~ii.~~ Site CS 10 'Land off Congleton Road, Macclesfield'
 - ~~iii.~~ Site CS 40 'Land south of Chelford Road, Macclesfield'
 - ~~iv.~~ Site CS 11 'Gaw End Lane, Macclesfield'
 - ~~v.~~ Site CS 41 'Land between Chelford Road and Whirley Road, Macclesfield'
 - ~~iii.~~ Site CS 32 (Safeguarded) 'South West Macclesfield'
 - ~~vii.~~ Site CS 15 'Radway Green Extension, Alsager'
 - ~~viii.~~ Site CS 30 'North Cheshire Growth Village, Handforth East'
 - ~~ix.~~ Site CS 49 'Land between Clay Lane and Sagars Road, Handforth'
 - ~~iv.~~ Site CS 34 (Safeguarded) 'North Cheshire Growth Village, Extension'
 - ~~xi.~~ Sites CS 18 (A), (B) and (C) 'North West Knutsford'
 - ~~xii.~~ Site CS 50 'Land south of Longridge, Knutsford'
 - ~~xiii.~~ Site CS 53 (Safeguarded) 'Land south of Tabley Road, Knutsford'
 - ~~xiv.~~ Site CS 33 (Safeguarded) 'Land north of Tabley Road, Knutsford'
 - ~~xv.~~ Site CS 51 (Safeguarded) 'Land south of Longridge, Knutsford'

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

- ~~xvi. Site CS 52 (Safeguarded) 'Land adjacent to Booths Hall, Knutsford'~~
- ~~xvii. Site CS 57 'Land adjacent to Hazelbadge Road, Poynton'~~
- ~~xviii. Site CS 58 'Land at Sprink Farm, Poynton'~~
- ~~xix. Site CS 59 'Land south of Chester Road, Poynton'~~
- ~~xx. Site CS 60 'Adlington Business Park Extension, Poynton'~~
- ~~xxi. Site CS 61 (Safeguarded) 'Woodford Aerodrome, Poynton'~~
- ~~vi.xxii. Site CS 26 'Royal London including land to the west of Alderley Road, Wilmslow'~~
- ~~xxiii. Site CS 27 'Wilmslow Business Park'~~
- ~~xxiv. Site CS 61 'Land at Little Stanneylands, Wilmslow'~~
- ~~xxv. Site CS 62 'Heathfield Farm (allocation), Wilmslow'~~
- ~~xxvi. Site CS 63 (Safeguarded) 'Land at Heathfield Farm, Wilmslow'~~
- ~~xxvii. Site CS 36 (Safeguarded) 'Land at Upcast Lane / Cumber Lane, Wilmslow'~~
- ~~vii. Site CS 64 (Safeguarded) 'Cheshire Gateway'~~
- ~~viii.xxviii. Site CS 30 'North Cheshire Growth Village, Handforth East'~~
- ~~ix. Site CS 31 (Safeguarded) 'Lyme Green, Macclesfield'~~
- ~~x. Site CS 32 (Safeguarded) 'South West Macclesfield'~~
- ~~xi. Site CS 33 (Safeguarded) 'North West Knutsford'~~
- ~~xii. Site CS 34 (Safeguarded) 'North Cheshire Growth Village, Handforth East'~~
- ~~xiii. Site CS 35 (Safeguarded) 'Prestbury Road, Wilmslow'~~
- ~~xiv. Site CS 36 (Safeguarded) 'West of Upcast Lane, Wilmslow'~~
- ~~xv. Existing Council Depot at Lyme Green~~
- ~~xvi. Existing Car Showrooms, Manchester Road, Knutsford~~

6. In addition to these areas listed for removal from the Green Belt, it may also be necessary to identify additional non-strategic sites to be removed in the Site Allocations and Development Policies Document.

- ~~7. A new area of Green Belt will be designated adjacent to Crewe to prevent its merger with Nantwich and other surrounding settlements. It will also link to the existing Green Belt to help maintain the strategic openness of the gap between Crewe and the Potteries. The Area of Search for this new area of Green Belt is shown on Figure 8.2. The detailed boundaries of~~

~~this new area of Green Belt will be defined through the Site Allocations and Development Policies Document⁽⁴²⁾.~~

~~8.7.~~ Green Belt boundaries will be identified on the Adopted Policies Map of the Local Plan.

Justification

~~Existing Green Belt~~

8.43 As set out in Chapter 4 'The Case for Growth' and Policy PG 1 'Overall Development Strategy', and evidenced through the ~~Strategic Housing Market Assessment Update (2013)~~Housing Development Study (2015), ~~and the Employment Land Review (2012)~~ and the Alignment of Economic, Employment and Housing Strategy Report (2015) there are significant identified needs for market and affordable housing, as well as for new employment land provision within Cheshire East.

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

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

8.46 The Green Belt Assessment Update (201~~5~~3) has considered the contribution each parcel of Green Belt land adjoining settlement boundaries makes to the purposes of the Green Belt. In the north of the Borough, there is very little scope to meet these needs from towns and villages inset within the Green Belt boundary, or from urban areas inside the Green Belt boundary. As set out in the Green Belt Assessment, a proportion of the proposed development arising from development needs within areas inset within the North Cheshire Green Belt is already channelled to locations within Cheshire East beyond the outer Green Belt boundary. Directing additional development to locations beyond the outer Green Belt boundary would lead to unsustainable patterns of development and would not provide sufficient new development in the areas of need.

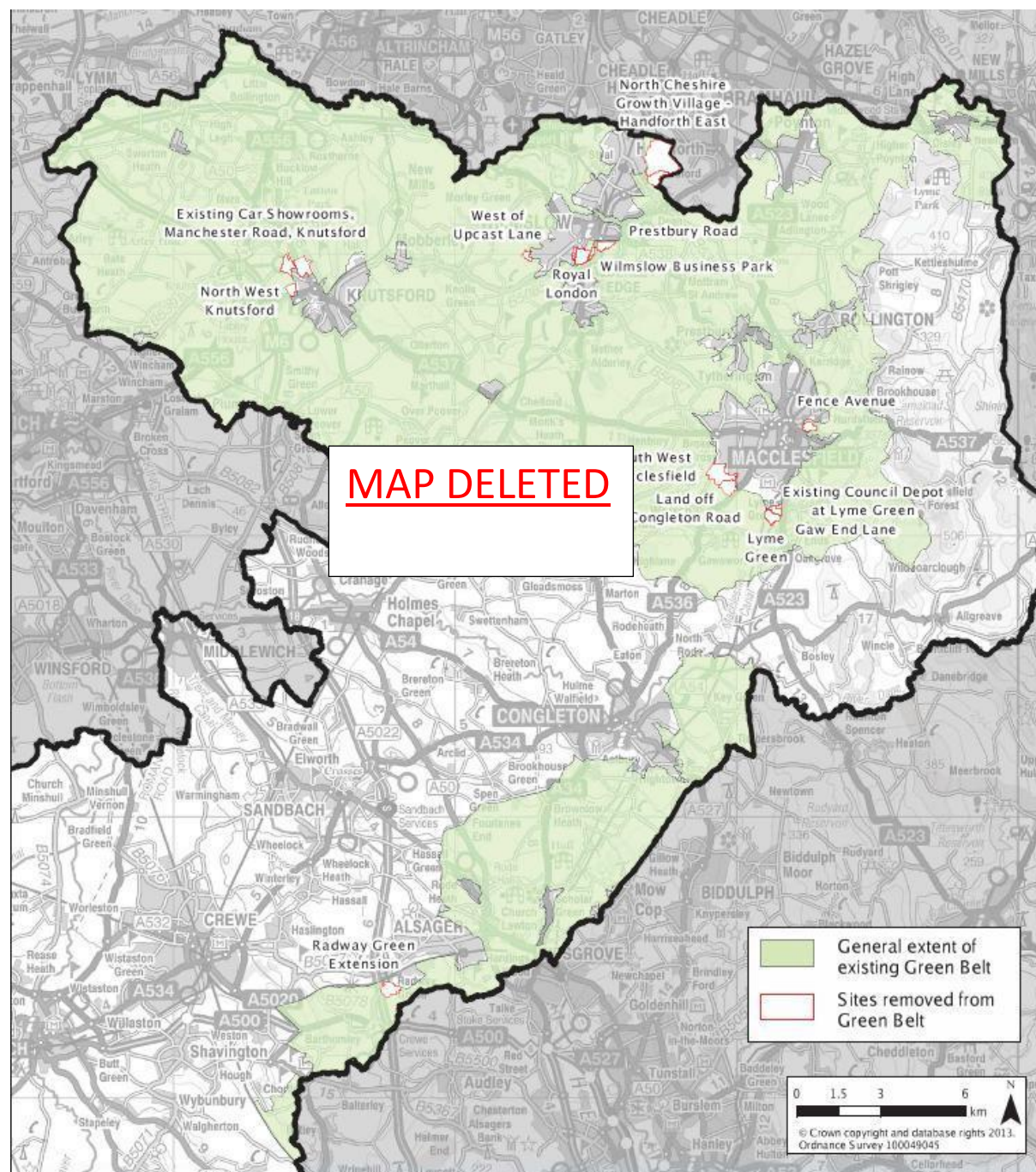
8.47 The Green Belt has been a very successful instrument in limiting the expansion of urban areas and encouraging the recycling of derelict and other urban land. In addition, many of the settlements do not have a significant industrial legacy and are not blighted by large areas of derelict industrial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

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

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

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

8.50 In the south of the Borough, there is a particular need to allow an extension of the Radway Green employment area in the Green Belt. This is a particularly successful business site which has diversified from its munitions origins, is short of available space land and is well located near to the M6 Motorway.



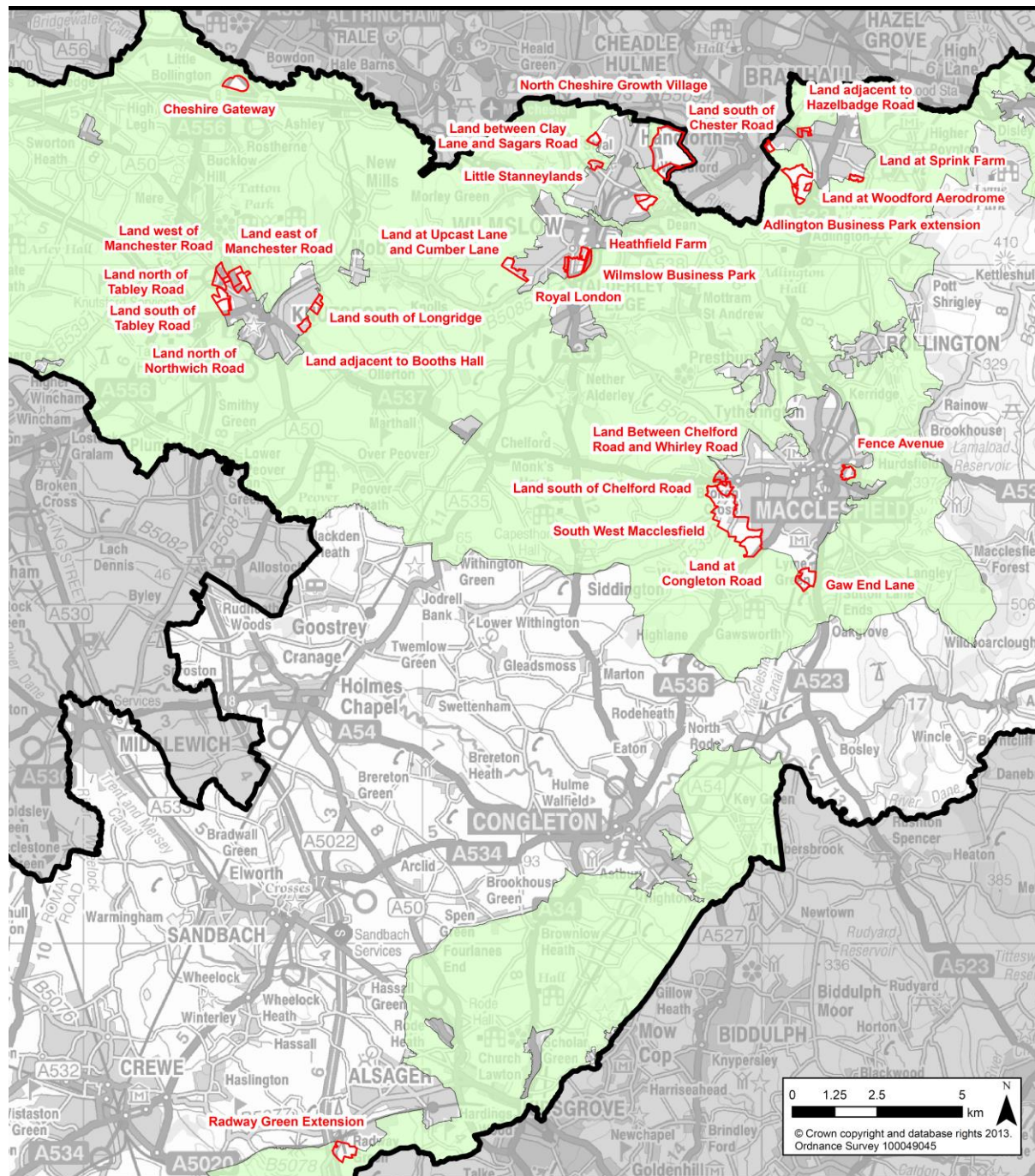


Figure 8.1 General Extent of the Existing Green Belt Showing Sites Proposed to be Removed

New Green Belt

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

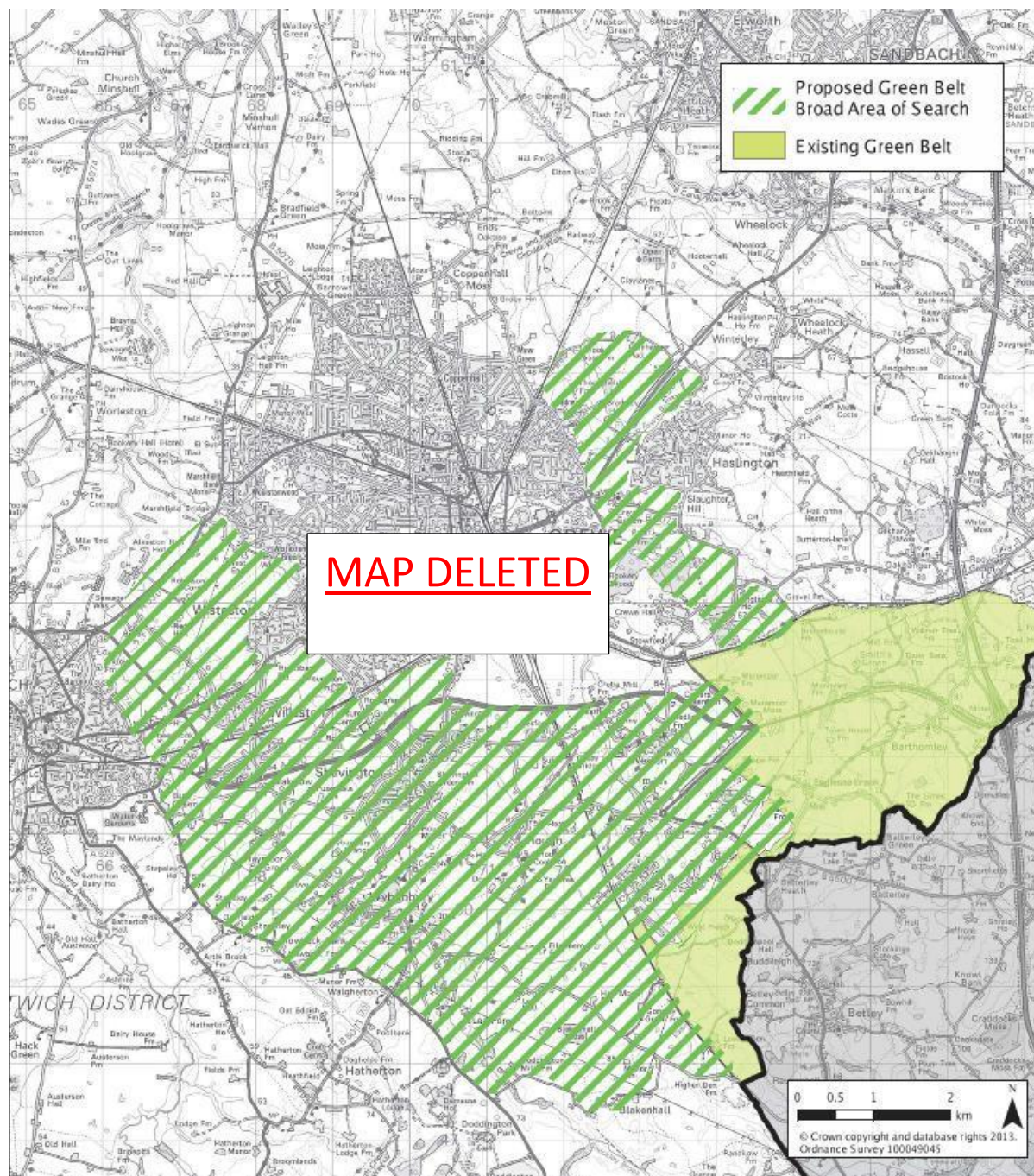


Figure 8.2 Proposed Green Belt Area of Search

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

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

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

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

Key Evidence

1. Cheshire East Green Belt Assessment [Update](#)
2. New Green Belt and Strategic Open Gaps Study
3. ~~Strategic Housing Market Assessment~~[Alignment of Economic, Employment and Housing Strategy Report](#)
4. ~~Strategic Housing Market Assessment Update~~[Housing Development Study](#)
5. Employment Land Review

Safeguarded Land

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

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

Policy PG 4

Safeguarded Land

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

1. Safeguarded Land is not allocated for development at the present time.
2. Safeguarded Land is outside of the urban area and therefore policies relating to development in the open countryside will apply.

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

- ~~i. Site CS 31 (Safeguarded) 'Lyme Green, Macclesfield' (17.9 hectares)~~
- ~~ii. Site CS 32 (Safeguarded) 'South West Macclesfield' (45.4 hectares)~~
- ~~iii. Site CS 33 (Safeguarded) 'North West Knutsford' (25.1 hectares)~~
- ~~iv. Site CS 34 (Safeguarded) 'North Cheshire Growth Village, Handforth East' (19.8 hectares)~~
- ~~v. Site CS 35 (Safeguarded) 'Prestbury Road, Wilmslow' (14.5 hectares)~~
- ~~vi. Site CS 36 (Safeguarded) 'West of Upcast Lane, Wilmslow' (7.4 hectares)~~
- i. Site CS 32 (Safeguarded) 'South West Macclesfield' (103 hectares)
- ii. Site CS 34 (Safeguarded) 'North Cheshire Growth Village Extension' (14 hectares)
- iii. Site CS 53 (Safeguarded) 'Land south of Tabley Road, Knutsford' (11 hectares)
- iv. Site CS 33 (Safeguarded) 'Land north of Tabley Road, Knutsford' (11 hectares)
- v. Site CS 51 (Safeguarded) 'Land south of Longridge, Knutsford' (4 hectares)
- vi. Site CS 52 (Safeguarded) 'Land adjacent of Booths Hall, Knutsford' (8.7 hectares)
- vii. Site CS 61 (Safeguarded) 'Woodford Aerodrome, Poynton' (22 hectares)
- viii. Site CS 63 (Safeguarded) 'Land at Heathfield Farm, Wilmslow' (9 hectares)
- ix. Site CS 36 (Safeguarded) 'Land at Upcast Lane and Cumber Lane, Wilmslow (15 hectares)
- x. Site CS 64 (Safeguarded) Cheshire Gateway (9 hectares)

6. In addition to these areas of Safeguarded Land listed; it may also be necessary to identify additional non-strategic areas of land to be safeguarded in the Site Allocations and Development Policies Document, ~~which will include around 5 to 10 hectares to serve the longer term development needs in Poynton.~~

Justification

8.58 The National Planning Policy Framework requires that, when amending Green Belt boundaries, Local Planning Authorities should '*where necessary, identify in their plan areas of safeguarded land*

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

8.59 The development needs beyond this plan period will be determined through future reviews of the Local Plan. ~~To ensure that Green Belt boundaries will not need to be altered at the end of this Plan period, it is necessary to identify areas of Safeguarded Land. In the absence of guidance on the amount of land that should be safeguarded, a balanced approach is required that gives confidence on the permanence of the Green Belt boundary whilst minimising the impact on the Green Belt and making the most efficient use of land.~~

8.60 ~~Within the South Cheshire Green Belt area, the main settlements of Congleton and Alsager are located adjacent to, but beyond the Green Belt. There is a significant supply of potential non-Green Belt land in these areas and therefore no need to designate Safeguarded Land to ensure permanence of the South Cheshire Green Belt boundary. Within the North Cheshire Green Belt, the main settlements are inset within the Green Belt and do not have the same expansion options on non Green Belt land. It is therefore necessary to include areas of Safeguarded Land to make sure that the North Cheshire Green Belt boundaries will not need to be altered again at the end of the plan period. In the absence of guidance on the amount of land that should be Safeguarded, a balance has been struck between the need to ensure the permanence of the Green Belt boundary and the NPPF requirement to make the most efficient use of land.~~

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

~~Recycling of land within the urban areas, including the re-use of under-used employment areas, which will become redundant over the lifetime of the Plan. For example, there may be opportunities around the former mills off London Road in Macclesfield where there could be potential for a new urban village development;~~

~~Additional town-centre and higher-density development;~~

~~Channelling development to areas within the inner boundary of the Green Belt (i.e. Greater Manchester and the Potteries conurbations);~~

~~Channelling development to areas beyond the outer boundary of the Green Belt. It is anticipated that HS2 will bring extensive jobs and housing to Cheshire East post 2030. The full impact of HS2 on Cheshire East is unclear; however, it is likely that the HS2 project will prove decisive in supporting the case for significant growth and development to the south, in preference to the north of the borough. The likelihood is that this future development will be centred in and around Crewe, Alsager and Congleton. A number of Local Plans have indicated that a 15 year plan period, followed by 5-10 years worth of Safeguarded Land will ensure that the Green Belt boundary retains a degree of permanence. As Safeguarded Land is only required in the North Cheshire Green Belt, the~~

development requirement for the northern sub-area in this plan period has been projected forward beyond 2030 to determine the amount of Safeguarded Land required.

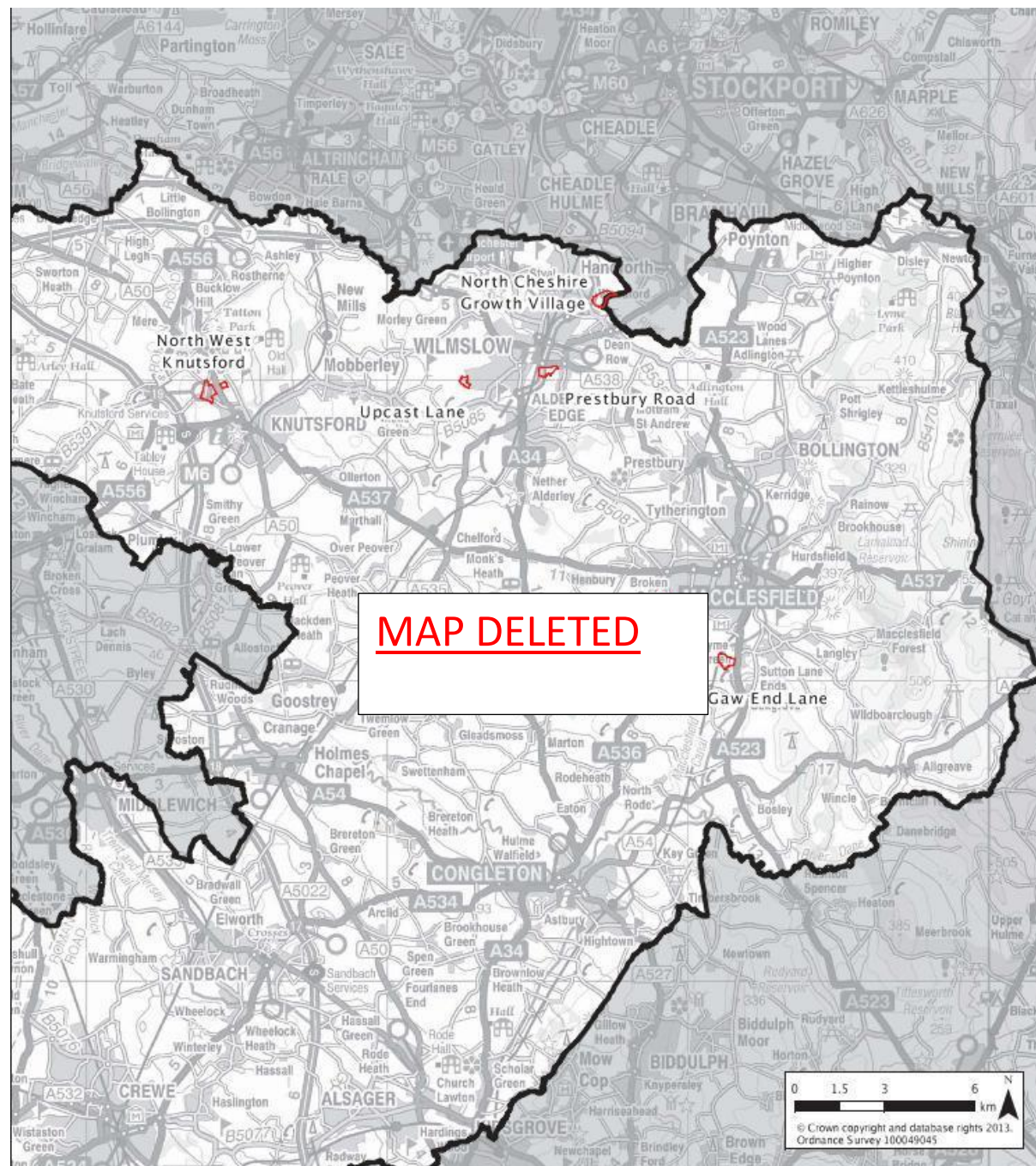
8.61a Consideration has been given to the likely availability of land beyond 2030. Whilst it is difficult to identify specific land that may become available so far into the future, there is a range of evidence to suggest that there will be a continued and reliable source of recycled and other land for development post 2030. There may also be other further options available to accommodate development including:

- Channelling development to locations within the inner Green Belt boundary, with the opportunities arising from the renaissance of our adjacent conurbations;
- Channelling development to locations beyond the outer edge of the Green Belt boundary in Cheshire East. It is anticipated that HS2 will prove decisive in supporting the case for significant future growth and development in the southern part of the Borough, centred around Crewe, Alsager, Congleton and Middlewich. As evidenced by the volume of sites submitted through the Local Plan process and Strategic Housing Land Availability Assessment, it is clear that there will continue to be a significant stock of potential development sites in areas beyond the Green Belt post 2030.

8.61b Given the desire to protect the countryside and minimise the impact on the Green Belt, it is appropriate to provide only the minimum amount Safeguarded Land needed to make sure that Green Belt boundaries do not need to be altered again in the next plan period. Considering the potential options for accommodating development post 2030, it is considered that there are grounds for a modest reduction in the timescale for projecting forward needs, to provide for between 8-10 years of Safeguarded Land. Factors in relation to future housing densities have also been considered, including an ageing population, increased provision of smaller units and enabling higher densities through improved urban design. It is considered that there are sufficient grounds for assuming future housing densities of between 30 and 40 dwellings per hectare. A range of scenarios have been tested using the parameters on time period for projections and housing densities, which result in a requirement of between 155 ha and 244 ha of Safeguarded Land. Overdependence on any single influence is not appropriate given the timescales and variables involved, and a mid-point of 200 hectares is selected to take account of all factors concerned.

8.62 At the end of the Plan period, the continued supply of recycled and other land for development as well as the other options to accommodate development and the use of the identified Safeguarded Land if required, will be sufficient utilisation of the above measures where appropriate, plus the use of the identified safeguarded land if required will be sufficient to ensure that the Green Belt boundary will not need to be reviewed again at this time-

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



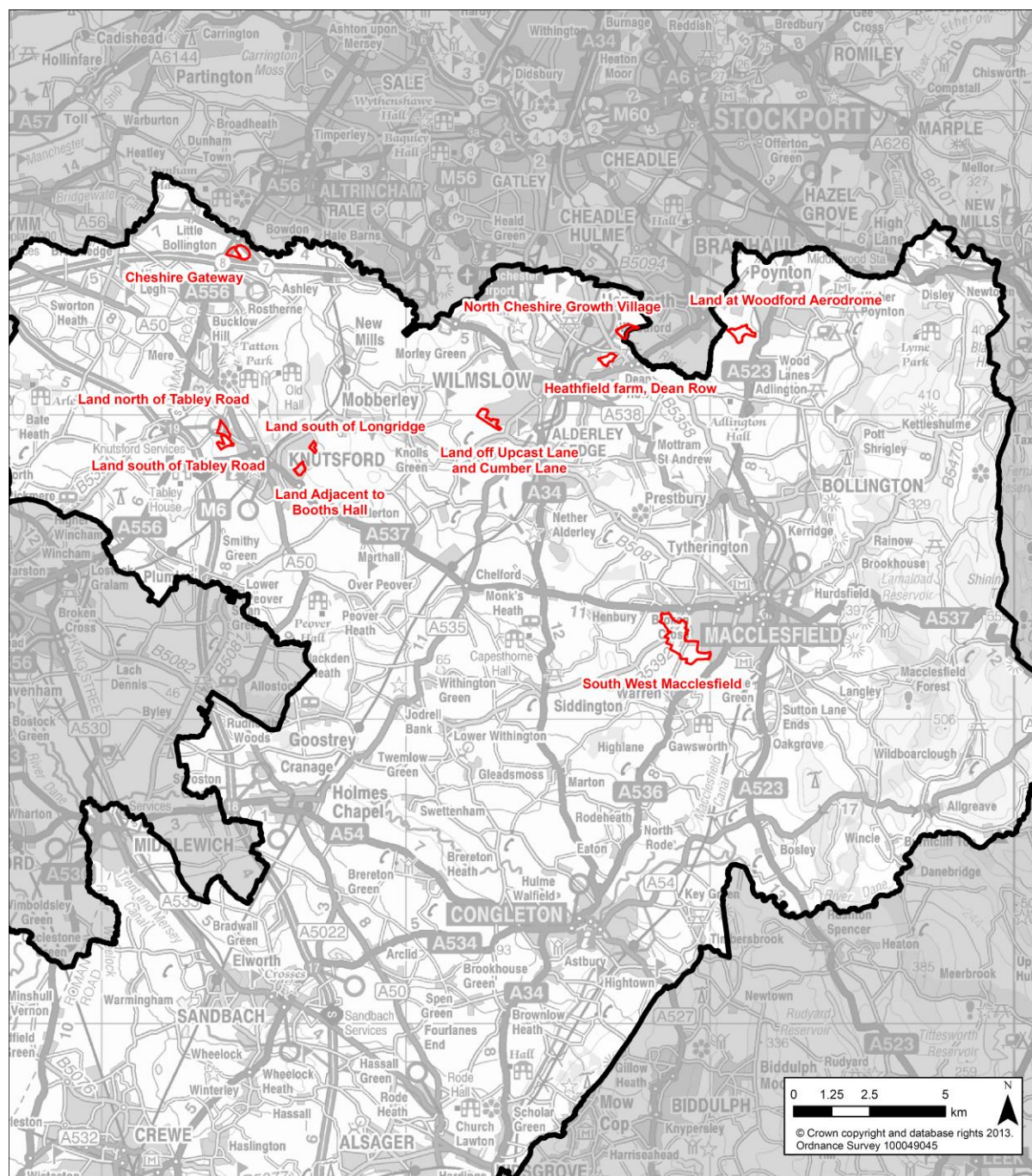


Figure 8.3 Safeguarded Land

Key Evidence

1. National Planning Policy Framework
2. Cheshire East Green Belt Assessment Update
- 2-3. Safeguarded Land Advice Note

Strategic Green Gaps

8.63a Maintaining and enhancing the character and separate identities of the Borough's towns and villages is a key priority of the Local Plan Strategy.

Policy PG 4a

Strategic Green Gaps

- 1.** The areas between the following settlements are defined as Strategic Green Gaps:
 - i.** Willaston / Wistaston / Nantwich / Crewe;
 - ii.** Willaston / Rope / Shavington / Crewe;
 - iii.** Crewe / Shavington / Basford / Weston; and
 - iv.** Crewe / Haslington.
- 2.** These areas are shown on Figure 8.3a. The detailed boundaries of the Strategic Green Gaps will be defined through the Site Allocations and Development Policies document and shown on the Adopted Policies Map.
- 3.** The purposes of Strategic Green Gaps are to:
 - i.** Provide long-term protection against coalescence;
 - ii.** Protect the setting and separate identity of settlements; and
 - iii.** Retain the existing settlement pattern by maintaining the openness of land.
- 4.** Within Strategic Green Gaps, policy PG 5 (Open Countryside) will apply. In addition, planning permission will not be granted for the construction of new buildings or the change of use of existing buildings of land which would:
 - i.** Result in erosion of a physical gap between any of the settlements named in this policy; or
 - ii.** Adversely affect the visual character of the landscape.
- 5.** Exceptions to this policy will only be considered where it can be demonstrated that no suitable alternative location is available.

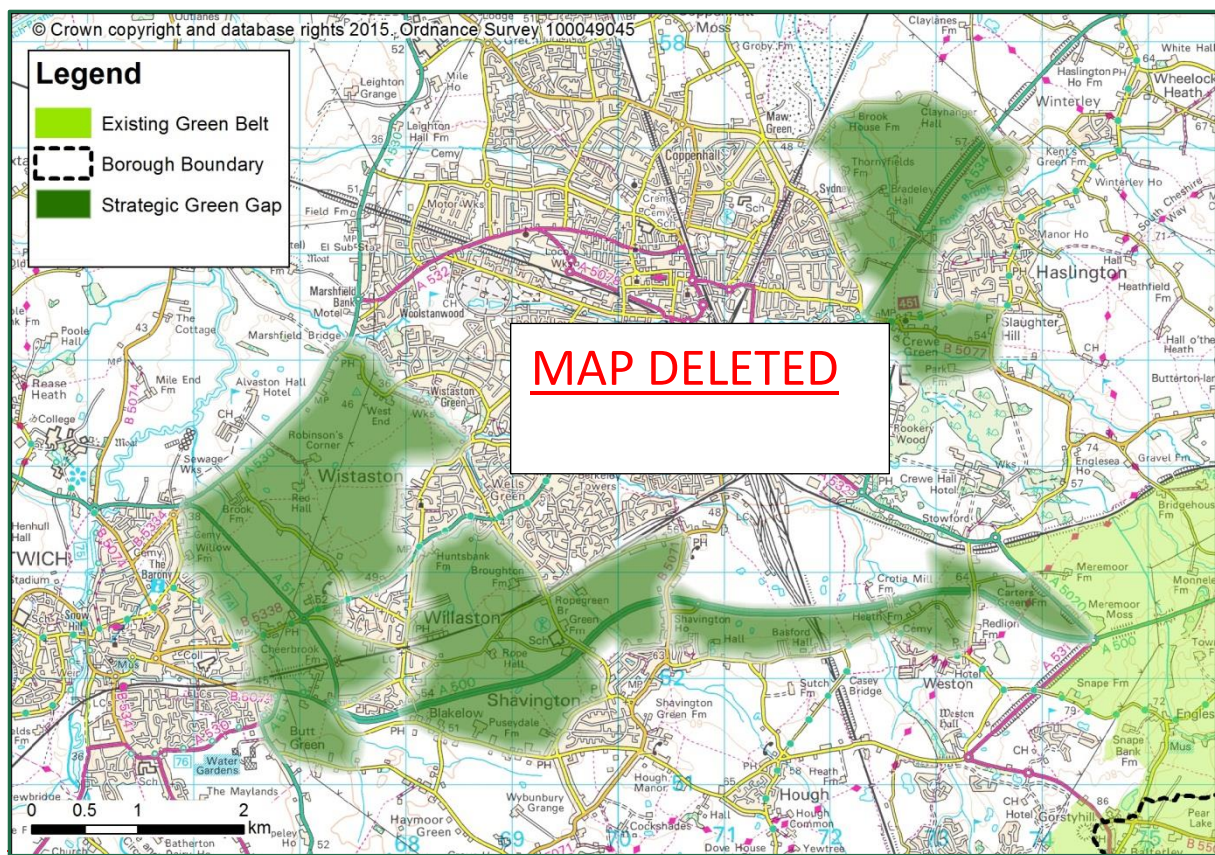
Justification

8.63b Within the areas to the south, east and west of Crewe, there are a number of neighbouring towns and villages in close proximity to each other. As Crewe has grown throughout the 20th Century, erosion of the gaps between Crewe, Nantwich and a number of smaller settlements has caused settlements to merge into the urban area in some cases, and very narrow gaps to remain in other cases.

8.63c The identification of Crewe as a spatial priority for growth brings significant opportunities for this area, but also some challenges. As Crewe grows to fulfil its potential it will become increasingly important to maintain the distinctive identity of Nantwich and other nearby settlements and to prevent them from merging into a Greater Crewe urban area.

8.63d As set out in the ‘New Green Belt and Strategic Open Gaps’ study, strong and strategic long-term policy protection is required to maintain the existing gaps between Crewe and Nantwich, and between Crewe and other settlements that are at risk of coalescence resulting from the future growth of Crewe.

8.63e The detailed boundaries of the Strategic Green Gaps will be defined through the Site Allocations and Development Policies Document and shown on the Adopted Policies Map. Until that time, the Green Gap boundaries, as defined in the saved policy NE.4 of the Borough of Crewe and Nantwich Replacement Local Plan will remain in force, apart from where specific changes are proposed in this document through the allocation of Local Plan Strategy sites.



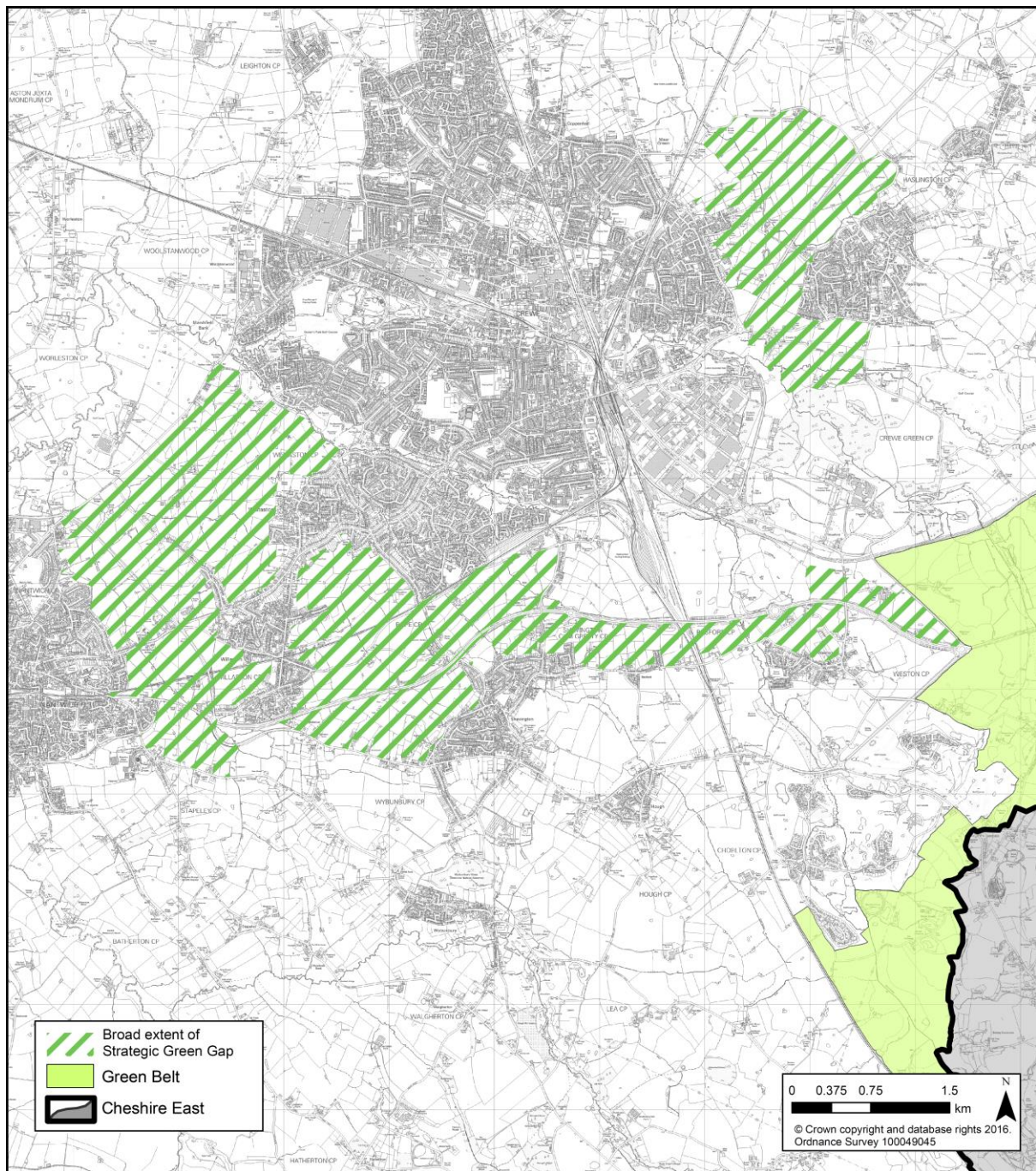


Figure 8.3a: Strategic Green Gaps

8.63f The gaps identified in this policy are considered to be the strategic gaps required to prevent coalescence, primarily arising from the growth of Crewe. The Site Allocations and Development Policies document will consider whether there are further, more localised gaps that require additional policy protection through a Local Green Gaps policy.

Key Evidence:

- 1. New Green Belt and Strategic Open Gap Study**
- 2. Arup New Green Belt Policy Advice Note**

Open Countryside

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

Policy PG 5

Open Countryside

1. The Open Countryside is defined as the area outside of any settlement with a defined settlement boundary⁴².
2. Within the Open Countryside only development that is essential for the purposes of agriculture, forestry, outdoor recreation, public infrastructure, essential works undertaken by public service authorities or statutory undertakers, or for other uses appropriate to a rural area will be permitted.
3. Exceptions may be made:
 - i. where there is the opportunity for ~~the limited~~ infilling ~~in villages; the infill~~ of a small gap with one or two dwellings in an otherwise built up frontage ~~elsewhere ; limited affordable housing, in accordance with the criteria contained in Policy SC6 ‘ Rural Exceptions Housing for Local Needs’~~ or where the dwelling is exceptional in design and sustainable development terms;
 - ii. for the re-use of existing rural buildings where the building is permanent, substantial and would not require extensive alteration, rebuilding or extension
 - iii. for the replacement of an existing ~~dwelling building~~ by a new dwelling not materially larger than the dwelling it replaces
 - iv. for extensions to existing dwellings where the extension is not disproportionate to the original dwelling
 - ~~v. for development that is essential for the expansion or redevelopment of an existing business~~
 - ~~v.vi. For development that is essential for the conservation and enhancement of a heritage asset~~
4. The retention of gaps between settlements is important, in order to maintain the definition and separation of existing communities and the individual characters of such settlements.
~~Such areas will be protected from inappropriate development.~~

⁴² ~~Settlement boundaries will be reviewed and defined through the production of the Site Allocations and Development Policies DPD and neighbourhood plans. Until then, the spatial extent of settlement boundaries are those defined in the saved policies and proposals maps of the existing local plans for Crewe and Nantwich, Macclesfield and Congleton and amended to include sites detailed in this Local Plan Strategy, except Safeguarded Land. Table 8. 2a shows settlements with a boundary defined in the saved policies and proposals maps of the existing local plans and where these are amended by sites detailed in this Local Plan Strategy.~~

5. The acceptability of such development will be subject to compliance with all other relevant policies in the Local Plan. In this regard, particular attention should be paid to design and landscape character so the appearance and distinctiveness of the Cheshire East countryside is preserved and enhanced.

Justification

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

8.66 The Open Countryside comprises that part of the Local Plan area outside of identified settlements. Development in the Open Countryside will normally be unacceptable unless it can be shown to be essential to local needs and the rural economy and cannot be accommodated within existing settlements.

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

8.68 The spatial extent of Open Countryside is ~~as defined~~ as the area outside of any settlement with a defined settlement boundary. Settlement boundaries are defined in the saved policies of the Borough of Crewe and Nantwich Replacement Local Plan, Congleton Borough Local Plan First Review and the Macclesfield Borough Local Plan; ~~such areas~~ settlement boundaries will remain ~~as open countryside unchanged~~, apart from where specific ~~changes sites~~ are proposed within this document (except safeguarded land), until detailed boundaries are established through the ~~Cheshire East Local Plan~~ Site Allocations and Development Policies Document and / or neighbourhood plans. Table 8.2a shows settlements with a defined settlement boundary and any amendments to these settlement boundaries associated with the allocation of sites in this Local Plan Strategy.

<u>Settlement</u>	<u>Local Plan Strategy Settlement Hierarchy</u>	<u>Description</u>	<u>Saved Policy</u>	<u>Settlement boundary amended to include Local Plan Strategy sites</u>
<u>Acton</u>	<u>Other Settlements and Rural Areas</u>	<u>Village with a defined settlement boundary</u>	<u>Borough of Crewe and Nantwich Local Plan RES.4</u>	<u>None</u>
<u>Alderley Edge</u>	<u>Local Service Centre</u>	<u>Settlement boundary defined by Green Belt inset boundary</u>	<u>Macclesfield Borough Local Plan GC1</u>	<u>None</u>
<u>Alpraham</u>	<u>Other Settlements and Rural Areas</u>	<u>Village with a defined settlement boundary</u>	<u>Borough of Crewe and Nantwich Local Plan RES.4</u>	<u>None</u>
<u>Alsager</u>	<u>Key Service Centre</u>	<u>Town defined by a settlement zone line</u>	<u>Congleton Borough Local Plan PS4</u>	<u>CS 42 White Moss Quarry; CS14 Radway</u>

Cheshire East Local Plan Strategy – Proposed Changes (Committee Report Publication Document)

				Green Brownfield: CS15 Radway Green Extension; and CS 43 Radway Green North.
Aston	Other Settlements and Rural Areas	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Audlem	Local Service Centre	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Barbridge	Other Settlements and Rural Areas	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Bollington	Local Service Centre	Settlement boundary defined by Green Belt inset boundary	Macclesfield Borough Local Plan GC1	None
Brereton Green	Other Settlements and Rural Areas	Village defined by a settlement zone line	Congleton Borough Local Plan PS5	None
Bunbury	Local Service Centre	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Calveley	Other Settlements and Rural Areas	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Chelford	Local Service Centre	Settlement boundary defined by Green Belt inset boundary	Macclesfield Borough Local Plan GC1	None
Congleton	Key Service Centre	Town defined by a settlement zone line	Congleton Borough Local Plan PS4	CS 44 Back Lane/Radnor Park; CS 45 Congleton Business Park Extension; CS16 Giantswood Lane South; CS 46 Giantswood Lane to Manchester Road; CS17 Manchester Road to Macclesfield Road; CS 47 Tall Ash Farm; and CS 48 North of Lamberts Lane
Crewe	Principal Town	Town with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.2	CS 1 Basford East; CS 2 Basford West; CS 3 Leighton West; CS 38 Leighton; -CS 4 Crewe Green; CS 5 Sydney

Cheshire East Local Plan Strategy – Proposed Changes (Committee Report Publication Document)

				<u>Road; and CS 39 Broughton Road.</u>
<u>Disley (including Newtown)</u>	<u>Local Service Centre</u>	<u>Settlement boundary defined by Green Belt inset boundary</u>	<u>Macclesfield Borough Local Plan GC1</u>	<u>None</u>
<u>Gawsworth</u>	<u>Other Settlements and Rural Areas</u>	<u>Village washed over by Green Belt with a defined settlement boundary</u>	<u>Macclesfield Borough Local Plan GC1</u>	<u>None</u>
<u>Goostrey</u>	<u>Local Service Centre</u>	<u>Village defined by a settlement zone line</u>	<u>Congleton Borough Local Plan PS5</u>	<u>None</u>
<u>Hankelow</u>	<u>Other Settlements and Rural Areas</u>	<u>Village with a defined settlement boundary</u>	<u>Borough of Crewe and Nantwich Local Plan RES.4</u>	<u>None</u>
<u>Haslington</u>	<u>Local Service Centre</u>	<u>Village with a defined settlement boundary</u>	<u>Borough of Crewe and Nantwich Local Plan RES.4</u>	<u>None</u>
<u>Hassall Green</u>	<u>Other Settlements and Rural Areas</u>	<u>Village defined by a settlement zone line</u>	<u>Congleton Borough Local Plan PS5</u>	<u>None</u>
<u>Henbury</u>	<u>Other Settlements and Rural Areas</u>	<u>Village washed over by Green Belt with a defined settlement boundary</u>	<u>Macclesfield Borough Local Plan GC1</u>	<u>None</u>
<u>High Legh</u>	<u>Other Settlements and Rural Areas</u>	<u>Settlement boundary defined by Green Belt inset boundary</u>	<u>Macclesfield Borough Local Plan GC1</u>	<u>None</u>
<u>Holmes Chapel (including former Cranage Hall Hospital)</u>	<u>Local Service Centre</u>	<u>Village defined by a settlement zone line</u>	<u>Congleton Borough Local Plan PS5</u>	<u>None</u>
<u>Hough</u>	<u>Other Settlements and Rural Areas</u>	<u>Village with a defined settlement boundary</u>	<u>Borough of Crewe and Nantwich Local Plan RES.4</u>	<u>None</u>
<u>Knutsford</u>	<u>Key Service Centre</u>	<u>Settlement boundary defined by Green Belt inset boundary</u>	<u>Macclesfield Borough Local Plan GC1</u>	<u>CS 18 (A), (B) and (C) North West Knutsford; CS 50 Land south of Longridge;</u>
<u>Lyme Green</u>	<u>Other Settlements and Rural Areas</u>	<u>Village washed over by Green Belt with a defined settlement boundary</u>	<u>Macclesfield Borough Local Plan GC1</u>	<u>None</u>
<u>Macclesfield</u>	<u>Principal Town</u>	<u>Settlement boundary defined by Green Belt inset boundary</u>	<u>Macclesfield Borough Local Plan GC1</u>	<u>CS9 Land East of Fence Avenue; CS10 Land of Congleton Road; CS 40 Land south of Chelford Road; CS11 Gaw End Lane; and CS 41 Land between Chelford</u>

Cheshire East Local Plan Strategy – Proposed Changes (Committee Report Publication Document)

				<u>Road and Whirley Road;</u>
<u>Middlewich</u>	<u>Key Service Centre</u>	<u>Town defined by a settlement zone line</u>	<u>Congleton Borough Local Plan PS4</u>	<u>CS 20 Glebe Farm; CS 56 Midpoint 18; and CS 55 Land off Warmingham Lane West (Phase II)</u>
<u>Mobberley</u>	<u>Local Service Centre</u>	<u>Settlement boundary defined by Green Belt inset boundary</u>	<u>Macclesfield Borough Local Plan GC1</u>	<u>None</u>
<u>Mount Pleasant</u>	<u>Other Settlements and Rural Areas</u>	<u>Village defined by a settlement zone line</u>	<u>Congleton Borough Local Plan PS5</u>	<u>None</u>
<u>Mow Cop</u>	<u>Other Settlements and Rural Areas</u>	<u>Village defined by a settlement zone line</u>	<u>Congleton Borough Local Plan PS5</u>	<u>None</u>
<u>Nantwich</u>	<u>Key Service Centre</u>	<u>Town with a defined settlement boundary</u>	<u>Borough of Crewe and Nantwich Local Plan RES.2</u>	<u>CS21 Kingsley Fields</u>
<u>North Cheshire Growth Village</u>	<u>Other Settlements and Rural Areas</u>	<u>New settlement</u>	<u>No saved settlement boundary</u>	<u>CS30 North Cheshire Growth Village</u>
<u>Pickmere</u>	<u>Other Settlements and Rural Areas</u>	<u>Settlement boundary defined by Green Belt inset boundary</u>	<u>Macclesfield Borough Local Plan GC1</u>	<u>None</u>
<u>Poynton</u>	<u>Key Service Centre</u>	<u>Settlement boundary defined by Green Belt inset boundary</u>	<u>Macclesfield Borough Local Plan GC1</u>	<u>CS 57 Land adjacent to Hazelbadge Road; CS 58 Land at Sprink Farm; CS 59 Land south of Chester Road; and CS 60 Adlington Business Park Extension</u>
<u>Prestbury</u>	<u>Local Service Centre</u>	<u>Settlement boundary defined by Green Belt inset boundary</u>	<u>Macclesfield Borough Local Plan GC1</u>	<u>None</u>
<u>Rainow</u>	<u>Other Settlements and Rural Areas</u>	<u>Settlement boundary defined by Green Belt outer boundary and Peak District National Park boundary</u>	<u>Macclesfield Borough Local Plan GC1</u>	<u>None</u>
<u>Rode Heath</u>	<u>Other Settlements and Rural Areas</u>	<u>Village defined by a settlement zone line</u>	<u>Congleton Borough Local Plan PS5</u>	<u>None</u>
<u>Sandbach (including former Hays Chemical Complex)</u>	<u>Key Service Centre</u>	<u>Town defined by a settlement zone line</u>	<u>Congleton Borough Local Plan PS4</u>	<u>CS 24 Land adjacent to J17 of M6, south east of Congleton Road</u>

Scholar Green	Other Settlements and Rural Areas	Village defined by a settlement zone line	Congleton Borough Local Plan PS5	None
Shavington	Local Service Centre	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	CS 6 The Shavington / Wybunbury Triangle; and CS 7 East Shavington
South Cheshire Growth Village	Other Settlements and Rural Areas	New settlement	No saved settlement boundary	CS 37 South Cheshire Growth Village
Spurstow	Other Settlements and Rural Areas	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Sutton	Other Settlements and Rural Areas	Village washed over by Green Belt with a defined settlement boundary	Macclesfield Borough Local Plan GC1	None
Weston	Other Settlements and Rural Areas	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Wilmslow and Handforth	Key Service Centres	Settlement boundary defined by Green Belt inset boundary	Macclesfield Borough Local Plan GC1	CS 26 Royal London including land to the west of Alderley Road; CS 27 Wilmslow Business Park; CS 61 Land at Little Stanneylands; CS 62 Heathfield Farm; and CS 49 Land between Clay Lane and Sayers Road
Winterley	Other Settlements and Rural Areas	Village with a defined settlement boundary / settlement zone line	Borough of Crewe and Nantwich Local Plan RES.4 / Congleton Borough Local Plan PS5	None
Worleston	Other Settlements and Rural Areas	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Wrenbury	Local Service Centre	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Wybunbury	Other Settlements and Rural Areas	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None

[Table 8.2a: Settlements with a Defined Settlement Boundary.](#)

8.69 Detailed site boundaries for Strategic Locations will be set through the Site Allocations and Development Policies Document and shown on the Adopted Policies Map. Until that time, Strategic

~~Locations outside of existing settlement boundaries will fall within the Open Countryside. However, it is not the intention of policy to delay applications that conform with the principles of policies in this Strategy document. Therefore, the intention to define these boundaries will be a material consideration in the determination of such applications.~~

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

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

Key Evidence

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

Spatial Distribution

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

8.73 These figures are intended as a guide and are neither a ceiling nor a target. In addition to completions since 2010 and current commitments (e.g. planning permissions), provision will be made to allocate sufficient new sites⁴³ in each area to facilitate the levels of development set out in this policy.

Policy PG 6

Spatial Distribution of Development

1. The **Principal Towns** are expected to accommodate development as shown:
 - i. Crewe: in the order of 65 hectares of employment land and ~~7,000~~7,700 new homes;
 - ii. Macclesfield: in the order of ~~15~~20 hectares of employment land and ~~3,500~~4,250 new homes;
2. The **Key Service Centres** are expected to accommodate development as shown:
 - i. Alsager: in the order of ~~35~~40 hectares of employment land and ~~1,600~~2,000 new homes;

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

- ii. Congleton: in the order of 24 hectares of employment land and ~~3,500~~4,150 new homes;
- iii. Handforth (including North Cheshire Growth Village): in the order of ~~10~~22 hectares of employment land and ~~150~~2,200 new homes;
- iv. Knutsford: in the order of ~~10~~15 hectares of employment land and ~~650~~950 new homes;
- v. Middlewich: in the order of 75 hectares of employment land and ~~1,600~~1,950 new homes;
- vi. Nantwich: in the order of 3 hectares of employment land and ~~1,900~~2,050 new homes;
- vii. Poynton: in the order of ~~3~~10 hectares of employment land and ~~200~~650 new homes;
- viii. Sandbach: in the order of 20 hectares of employment land and ~~2,200~~2,750 new homes;
- ix. Wilmslow: in the order of ~~8~~10 hectares of employment land and ~~400~~900 new homes;

~~3. The New Settlement at North Cheshire Growth Village at Handforth East is expected to accommodate up to 12 hectares of new employment land and 1,850 new homes.~~

~~4. The Employment Improvement Area at Wardle is expected to accommodate in the order of 61 hectares of employment land~~

~~5.3. The Local Service Centres~~ are expected to accommodate in the order of ~~5~~7 hectares of employment land and ~~2,500~~3,500 new homes.

~~6.4. The Other Settlements and Rural Areas~~ are expected to accommodate in the order of ~~5~~69 hectares of employment land (figure including the 61 hectare Employment Improvement Area at Wardle) and ~~2,000~~2,950 new homes (including Alderley Park).

Justification

8.74 The distribution of development between the various towns of the Borough is informed by the Spatial Distribution Update Report. This has taken into account the following considerations:

- Settlement Hierarchy
- Various consultation stages including the Town Strategies, Development Strategy and Emerging Policy Principles
- Green Belt designations
- Known development opportunities including the Strategic Housing Land Availability Assessment

- Infrastructure capacity
- Environmental constraints
- Broad sustainable distribution of development requirements

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

8.76 Settlement boundaries for each of the settlements in Policy PG6 are as defined in the saved policies of the Borough of Crewe and Nantwich Replacement Local Plan, Congleton Borough Local Plan First Review and the Macclesfield Borough Local Plan and are as amended by the sites detailed in this ~~Core Local Plan~~ Strategy document. Further amendments to settlement boundaries will be undertaken through the Site Allocations and Development Policies document.

8.77 Cheshire East is a high quality place to live and work. The Local Plan Strategy seeks to manage change over the Plan period to make sure that it reinforces the advantages the area already possesses, in a sustainable way. Table 8.3 presents an indicative distribution for the levels of the settlement hierarchy in the Borough.

8.78 Appendix A provides further detail about the distribution of development in Cheshire East. It should be noted that the actual levels of employment land and housing development shown in Policy PG 6 are below the numbers proposed in the Spatial Distribution of Development Policy. This is to provide flexibility and to allow for a proportion of slippage, such as developments occurring after the plan period, or for sites coming forward at lower densities than currently expected. ~~The actual level of development shown in Policy PG 6 total 351 hectares of employment land and 29,050 new homes.~~

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

Table 8.3 Indicative Distribution of Development

Town	New Homes	Employment Land

Cheshire East Local Plan Strategy – Proposed Changes (Committee Report Publication Document)

	Total 2010 to 2030	Average each year ⁴⁴	Total 2010 to 2030	Average each year
Principal Towns				
Crewe	7,000 <u>7,700</u>	350 <u>385</u>	65ha	3.25ha
Macclesfield	3,500 <u>4,250</u>	175 <u>213</u>	15ha <u>20ha</u>	0.75 <u>1.00</u> ha
Key Service Centres				
Alsager	1,600 <u>2,000</u>	80 <u>100</u>	35ha <u>40ha</u>	1.75 <u>2.00</u> ha
Congleton	3,500 <u>4,150</u>	175 <u>208</u>	24ha	1.20ha
Handforth <u>(including North Cheshire Growth Village)</u>	150 <u>2,200</u>	8 <u>110</u>	10ha <u>22ha</u>	0.50 <u>1.10</u> ha
Knutsford	650 <u>950</u>	33 <u>48</u>	10ha <u>15ha</u>	0.50 <u>0.75</u> ha
Middlewich	1,600 <u>1,950</u>	80 <u>98</u>	75ha	3.75ha
Nantwich	1,900 <u>2,050</u>	95 <u>103</u>	3ha	0.15ha
Poynton	200 <u>650</u>	10 <u>33</u>	3ha <u>10ha</u>	0.15 <u>0.50</u> ha
Sandbach	2,200 <u>2,750</u>	110 <u>138</u>	20ha	1.00ha
Wilmslow	400 <u>900</u>	20 <u>45</u>	8ha <u>10ha</u>	0.40 <u>0.50</u> ha
New Settlements				
North Cheshire Growth Village	1850	93	12ha	0.60ha
Employment Improvement Area				
Wardle	0	0	61ha	3.05ha
Other Settlements				
Local Service Centres	2,500 <u>3,500</u>	125 <u>175</u>	5ha <u>7.00ha</u>	0.250 <u>0.35</u> ha

⁴⁴ Annual averages have been rounded to the nearest whole number

Other Settlements and Rural Areas (including Wardle Improvement Area)	2,0002,950	100148	5ha69ha	0.253.45ha
--	------------	--------	---------	------------

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

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

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

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

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

8.85 The North Cheshire Growth Village at Handforth East will:

- Provide access to services and employment opportunities located in Manchester
- Provide access to services and facilities in Handforth

Cheshire East Local Plan Strategy – Proposed Changes (Committee Report Publication Document)

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

Key Evidence

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

9 Planning for Sustainable Development

9.1 Cheshire East has the exciting opportunity to deliver successful sustainable development and support the growth of vibrant sustainable communities through the growth envisaged within the Borough. The concept of sustainability is an extremely complicated one with many interwoven factors needing to be addressed to ensure a successful approach. The UK Sustainable Development Strategy *Securing the Future* sets out five guiding principles of sustainable development: living within the planet's environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly.

Policy SD 1

Sustainable Development in Cheshire East

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

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

14. Contribute to protecting and enhancing the natural, built, historic and cultural environment;

15. Make efficient use of land, protect the best and most versatile agricultural land and make best use of previously developed land where possible; ~~and~~

~~15.16.~~ Encourage the reuse of existing buildings; and

~~16.17.~~ Prioritise the most accessible and sustainable locations.

Justification

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

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

Key Evidence

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

Policy SD 2

Sustainable Development Principles

1. All development will be expected to:
 - i. Provide or contribute towards identified infrastructure, services or facilities. Such infrastructure should precede the delivery of other forms of development, wherever possible;
 - ii. Contribute positively to an area's character and identity, creating or reinforcing local distinctiveness in terms of:
 - a. Height, scale, form and grouping;
 - b. Choice of materials;
 - c. External design features;

- d. Massing of development - the balance between built form and green/public spaces;
 - e. Green Infrastructure; and
 - f. Relationship to neighbouring properties, street scene and the wider neighbourhood;
 - iii. Respect and, where possible, enhance the landscape character of the area. Particular attention will be paid toward significant landmarks and landscape features;
 - iv. Respect, and where possible enhance, the significance of heritage assets, including their wider settings;
 - v. Avoid the permanent loss of areas of agricultural land quality of 1, 2 or 3a, unless the strategic need overrides these issues;
 - vi. Be socially inclusive and, where suitable, integrate into the local community;
 - vii. Avoid high risk flood areas, or where necessary provide appropriate mitigation measures;
 - viii. Use appropriate design, construction, insulation, layout and orientation to create developments that:
 - a. Are resilient to climate change;
 - b. Minimise energy use;
 - c. Use natural resources prudently;
 - d. Promote the use, recovery and recycling of materials;
 - e. Integrate or allow future integration of renewable energy technologies;
 - f. Discourage crime and anti-social behaviour;
 - g. Minimise trip generation;
 - h. Minimise waste and pollution; and
 - i. Are water efficient.
2. In addition to the above principles, residential development will be expected to:
- i. Provide open space, of an extent, quality, design and location appropriate to the development and the local community;

- ii. Provide access to a range⁴⁵ of forms of public transport, open space and key services and amenities⁴⁶; and
 - iii. Incorporate measures to encourage travel by sustainable modes of transport such as walking, cycling and public transport.
3. In addition to the above principles, employment development will be expected to:
- i. Provide an attractive setting to development in order to create an attractive and successful place to work, with minimum impact on the surrounding area;
 - ii. Provide a flexible development that can serve a range of sizes and types of employment; and
 - iii. Maximise opportunities for access and deliveries by a range of forms of sustainable transport.
4. In addition to the above principles, retail/town centre development will be expected to:
- i. Provide high quality pedestrian and cycle facilities, including secure cycle parking;
 - ii. Be located so as to reduce the need to travel, especially by car, and to enable people as far as possible to meet their needs locally; and
 - iii. Provide good town centre linkages, by walking, cycling and public transport, if the development is located on the edge or out of town.

Justification

9.4 Planning, through the Local Plan Strategy, has a key role in addressing the impacts of climate change in terms of both mitigation and adaptation. The Local Plan Strategy sets out a minimum requirement of ~~27,000~~36,000 new homes and the accommodation of a minimum of ~~300~~380 hectares of employment land by 2030, which could considerably raise the amount of carbon emissions and impact on the wider environment unless adequate measures are introduced to combat this. Directing development to the most sustainable locations and thus improving accessibility and reducing the need to travel through the spatial strategy will have a significant impact on climate change at the local level. However, individual development proposals must themselves also play a key role in mitigating the causes and adapting to the effects of climate change.

9.5 Table 9.1 provides a guide to the appropriate distances for access to services and amenities. A methodology for the assessment of walking distances has been informed by that of the North West Sustainability Checklist (now revoked) which has been backed by the Department for Communities and Local Government (DCLG) and World Wide Fund for Nature (WWF). These distances are actual distances using public highways and footpaths. The distances are considered appropriate for the

⁴⁵ As a guide, a range is considered to be within the maximum recommended distance of a bus stop; a multi-functional open space; and a convenience store, in addition to four or more other services or amenities, dependent on location

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

region and have been used for the purposes of informing the Sustainability Appraisal and the accessibility of proposed developments.

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

Table 9.1 Access to services and amenities

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

Key Evidence

Cheshire East Local Plan Strategy – Proposed Changes (Committee Report Publication Document)

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

10 Infrastructure

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

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

Policy IN 1

Infrastructure

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

Justification

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

1. Physical: the broad collection of systems and facilities that house and transport people and goods, and provide services including:
 - Transportation networks - including public transport, road networks, provisions for walking and cycling;
 - Water - including wastewater treatment and water supply, including fire hydrants
 - Flood risk management
 - Energy - including heat, gas, electricity
 - Telecommunications networks - telephones, mobile phones, broadband and other new communication technologies
 - Waste provision - including domestic waste and recycling, commercial and construction waste
 - Public realm - street lighting, seating, planting
2. Green: the physical environment within and between our cities, towns and villages. A network of multi-functional open spaces including formal parks, gardens, woodlands, green corridors, waterways and open countryside.
3. Social and Community: the range of core learning, wellbeing, sports and other activities. It can include the provision of:
 - Health facilities - including hospitals, doctors and dentists surgeries
 - Social care
 - Education - including schools, colleges and skills training
 - Social and community facilities - including Places of Worship, community centres, support for community groups and projects
 - Leisure facilities - indoor and outdoor, including sports pitches and changing facilities
 - Cultural facilities - including libraries, museums, ~~and~~ theatres and heritage

10.4 Improvements to infrastructure will be fundamental to achieving the vision for the development of Cheshire East up to 2030 and are necessary to deal with existing deficiencies and to cater for a growing and ageing population. The proposed growth of Cheshire East must be supported by improvements to physical, social and green infrastructure.

10.5 Improved connectivity forms a vital part of the Local Plan Strategy in terms of assisting economic growth and improving the environment. As well as maximising the benefits of Crewe as a national rail hub, substantial new road infrastructure will be required to open up the east of Cheshire and better connect the M6 with main settlements and surrounding major roads. At this stage, only corridors of interest or preferred routes for new roads are indicated. Detailed alignments will be included in the Site Allocations and Development Policies document.

10.6 It should be recognised that the delivery of the full range of infrastructure needs of existing and new communities is dependent on partnership working between a variety of public and private sector agencies. Throughout the preparation of the Local Plan Strategy, discussions have taken place with key infrastructure delivery partners and will continue to take place through the production of the Local Plan.

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

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

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

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

Key Evidence

1. Infrastructure Delivery Plan

Policy IN 2

Developer Contributions

1. Developer contributions will be sought to make sure that the necessary physical, social, public realm, economic and green infrastructure is in place to deliver development. Contributions will be used to mitigate the adverse impacts of development (including any cumulative impact). Such contributions will help facilitate the infrastructure needed to support sustainable development.
2. Development proposals will be expected to provide a contribution towards the cost of infrastructure. Subject to statutory processes and regulations, contributions may be collected towards:
 - i. Initial costs, e.g. design and development work and pump priming of projects or programmes;
 - ii. Capital costs;
 - iii. Ongoing revenue such as the management and maintenance of services and facilities;
 - iv. Any other infrastructure related costs permitted by law and identified as a local need;

- v. Contributions will be collected through Section 106 agreements and / or through a Community Infrastructure Levy once a Charging Schedule is in place; and
- vi. Until a Charging Schedule is in place, contributions from Section 106 agreements may be pooled to meet the costs of strategic infrastructure, where this meets the legal tests as set out in the Community Infrastructure Levy Regulations. Once the Charging Schedule is in place, Section 106 agreements will continue to be used for site specific costs and affordable housing.

Justification

10.11 Any Section 106 planning obligations can only be taken into account in determining planning applications where they meet the following tests from Regulation 122 of the CIL Regulations 2010:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

10.12 Developer contributions secured through planning obligations ~~will be~~ no longer be able to be pooled from more than five different obligations to deliver the provision of a certain project or type of infrastructure ~~from April 2015 or the date of adoption of the CIL Charging Schedule, whichever comes first.~~ This restriction, from Regulation 123 of the CIL Regulations 2010, is intended to ensure that local planning authorities use CIL instead of planning obligations to secure contributions for infrastructure that serves a wider area than just the specific development site or group of sites.

10.13 The Community Infrastructure Levy (CIL), upon adoption of the Charging Schedule, will be used to pool developer contributions towards local and strategic infrastructure that will serve a wider area than any one development in particular.

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

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

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

- a. Roads and other transport facilities

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

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

10.18 Work on the Cheshire East CIL will commence following the ~~Submission stage~~adoption of the Local Plan Strategy or sooner if considered appropriate. It is expected that at this stage, the Council will have a greater understanding of the infrastructure requirements for Cheshire East. ~~The examination and adoption of the CIL is expected to follow shortly after the Local Plan Strategy adoption.~~

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

Key Evidence

1. CIL Regulations
2. Infrastructure Delivery Plan

11 Enterprise and Growth

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

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

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

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

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

Crewe: High Growth City

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

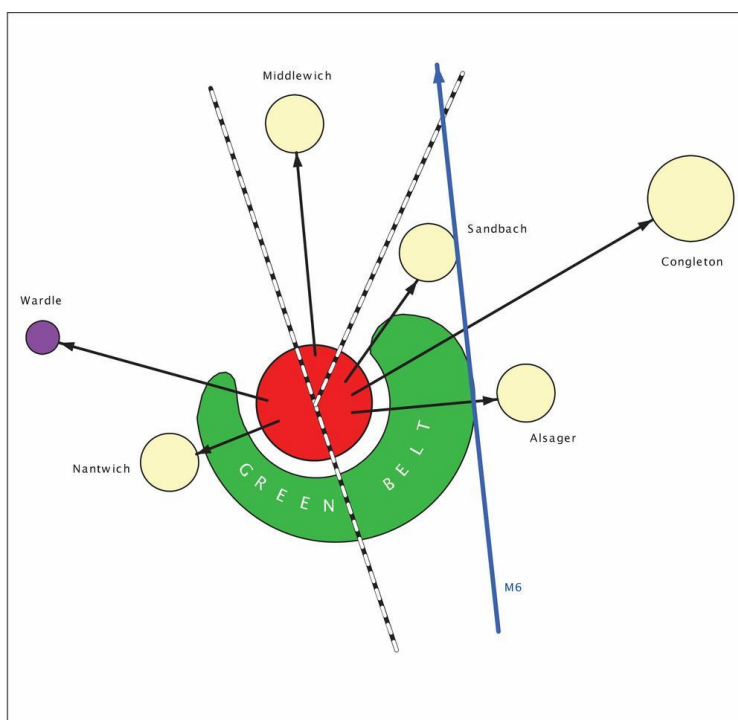


Figure 11.1 High Growth City Concept Plan

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

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

North Cheshire Science Corridor

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

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

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

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

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

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

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

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

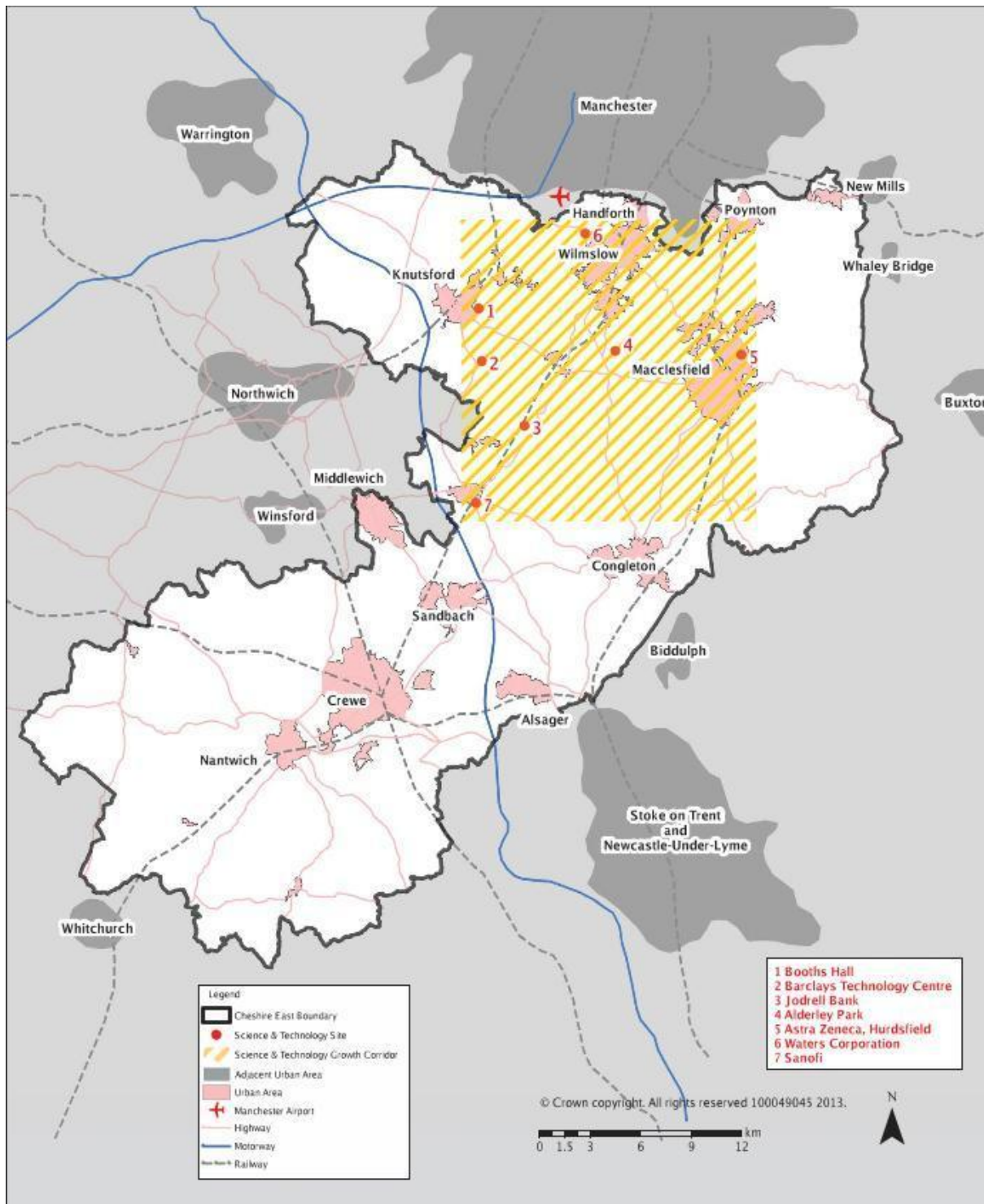


Figure 11.2 Science and Technology Growth Corridor

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

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

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

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

Economic Prosperity

11.15 Cheshire East's economy is characterised by a broad range of industries and services, with particular strengths in pharmaceuticals, financial businesses and advanced engineering, whilst the rural nature of the Borough is reflected in the relatively high number of people employed in agriculture and tourism.

Policy EG 1

Economic Prosperity

1. Proposals for employment development (Use Classes B1, B2 or B8) will be supported in principle within the Principal Towns, Key Service Centres and Local Service Centres as well as on employment land allocated in the Development Plan.
2. Proposals for employment development on non-allocated employment sites will be supported where they are in the right location and support the strategy, role and function of the town, as identified in Settlement Hierarchy, Spatial Distribution of Development and in any future plans, including Neighbourhood Plans, where applicable.

Justification

11.16 The National Planning Policy Framework states that "*to help achieve economic growth, local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century*".

11.17 Cheshire East's employment policy seeks to encourage growth in the Borough and secure a greater number of jobs for its resident workforce. The Cheshire East Local Plan will be focused on delivering growth including ensuring that there is an appropriate balance between jobs, services and facilities and homes, creating a more sustainable pattern of development in the Borough.

11.18 Policy EG1 supports the delivery of opportunities for the provision of employment land that may come forward in the Principal Towns, Key Service Centres and Local Service Centres, in addition to the employment land that is allocated in the Local Plan Strategy. This policy will contribute to the achievement of the strategic objective to promote economic prosperity by creating conditions for business growth. The potential for employment growth in the visitor economy is dealt with in Policy EG4 (Tourism).

Key Evidence

1. Employment Land Review
2. Employment Monitoring

Policy EG 2

Rural Economy

Outside the Principal Towns, Key Service Centres and Local Service Centres, developments that:

1. Provide opportunities for local rural employment development that supports the vitality of rural settlements;
2. Create or extend rural based tourist attractions, visitor facilities and recreational uses;
3. Encourage the retention and expansion of existing businesses, particularly through the conversion of existing buildings and farm diversification;
4. Encourage the creation and expansion of sustainable farming and food production businesses and allow for the adaption of modern agricultural practises;
5. Are considered essential to the wider strategic interest of the economic development of Cheshire East, as determined by the Council; ~~and-or~~
6. Support the retention and delivery of community services such as shops and public houses, and village halls

Will be supported where the development:

- i. Meets sustainable development objectives as set out in policies MP1, SD1 and SD2 of the Local Plan Strategy;

- ii. Supports the rural economy, and could not reasonably be expected to locate within a designated centre by reason of their products sold⁵⁰;
- iii. Would not undermine the delivery of strategic employment allocations;
- iv. Is supported by adequate infrastructure;
- v. Is consistent in scale with its location and does not adversely affect nearby buildings and the surrounding area or detract from residential amenity;
- vi. Is well sited and designed in order to conserve and where possible enhance the character and quality of the landscape and built form; and
- vii. Does not conflict with Policies PG3, PG4, PG5, PG6, SE3, SE4, SE5, SE6 and SE7 of the Local Plan Strategy.

Justification

11.19 The National Planning Policy Framework states that '*planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development*'.

11.20 The rural economy provides a wide range of important goods and services, including clean water, biodiversity, recreational space and opportunities, food energy and carbon management. Rural land is a vital resource for mitigating and adapting to the various challenges of climate change, such as drought and flooding. The countryside is also home to settlements and communities, where economic activities include agriculture and other farm based industries, as well as businesses associated with countryside pursuits, including rural tourism and leisure. Beyond farming, the rural economy in Cheshire East supports many businesses, including wholesale and retail trade, repairs, manufacturing, health and social work, horse-related enterprises (breeding, training and livery) and real estate, renting and business activities.

11.21 Planning has a key role to play in ensuring that the rural economy is viable, meets the needs of existing residents of rural areas and that growth and development is appropriate to the scale of each area and that it has a positive impact upon biodiversity; geodiversity; the landscape and the historic environment.

Key Evidence

1. Employment Land Review

Policy EG 3

Existing and Allocated Employment Sites

1. Existing employment sites will be protected for employment use unless:
 - i. Premises are causing significant nuisance or environmental problems that could not be mitigated; or

⁵⁰ The majority of goods sold should be produced on site

- ii. The site is no longer suitable or viable for employment use; and
 - a. There is no potential for modernisation or alternate employment uses; and
 - b. No other occupiers can be found⁵¹.
2. Where it can be demonstrated that there is a case for alternative development on existing employment sites, these will be expected to meet sustainable development objectives as set out in Policies MP1, SD1 and SD2 of the Local Plan Strategy. All opportunities must be explored to incorporate an element of employment development as part of a mixed use scheme.
3. Subject to regular review, allocated employment sites will be protected for employment use in order to maintain an adequate and flexible supply of employment land to attract new and innovative businesses, to enable existing businesses to grow and to create new and retain existing jobs.

Justification

11.22 The National Planning Policy Framework states that '*policies should avoid the long term protection of sites allocated for employment use where there is no reasonable prospect of a site being used for that purpose*'.

11.23 In order to provide a range of employment sites, particularly for inward investment and limit the need for development on greenfield land, it is vital that existing employment sites, premises and allocations that are viable for continued employment use are safeguarded. This will make sure that job opportunities are maintained and the economic health of the Borough is protected. The release of viable employment sites or premises to other uses may only be made where their loss would not cause harm to business or employment opportunities, or where there are unacceptable amenity impacts for local residents.

11.24 For clarification, this policy applies to all sites currently in use for employment purposes (B1, B2 and B8 uses in the Use Classes Order) as well as sites allocated for such uses.

11.25 There are already a number of key employment areas in the Borough, including Alderley Park, Hurdsfield Industrial Estate, Bentley Motors, Radbroke Hall, Jodrell Bank, Booths Hall and Midpoint 18. These are of particular significance to the economy in Cheshire East collectively employing over 13,000 personnel and the following provides an overview of their contribution to the Borough's strong economic base together with additional key sites that form part of the Borough's employment land portfolio:-

- **Alderley Park** - Currently AstraZeneca's largest research facility and the company's global centre for cancer research. A Masterplan/Planning Brief or similar for the site will be developed over the next 12 months. The objective of this document will be to maximise the employment potential of the site to deliver a life science vision, and also to look at wider uses for all aspects of the site which would meet community/local need.

⁵¹To demonstrate that no other occupiers can be found, the site should be marketed at a realistic price reflecting its employment status for a period of not less than 2 years. The Council will require evidence that a proper marketing exercise has been carried out including a record of all offers and expressions of interest received

- **Hurdsfield Industrial Estate, Macclesfield** - As the largest traditional industrial estate in Cheshire East, it is home to a number of major multinational companies, including AstraZeneca and BASF Performance Products Ltd. This Industrial Estate accommodates an important concentration of activity. Work is ongoing to maximise the employment uses and land uses on the Hurdsfield estate, to ensure it plays its role in delivering our economic vision for the Borough and create growth opportunities for local and new companies seeking to locate in North Cheshire.
- **Bentley Motors, Crewe** - This is the town's largest private sector employer, currently employing 3,500 people. As the company's UK Headquarters, the site is home to all aspects of car production from design, engineering, manufacturing, quality, and sales and marketing. Following an announcement in July 2013 of an £800m investment by the company to manufacture its new Sport Utility Vehicle, plans for significant growth at the site are expected alongside the creation of 1,000 new jobs. With advanced manufacturing accounting for 12.3%⁵² of employment in Cheshire East, the Bentley site is at the centre of this growing sector, and is responsible for a growing supply chain in the nearby area.
- **Radbroke Hall, Knutsford** - The site currently accommodates the UK Strategic Centre for Barclays Bank Plc and is home to the Global Infrastructure and Service Delivery Teams. The site is at the forefront of a growing IT and financial / insurance service industry, of which Cheshire East has a higher concentration than in the North West Region as a whole.
- **Jodrell Bank, Holmes Chapel** - prominently located in the heart of Cheshire East this is a unique site, which is of both historical and scientific significance as a leading facility for radio astrophysics and scientific research in the UK. The Discovery Centre also offers an important contribution to Cheshire East visitor economy. The site is also on the UK National Shortlist for UNESCO in a bid for World Heritage Status due to its potential outstanding universal value.
- **Booths Hall, Knutsford** - Booths Hall combines an 85 hectare parkland setting with flexible, high quality office accommodation which is home to a growing number of small high growth, high tech companies and major multinationals. The site offers a quality employment location in the heart of Cheshire with good links into public transport and road/rail links. The park is a major contributor to Knutsford and the wider regional economy with many leading international and knowledge-based businesses located there. 80% of the existing occupiers operate in Cheshire East's growth sectors.
- **Midpoint 18, Middlewich** - This is a mixed use business park currently home to major companies such as Wincanton and Kuehne + Nagel. The current development footprint provides 128,130 square metres of mixed employment use, including office, distribution, and manufacturing space.
- **Crewe Green Business Park, Crewe** - This is the largest business park in Crewe, it is over 27 hectares and accommodates employers such as Air Products, Busch GVT, Wulvern Housing and DEFRA. Crewe Green Business Park and Crewe Gates and Weston Rd Industrial areas are

⁵²2011 Census, DORIC Online, September 2013

adjacent to each other and form together a diverse, influential and important area of economic activity.

- **Crewe Gates Industrial Estate, Crewe** - The largest industrial area within the largest town in Cheshire East. Employers located here include Expert Logistics, JTI UK, 20:20 Mobile and Bargain Booze Headquarters.
- **Waters Corporation, Wilmslow** - Waters Corporation have recently completed the construction of a mass spectrometry headquarters located at the 15 hectare Stamford Lodge site. This facility will provide employment to over 500 employees committed to the support and development of mass spectrometry systems. Waters is a world leader in this field of scientific innovation.
- **Sanofi/Aventis, Holmes Chapel** - Sanofi is a global integrated healthcare leader in the pharmaceutical industry. The site, prominently located on the edge of Holmes Chapel is a centre of excellence for the manufacture of inhalation products for the worldwide market.

11.26 Whilst the Local Plan Strategy seeks to retain these key employment areas, it also provides opportunities for further inward investment at other established locations such as Radway Green, Congleton Business Park, Radnor Park Trading Estate and others. The Local Plan Strategy also seeks to unlock major new employment sites including Basford East and West and other developments to meet both latent demand and future projected growth. A range of employment sites are allocated around Crewe and in the south of the Borough to facilitate economic growth and deliver the aspirations set out by 'All Change for Crewe: High Growth City'.

Key Evidence

1. Employment Land Review
2. Employment Monitoring

Tourism

11.27 Nationally, tourism generates £90 billion of direct spending, provides 1.36 million jobs and is the fifth or sixth biggest sector of the UK economy in most years. The visitor economy is an important contributor to businesses and communities in Cheshire East, bringing 13.2 million visitors to the Borough each year, generating around £700m a year for the local economy and employing about 10,000 people, with food and drink, accommodation and shopping accounting for most of these jobs⁵³. The rich and varied natural and historic environment, and the beauty and character of the wider countryside, plays a vital role in the visitor economy of Cheshire East. These Borough-wide assets will be protected and where possible, enhanced to help drive the visitor economy as well as for their own sake. As part of the plan for growth it is important that the visitor economy is able to maximise its contribution to the economy, employment and quality of life of Cheshire East.

⁵³STEAM Report 2010, Marketing Cheshire

Policy EG 4

Tourism

1. The Local Plan Strategy will protect and enhance the unique features of Cheshire East that attract visitors to the area, including their settings, whilst encouraging investment. This will be achieved through:
 - i. The protection of Cheshire East's tourist assets, such as Tatton Park, Quarry Bank Mill, Little Moreton Hall, Macclesfield Silk Museum, Jodrell Bank, the Peak District National Park (adjoining the plan area), Alderley Edge, the Gritstone Trail, Tegg's Nose Country Park, Sandstone Ridge and the waterways that support appropriate sustainable tourist related development;
 - ii. Protecting visitor attraction sites;
 - iii. Promoting the enhancement and expansion of existing visitor attractions and tourist accommodation, and the provision of new visitor and tourism facilities, in sustainable and appropriate locations;
 - iv. Encouraging sustainable transport to tourist and cultural sites;
 - v. Encouraging and promoting opportunities for new tourist attractions in the historic and natural environment in sustainable and appropriate locations; and
 - vi. Improving access to our natural and historic landscapes through enhancing our vital public rights of way network
2. Proposals for tourist development of an appropriate scale, including attractions and tourist accommodation, will be supported within the Principal Towns and Key Service Centres.
3. Proposals for tourist development outside the Principal Towns and Key Service Centres will be supported where:
 - i. Either:
 - a. They are located within a Local Service Centre; or
 - b. They are located within an existing or replacement building; or
 - c. There is evidence that the facilities are required in conjunction with a particular countryside attraction;
 - ii. And:
 - a. The scale, design and use of the proposal is compatible with its wider landscape or townscape setting and would not detract from the character or appearance of the area; and
 - b. It would not be detrimental to the amenities of residential areas; and
 - c. The proposals are served by adequate access and infrastructure; and

- d. The site has access to local services and employment.

Justification

11.28 The National Planning Policy Framework states that Local Plans should '*support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside*'.

11.29 The National Planning Policy Framework supports this agenda through a range of policy directives to support:

- Sustainable rural tourism;
- Competitive town centres;
- Sustainable transport;
- High quality design;
- Inclusive communities;
- Enhancement of the natural environment; and
- Enjoyment of the historic environment.

11.30 Together these policies underpin the Cheshire East approach to sustainable tourism and our ambition is to maximise its contribution to the economy, employment and quality of life in Cheshire East.

11.31 The visitor economy covers a wide range of activities across a variety of themes and locations in Cheshire East. Attractions such as Tatton Park, Jodrell Bank and Little Moreton Hall may be considered visitor destinations in their own right; leisure based visits might cross the Borough over a variety of canal, cycle or public footpath networks; and culture and recreational activities may take visitors to parks and gardens, market towns, and festivals across the Borough.

11.32 Visits to and within the Borough generate economic activity, support jobs and industries. By maintaining and improving infrastructure associated with the visitor economy, including green infrastructure and improvements to the Right of Way Network, communities are better able to access active leisure opportunities and participate in the cultural and social life of the Borough.

11.33 Enabling residents and visitors to access, understand and engage with the heritage, landscape and cultural assets of the Borough promotes a sense of place and pride in communities that alongside an attractive cultural, recreational and leisure offer, can be effective in attracting highly skilled individuals and businesses to locate in the area and may contribute to long term prosperity, regeneration and support for services.

11.34 Whilst it is important to support our visitor economy, it is also important to protect those assets that make the Borough attractive to visitors including landscape, public realm and heritage. In particular, it is important to minimise the impact generated by tourism travel.

11.35 Planning has a key role to play in enabling and encouraging more of our 10.3 million day visitors to stay longer and spend more by:

- supporting the industry to increase the number of overnight stays;
- promoting good design in the built environment and public space;
- protecting the quality of natural and historic landscapes;
- improving the provision of arts and heritage; and
- enhancing the visitor experience through improvements to the public realm.

Key Evidence

1. Cheshire East Visitor Economy Strategy
2. Government Tourism Policy
3. Cheshire East Sustainable Communities Strategy
4. Cheshire East Economic Development Strategy
5. Cheshire East Local Economic Assessment
6. Cheshire East Local Transport Plan

Town Centres

11.36 The Council advocates a clear 'town centre first' approach for its Principal Towns and Key Service Centres. It is fully supportive of the Government's aims to promote the vitality and viability of town and other centres as important places for communities. They are a major focus for employment and drivers of economic growth.

11.37 Cheshire East is a Borough with a significant number of towns and villages, each with its own distinct identity and character and offering an individual experience. They are key drivers in Cheshire East's economic prosperity and the focus will be on the continued development of the centres as commercial, retail, visitor and leisure hubs.

Policy EG 5

Promoting a Town Centre First Approach to Retail and Commerce

1. The Council will support the following hierarchy of retail centres in Cheshire East:
 - i. The Principal Towns will be the main focus for high quality comparison retail, supported by a range of retail, service, leisure, tourism, office and other town centre-type uses, including residential.
 - ii. In the Key Service Centres, there will be a focus on the improvement of the convenience and comparison retail offer, with the potential to strengthen and

enhance the retail offer, where suitable, as well as diversification to other uses such as offices, services, leisure, cultural and residential, as appropriate.

- iii. In the Local Service Centres, there will be a focus on convenience and comparison retailing of an appropriate scale, plus opportunities for service uses and small-scale independent retailing of a function and character that meets the needs of the local community.
 - iv. In the other settlements and rural areas of the Borough, there will be a focus on providing retail and services of appropriate scale and nature to meet the needs of the local community.
2. Town centres will be promoted as the primary location for main town centre uses including retail, leisure, cultural and office development.
 3. The use of upper floors in town and other centres for non-retail uses will be supported, where appropriate.
 4. The retention and enhancement of the Borough's markets will be encouraged.
 5. Small parades of shops will be protected where they are important to the day-to-day needs of local communities.
 6. Proposals that help develop the evening and night-time economy in the Principal Towns and Key Service Centres will be supported, where any negative impacts on amenity are addressed.
 7. Proposals for main town centre uses should be located within the designated town centres or on other sites allocated for that particular type of development. Where there are no suitable sites available, edge-of-centre locations must be considered prior to out-of centre locations. Edge-of-centre and out-of-centre proposals will be considered where:
 - i. there is no significant adverse impact on the vitality and viability of the surrounding town centres; and
 - ii. it is demonstrated that the tests outlined in current Government guidance can be satisfied.

Justification

11.38 The National Planning Policy Framework states that '*planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period*'. It goes on to state that '*local planning authorities should:*

- *recognise town centres as the heart of their communities and pursue policies to support their viability and vitality;*
- *define a network and hierarchy of centres that is resilient to anticipated future economic changes;*

- *promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres;*
- *set policies for the consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres'.*

11.39 It is important to determine appropriate policies for retailing, focused on town centres, as they are often a central part of community identity and contain the shops, services, pubs, restaurants, leisure, entertainment and other facilities that people wish to access locally, as well as businesses, employment and homes. Town centres are generally accessible by a wide range of transport modes and provide the greatest opportunity for linked trips.

11.40 The Council has developed a retail hierarchy of centres based on the Determining Settlement Hierarchy Study. The Study looks at a range of factors to determine the role and function of the Borough's settlements and confirms their place in the hierarchy, which is made up of Principal Towns, Key Service Centres, Local Service Centres and other settlements. This approach defines where new development is best located in the Borough.

11.41 In order to fully meet the identified needs of the Borough, suitable sites for main town centre uses will be allocated in the Site Allocations and Development Policies Document.

11.42 Until they are reviewed, the existing boundaries and retail allocations will remain as they are in the 'saved' policies of the Congleton Borough Local Plan First Review, the Borough of Crewe & Nantwich Replacement Local Plan and the Macclesfield Borough Local Plan.

11.43 All town centre boundaries, Principal Shopping Areas and primary and secondary frontages will be defined in the Site Allocations and Development Policies Document, and shown on the Adopted Policies Map. Detailed policies defining which uses will be permitted in these locations will also be included in the Site Allocations and Development Policies Document.

11.44 The Council is keen to preserve and enhance the vitality and viability of its existing town centres. Therefore, it is important to make sure that proposals for town centre uses located outside of these town centres do not have a significant adverse impact on these existing centres. These impacts could include an increase in the number of vacant units and a reduction in turnover. More information on town centre impacts can be found in Government guidance, but the Council will apply the sequential test set out in paragraph 26 of the NPPF when determining retail applications with a floorspace in excess of 2500 square metres.

Key Evidence

1. Cheshire Retail Study
2. Town Centre Surveys
3. Retail monitoring
4. Determining the Settlement Hierarchy Study

12 Stronger Communities

12.1 Cheshire East is committed to meeting the needs of its local communities and providing the infrastructure, services and facilities required to create sustainable and stronger communities, whilst recognising that Cheshire East covers a large geographical area and contains a large number of towns and villages, each with its own local character and distinctiveness, which must be considered.

12.2 We also want to put local people at the heart of decision making for their community and provide them with the ability to identify and meet their own needs, embracing the spirit of localism.

12.3 The Local Plan Strategy will provide a significant number of new homes in all parts of the Borough, to 2030, to support economic growth and sustainable development. It will make sure that there is an appropriate mix of house types, sizes and tenures provided across the Borough.

12.4 The Council also faces challenges in enabling people of all ages to make provision for their own care needs wherever possible. Good housing is essential for achieving this aim. Housing should be readily adaptable in the face of changes in the circumstances of its occupiers. In addition, specific provision should be made to meet the diverse needs of the Borough. This can range from bespoke housing with an element of care, through to whole life housing, the obligation to build more bungalows and positive encouragement for dependent relative annexes.

12.5 The Local Plan Strategy will strive for a decent quality of life for all residents and will contribute to the achievement of equality and social inclusion. It will seek to reduce poverty and to enable older people to live independently for longer in order to achieve a better quality of life for all. It will seek to improve human health and achieve a high quality of life by maximising opportunities to access facilities and open space thereby encouraging a healthy and active lifestyle.

12.6 Cheshire East Council will work with infrastructure providers to make sure that the infrastructure required to support the community is provided, including: local health and social care facilities; leisure and community facilities; education; transport; broadband, mobile and other ICT connectivity; water; waste water; and energy.

Leisure

12.7 Leisure opportunities bring together members of a community who work, live and play within an area.

12.8 Leisure and sports facilities and green spaces such as parks and allotments can help to enhance everyone's life. Such provision is important for residents' social, mental and physical health and well-being and to the achievement of sustainable communities.

Policy SC 1

Leisure and Recreation

In order to provide appropriate leisure and recreational facilities for the communities of Cheshire East, the Council will:

1. Seek to protect and enhance existing leisure and recreation facilities, unless they are proven to be surplus to requirements or unless improved alternative provision, of similar or better quality, is to be made.
2. Support and promote the provision of better leisure, community and recreation facilities, where there is a need for such facilities, the proposed facilities are of a type and scale appropriate to the size of the settlement, are accessible and support the objectives of the Local Plan Strategy. The Council will:
 - i. Encourage facilities that serve the Borough as a whole, and facilities that attract large numbers of people, to be located, where possible, within or adjoining Crewe or Macclesfield town centres;
 - ii. Require facilities serving Key Service Centres to be located in or adjacent to their town centre or highly accessible locations;
 - iii. Require facilities intended to serve the everyday needs of a community or neighbourhood to be in or adjacent to the centres of Local Service Centres or other settlements; and
 - iv. Encourage the development of shared service centres that combine public services, health and community functions in modern accessible buildings.
3. Support proposals for facilities that would not be appropriate to be located in or adjacent to centres, provided they are highly accessible by a choice of transport, do not harm the character, amenity, or biodiversity value of the area, and satisfy the following criteria:
 - i. The proposal is a facility that:
 - a. supports a business use;
 - b. is appropriate in an employment area; or
 - c. supports an outdoor sports facility, education or related community / visitor facility; or
 - d. supports the visitor economy and is based on local cultural or existing visitor attractions.
4. Work with agencies, services and businesses responsible for providing facilities to make sure that the needs and demands of communities are met.

5. Make sure that appropriate developments contribute, through land assembly and financial contributions, to new or improved facilities where development will increase demand and / or there is a recognised shortage of local leisure, community and recreation facilities.⁵⁴

Justification

12.9 The National Planning Policy Framework states that Local Planning Authorities should '*allocate a range of suitable sites to meet the scale and type of . . . leisure . . . development needed in town centres. It is important that needs for . . . leisure . . . are met in full*' and '*deliver sufficient community and cultural facilities and services to meet local needs*'. The policy covers indoor leisure, community and recreation facilities. Community halls for example can be a focus for indoor recreation such as bowls and exercise classes. Policy SE6 in the Sustainable Environment Chapter covers outdoor open space such as parks and allotments.

12.10 Major facilities that attract a large number of people should be sited in accessible locations, and the Council will encourage such facilities to be located within or adjoining the two principal towns of Crewe and Macclesfield, where this is possible. If this is not possible, other accessible locations include town centres. Smaller facilities should be located close to existing centres where possible, or close to the communities they are serving. Where sites are not available in centres, other accessible locations will be acceptable subject to their impact on surrounding uses. Accessibility is a critical issue for community facilities as they are used by all groups, including those without access to a car and those with restricted mobility. Young people and elderly persons can be disadvantaged in terms of accessibility to community facilities and therefore accessibility by public transport and safe pedestrian routes are essential.

12.11 Focusing major facilities in town centres not only ensures good standards of accessibility but also helps to ensure vibrant and viable town centres. Major out-of-town centre leisure facilities are not encouraged, however, it is accepted that some facilities serve a very local need or will only be viable in locations outside centres. Consequently, the policy seeks to ensure that their impact is not harmful to the surrounding area.

12.12 The Council will work with other agencies and the voluntary and private sectors, to secure more and better facilities through joint working. Shared centres where public health facilities, council offices, libraries, police and other services are in one building can be cost-effective and more convenient for the public and are, therefore, supported.

Key Evidence

1. Cheshire Retail Study
2. Open Spaces Assessment
3. Green Space Strategy
4. Playing Pitch Strategy
5. Indoor Leisure Facilities Development Statement

⁵⁴ Further detail can be found in Policy SE6.

Outdoor Sports Facilities

Policy SC 2

Indoor and Outdoor Sports Facilities

In order to provide appropriate indoor and outdoor sports facilities for the communities of Cheshire East, the Council will:

1. Protect existing indoor and outdoor sports facilities, unless:

Either:

- i. They are proven to be surplus to need⁵⁵; or
- ii. Improved alternative provision⁵⁶ will be created in a location well related to the functional requirements of the relocated use and its existing and future users.

And in all cases:

- iii. The proposal would not result in the loss of an area important for its amenity or contribution to the character of the area in general; and
2. Support new indoor and outdoor sports facilities where
 - i. They are readily accessible by public transport, walking and cycling; and
 - ii. The proposed facilities are of a type and scale appropriate to the size of the settlement; and
 - iii. Where they are listed in an action plan in any emerging or subsequently adopted Playing Pitch Strategy or Indoor Sports Strategy, subject to the criteria in the policy.
 3. Make sure that major residential developments contribute, through land assembly and financial contributions, to new or improved sports facilities where development will increase demand and/or there is a recognised shortage.

Justification

12.13 Publicly accessible urban open space, play and sports facilities all have a vital role to play in helping to promote more healthy lifestyles.

12.14 The existing outdoor and built sports facilities of the Borough represent important assets serving the communities in which they are located and in some instances the wider area. This importance relates to their function and also the amenity value and the contribution these facilities make to providing green spaces within the area.

⁵⁵ As identified in an adopted and up to date Needs Assessment

⁵⁶ Improved alternative provision means a full quantity and quality replacement to accord with paragraph 74 of the NPPF and Sport England policy

12.15 Any proposal affecting an [indoor or](#) outdoor sports facility will be judged in relation to any emerging or subsequently adopted [Indoor Sports Strategy or](#) Playing Pitch Strategy.

12.16 The type and scale of development appropriate to a settlement will depend upon a number of factors:

- The demand and supply factors in relation to the particular [indoor or](#) outdoor sports being catered for, for example, a combined sports facility catering for local football clubs in an area which may serve a wider area than the adjacent settlement;
- The classification of the settlement within the settlement hierarchy;
- The proximity of other settlements and facilities; and
- Accessibility and infrastructure considerations, for example, traffic impact.

12.17 In terms of the development of appropriate facilities, this will be determined through evidence from the Playing Pitch Strategy [and Indoor Sports Strategy](#) process, other work with the community and sports bodies, to determine a particular club or community's needs. The Council is expected to introduce the Community Infrastructure Levy (CIL) and the balance between what monies are collected between Section 106 agreements (S106) and CIL will be part of this process. The level of contributions will be determined through the S106 and CIL setting agenda.

12.18 Policy SE6 in the Sustainable Environment Chapter covers all outdoor open space such as parks, allotments and playing fields; open space standards and contributions.

Key Evidence

1. Open Spaces Assessment
2. Green Space Strategy
- [3. Playing Pitch Strategy](#)
- [3.4. Indoor Sports Strategy](#)

Health and Well-Being

12.19 Health, well-being and safety are major issues on the local and national agenda, and are closely interrelated. Health is about more than access to medical treatment and services. It is about lifestyle, including routine exercise and fitness for all ages and interests. It is also about living in a safe environment and feeling part of the community. The Joint Strategic Needs Assessment approach to addressing health issues includes these wider determinants of health and should be used to inform planning.

12.20 The planning system can play an important role in facilitating social interaction and creating safe, healthy and inclusive communities.

Policy SC 3

Health and Well-being

The Council and its partners will create and safeguard opportunities for safe, healthy, fulfilling and active lifestyles by:

1. Working in partnership with the health and social care providers to improve health across Cheshire East and reduce inequalities;
2. Requiring Health Screening or Rapid Impact Assessments as part of the application process on all major development proposals. This will involve a review of the possible health impacts of a policy or proposal. Screening should include:
 - i. Who may be affected by the proposal;
 - ii. What determinants of health may be affected; and
 - iii. What further evidence is needed to inform the recommendations.
- ~~2.~~ Screening will determine if a full Health Impact Assessment is required. The Council will seek and seeking contributions towards new or enhanced health and social care facilities from developers where development results in a shortfall or worsening of provision;
3. Ensuring new developments provide opportunities for healthy living and improve health and well-being through the encouragement of walking and cycling, good housing design (including the minimisation of social isolation and creation of inclusive communities), access to services, sufficient open space and other green infrastructure, and sports facilities and opportunity for recreation and sound safety standards;
4. Improving education and skills training and encouraging life-long learning;
5. Protecting existing community infrastructure and ensuring the provision of a network of community facilities, providing essential public services together with private and voluntary sector facilities, to meet the needs of the local community;
6. Ensuring all development is designed to create safe environments by:
 - i. Ensuring the natural surveillance of streets and public spaces;
 - ii. Providing convenient, well designed, all weather, safe access and movement routes for all;
 - iii. Promoting activity that is appropriate to the area, by encouraging a diversity of uses (where appropriate) to extend activity to ensure the safe use of spaces during the day and night;
 - iv. Encourage green spaces and play areas to be located away from main roads;
 - v. Creating a sense of ownership by providing a clear definition between public and private realm;

- vi. Ensuring security measures are sympathetically incorporated into the design;
 - vii. Ensuring the layout and use of new developments are appropriate and compatible with an area. Any new open space should be well defined, flexible and purposeful; and
 - viii. Strongly encouraging the reuse of vacant and derelict buildings and spaces;
7. Promoting the role of communal growing spaces including allotments, garden plots within developments, small scale agriculture and farmers' markets in providing access to healthy, affordable, locally produced food options.

Justification

12.21 The Health and Social Care Act 2012 places a duty upon local authorities to take such steps as it considers appropriate for improving the health of the people in its area.

12.22 One of the Core Principles of the National Planning Policy Framework states that planning should *'take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs'*.

12.23 Life expectancy in Cheshire East is higher than regional (North West) and the national (England) averages. Life expectancy at birth for females is 83.3 years, compared to 81.5 years in the North West and 82.9 years nationally. Life expectancy at birth for males is 80.1 years, compared to 77.4 in the North West and 78.9 nationally⁵⁶⁵⁷. However, there are pockets of poor health: there is a gap of around 10 years in male life expectancy and nearly 15 years for female life expectancy between some of the local areas within Cheshire East⁵⁷⁵⁸.

12.24 Population projections produced by the Office for National Statistics and locally produced population forecasts produced for the Local Plan both suggest that the number of people aged 65 years and over will continue to increase, with those aged 85 years and over likely to increase at the fastest rate. This is partly due to increased longevity, but is also a consequence of the age structure of the population and in particular the ageing of the large number of people born during the post World War 2 baby boom.

12.25 Having timely and easy access to a range of health and social care services and community infrastructure is a key issue for local people and creating opportunities for healthier and more active lifestyles is part of evolving national policy. The Joint Strategic Needs Assessment highlights that *'adult participation in physical activity, as measured through sport and active recreation, in Cheshire East is generally similar to the national average, whilst activity rates are lowest in Crewe and Nantwich and highest in Macclesfield. Physical activity is important in childhood to support healthy growth and development, psychological well-being and social interaction. Obesity in childhood can lead to risks of coronary heart disease, strokes and poor mental health in later life, all causes of*

⁵⁷ Life expectancy at birth and at age 65 by local areas in England and Wales, 2009-11, ONS. Crown Copyright

⁵⁸ Source: Life Expectancy at Birth, Department for Health, August 2012

*premature death. Across Cheshire East, 8.2 per cent of all children were obese in 2010 although this is less than the national average (9.6 per cent)⁵⁸.*⁵⁹

12.26 Encouraging residents to live a healthy lifestyle involves the provision of facilities to encourage regular exercise, maximising the opportunities provided by the natural landscape of the Borough to improve their health. The Public Health Outcomes Framework for England (2013) sets the context for local areas to decide what public health interventions they will make. It sets out two overarching outcomes:

- i. Increased life expectancy; and
- ii. Reduced differences in life expectancy and healthy life expectancy between communities.

12.27 Section 17 of the Crime and Disorder Act 1998 requires local authorities to do all they reasonably can to prevent crime and disorder and stipulates that the prevention of crime and the enhancement of community safety are matters that a local planning authority should consider in its plans and decisions. Crime and the fear of crime have a great impact on quality of life and general well-being, meaning that designing high quality and safe developments is an important aspect of creating places where people want to live, work and play. A contributory factor to improving safety is to create and sustain a 'sense of place', where people take pride in their surroundings. It will also be important to ensure that new developments are designed to a high standard and incorporate the key principles of good design as set out in 'By Design' (DETR 2000). The production of a Design and Access Statement is an important part of development proposals (see Policy SE1 Design). Developers should request Crime Impact Statements (CIS) from their relevant Police Crime Commissioner body (PCC) to assist with the completion of the 'safer communities' section of the Design and Access Statement.

12.28 Any future Cheshire East Council policy on Health Impact Assessments will set out when a HIA is required in relation to new development. This policy (SC3) will then be applied to new development in relation to Criterion 2.

Key Evidence

1. Ageing well in Cheshire East Programme - A Plan for People aged 50 and over (2012-2017)
2. Cheshire East Joint Strategic Needs Assessment: Population Projections, (2010)
3. Cheshire East Health and Wellbeing Strategy (2013 -2014)
4. Building for Life Assessments
5. Health Impact Assessment Policy

⁵⁹Cheshire East Council Child Poverty Needs Assessment 2011

Residential Mix

12.29 A neighbourhood with a mix of housing tenures, types and sizes will be more able to meet the changing needs and aspirations of its residents, through changing life stages, household shapes and sizes or changes in income. Providing greater housing choice increases the opportunities for households to remain within their communities and promotes social equality and inclusion by easing geographical constraints on the search for appropriate homes.

Policy SC 4

Residential Mix

1. New residential development should maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities. This could include ~~Self-Build and~~ Key Worker Housing and people wishing to build or commission their own home.
2. To meet the needs arising from the increasing longevity of the Borough's older residents, the Council will require developers to demonstrate how their proposal will be capable of meeting, and adapting to, the long term needs of this specific group of people. This would include the provision of ~~Lifetime Homes and Bungalows~~ a variety of dwelling types and other measures to support Health and Wellbeing and independent living through new developments that recognise the needs of older people, those with dementia and other vulnerable people; this will include developing dementia-friendly communities.
3. Development proposals for accommodation designed specifically for the elderly and people who require specialist accommodation will be supported where there is a proven need; they are located within settlements; accessible by public transport; and within a reasonable walking distance of community facilities such as shops, medical services and public open space.

Justification

12.30 The National Planning Policy Framework states that *'to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should:*

- *plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);*
- *identify the size, type, tenure and range of housing that is required in particular locations, reflecting local demand'.*

12.31 In order to create mixed, balanced and inclusive communities, provision will need to be made for a variety of housing tenures, types and sizes. An appropriate mix of housing will need to be provided within individual developments, proportionate to the scale of development proposed. Smaller schemes will need to contribute to the mix of housing across the wider area. The mix of

housing will be expected to include properties for key workers and for those who wish to self build or commission their own home. The Council will keep a register of those who are seeking to acquire serviced plots of land in the Plan area to build homes for themselves to occupy and will seek to supplement this with information from secondary data sources to obtain a robust assessment of demand for this type of housing. Further details of how this housing mix will be taken into consideration will be set out in a Supplementary Planning Document and the Site Allocations and Development Policies Document.

12.32 Facilitating more balanced communities, comprising a range of ages, household types and incomes may also help achieve wider social policy goals, such as reducing concentrations of income poverty and social exclusion.

12.33 The Council will work in partnership, with developers and Registered Providers, to provide accommodation with a greater range of tenure options that is of good quality and better good design, ~~and meets Lifetime Homes standards,~~ offering longevity and flexibility for the changing needs of ageing. Appropriate sites to meet this specific housing need will be identified within the Strategic Sites of the Local Plan Strategy and the Site Allocations and Policies Development Plan Document. The Council may also seek a proportion of the overall housing land target to be developed as bungalows or houses ~~meeting Lifetime Homes~~ suitable for older person households.

12.34 In the interests of sustainability and to ensure that new housing provision is sited in the most appropriate location, the Council will require proposals for the elderly and/or specialist housing accommodation to be supported by evidence that there is a proven need for such accommodation.

12.35 The Council will encourage the completion of Building for Life Assessments to ensure high quality residential development that meets the needs of all.

Key Evidence

1. Strategic Housing Market Assessment
2. Ageing well in Cheshire East Programme - A Plan for People aged 50 and over (2012-2017)
3. Housing Statistics - Communities and Local Government Live Housing Statistics / Cheshire East Council Housing Statistics
4. Cheshire East Health and Wellbeing Strategy 2013-2014
5. Cheshire East Housing Strategy 2011-2016
6. Cheshire East Supported Housing Strategy⁵⁹⁶⁰
7. Safer Places: The planning system and crime prevention

⁶⁰ This document is a technical report which along with further work will feed into the production of a Supported Accommodation Strategy.

Affordable Homes

12.36 The policy seeks to address high levels of housing need whilst reflecting the economics of provision. The Strategic Housing Market Assessment (SHMA) and viability studies have informed the approach.

Policy SC 5

Affordable Homes

1. In residential developments affordable housing will be provided as follows:
 - i. In developments of 15 or more dwellings (or 0.4 hectares) in the Principal Towns and Key Service Centres at least 30% of all units are to be affordable;
 - ii. In developments of three or more dwellings (or 0.2 hectares) in Local Service Centres and all other locations at least 30% of all units are to be affordable;
 - iii. In future, where Cheshire East Council evidence, such as housing needs studies or housing market assessments, indicate a change in the Borough's housing need the above thresholds and percentage requirements may be varied;
2. Units provided shall remain affordable for future eligible households or for the subsidy to be recycled for alternative affordable housing provision;
3. The affordable homes provided must be of a tenure, size and type to help meet identified housing needs and contribute to the creation of mixed, balanced and inclusive communities where people can live independently longer;
4. Affordable homes should be dispersed throughout the site, unless there are specific circumstances or benefits that would warrant a different approach;
5. Market and affordable homes on sites should be indistinguishable and achieve the same high design quality. ~~Affordable homes must also be built to comply with the Homes and Communities Agency's Design and Quality Standards April 2007 and achieve Code for Sustainable Homes Level 3⁽⁶⁰⁾;~~
6. The Council will seek to improve choice and increase supply of affordable homes to reflect that housing markets change over periods of time and therefore the products that are made available to help people access rented and other affordable housing need to change to meet these market conditions;
7. In exceptional circumstances, where scheme viability may be affected, developers will be expected to provide viability assessments to demonstrate alternative affordable housing provision⁶¹. The developer will be required to submit an open book viability assessment. In such cases, the Council will commission an independent review of the viability study, for which the developer will bear the cost. In cases where such alternative affordable housing

⁶¹ Alternative affordable housing provision could include lower provision or provision of alternative affordable housing tenures.

provision is agreed there may be a requirement for the provision of 'overage' payments to be made. This will reflect the fact that the viability of a site will be agreed at a point in time and may need to be reviewed, at set point(s) in the future;

8. Affordable housing is required to be provided on-site, however, in exceptional circumstances, where it can be proven that on-site delivery is not possible, as a first alternative, off-site provision of affordable housing will be accepted; as a second alternative a financial contribution may be accepted, where justified, in lieu of on-site provision.

Justification

12.37 The National Planning Policy Framework states that where Local Authorities have identified that affordable housing is needed, they should *'set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time'*.

12.38 'Affordable housing' and 'Affordable homes' are considered to be that as defined in the National Planning Policy Framework.

12.39 A community's need for an appropriate balance and mix of housing, including the provision of affordable housing, is recognised at national level as a material consideration in determining planning applications for housing development. Government policy seeks to create sustainable communities that offer a wide range of housing types and tenures and are socially inclusive.

12.40 The Council is keen to enable people to live independently at all stages of their lives and to reduce cultures of dependency. The Council is also keen to enable people to buy a home of their own and promote wider home ownership. It also encourages families to grow and move into homes that match their current and future aspirations. There needs to be a wider choice of housing that can support people when they are older and allow them to remain independent for as much of their life as possible. Affordable housing is a means of achieving these goals; it can support broader home ownership through initiatives such as housing designed specifically for first time buyers and can allow families to grow through fixed discount and shared ownership housing. Securing housing at the right price supports a flexible and dynamic labour market and enhances the wider growth agenda. Housing that meets the needs of older people will be increasingly important as longevity improves; the right kind of ~~Lifetime Homes~~ housing, bungalows or directly supported housing promotes independence and reduces the need to fall back on the care system. Consequently, a good range of housing that meets local needs is vital to the overall strategy.

12.41 Although the Borough has a stock of good quality housing with relatively low vacancy rates, in many areas there is an imbalance in the type and tenure of available housing. There is a need to make sure that future housing development in Cheshire East helps to support economic growth by providing for a range of income groups. This includes housing for households seeking open market dwellings and those requiring affordable housing (including social rented, affordable rent, shared ownership housing, discounted housing for sale and increased diversity of options through intermediate tenures). Such an approach will help to maintain long-term community sustainability and enhance the quality of life for local residents.

12.42 ~~The Housing Development Study shows that there is the objectively-assessed need for affordable housing shows for a minimum of 7,100 dwellings over the plan period, which equates to an average of 355 dwellings per year. The Strategic Housing Market Assessment identifies that (based on the Communities and Local Government housing needs assessment model presented in the Communities and Local Government Strategic Housing Market Assessment guidance), there is an annual net shortfall of 1,401 affordable homes. Due to the fact that there will not be sufficient supply-side opportunities through which this will be able to be addressed, this is not a target for delivery. This does, however, show that there is a clearly identified need for more affordable housing to meet local needs.~~

12.43 To help address housing need, the Council will seek affordable housing from residential developments in accordance with the stated thresholds.

12.44 All development involving the provision of housing that meets the thresholds will be required to make provision for affordable housing, unless there are exceptional viability circumstances which make this impossible. Land values used in any viability assessments will be expected to take account of planning obligations.

12.45 The Council will normally require the affordable housing to be delivered without public subsidy and provided on site. In exceptional circumstances and where it can be justified, as a first alternative, affordable housing will be accepted off-site; this must be on a site that is agreed with the Council as being in a suitable location, relative to the housing need to be met. In exceptional circumstances and where it can be justified, as a second alternative, a financial contribution will be accepted. Where a financial contribution is sought, the Council will seek to use a standard methodology which will be detailed in additional guidance and based on evidence such as the Strategic Housing Market Assessment, local housing needs surveys and other housing market studies.

12.46 The Council will seek the balance of housing that best meets local needs and the characteristics of the site. Currently, this is 65% affordable (or social) rent housing and 35% intermediate affordable housing. The Council may refine both the headline percentage, tenure split and any geographical variation as the Plan progresses. Any future requirements will be determined through evidence such as the Strategic Housing Market Assessment and local housing needs surveys.

12.47 Affordable housing requirements must also be balanced with other requirements for transport infrastructure, community facilities, open space and sustainable construction. However, it should be stressed that the provision of affordable housing will be additional to any requirements outlined in the Council's Charging Schedule under the Community Infrastructure Levy (CIL) - see Policy IN2 .

12.48 The Draft Core Strategy and CIL Viability assessment (2013) noted that greenfield residential development is generally viable at the current time at a 30% affordable housing requirement. The assessment acknowledges challenges, however, in respect of the viability of brownfield development in meeting the 30% requirement with particular issues around the urban area of Crewe. Point 7 of policy SC5 allows for the viability of schemes to be a key consideration in demonstrating an alternative affordable housing provision alongside an open book viability assessment, in order to consider schemes on a case by case basis.

12.49 In Crewe it may also be more appropriate to divert funding for affordable housing into provisions for the improvement of existing stock within the urban area, rather than the provision of new houses. This will not only make best use of available resources but have regeneration benefits as well.

12.50 Where viability assessments are submitted, to demonstrate that an alternative provision of affordable housing should be provided, they will be evaluated independently, such cost being borne by the developer. In cases where such alternative affordable housing provision is agreed, there may be a requirement for the provision of 'overage' payments to be made. As viability assessments are relevant to a particular point in time, this would be linked to reviews of the viability assessment, at certain points within the site's lifetime. Such a requirement will be related to the site's size; its characteristics; market conditions and other relevant factors.

12.51 Further explanation, regarding how this Policy and Policy SC6 'Rural Exceptions Housing for Local Needs' will operate, will be included in a Supplementary Planning Document on Affordable Housing.

Key Evidence

1. Strategic Housing Market Assessment
2. Local Housing Needs Surveys
3. Cheshire East Housing Strategy

Rural Exceptions

12.52 Approximately 30% of Cheshire East's population live in Local Service Centres (LSCs), Other Settlements and rural areas. The provision of additional housing is vital to the creation and maintenance of sustainable communities in rural areas. Further supply is required to address the cost of housing, and to enable newly forming households to remain in their communities. Additional housing can also help to improve the viability of existing or potential local services.

Policy SC 6

Rural Exceptions Housing for Local Needs

Rural Exceptions affordable housing will be permitted as an exception to other policies concerning the countryside, to meet locally identified affordable housing need, subject to all of the following criteria being met:

1. Sites should adjoin Local Service Centres and Other Settlements and be close to existing employment and existing or proposed services and facilities, including public transport, educational and health facilities and retail services;

2. Proposals must be for small schemes; small schemes are considered to be those of 10 dwellings or fewer⁶². Any such developments must be appropriate in scale, design and character to the locality;
3. A thorough site options appraisal must be submitted to demonstrate why the site is the most suitable one. Such an appraisal must demonstrate why the need cannot be met within the settlement;
4. In all cases, proposals for rural exceptions housing schemes must be supported by an up-to-date⁶³ Housing Needs Survey⁶⁴ that identifies the need for such provision within the Parish;
5. Occupancy will, in perpetuity, be restricted to a person in housing need and resident or working in the relevant Parish, or who has other strong links with the relevant locality in line with the community connection criteria as set out by Cheshire Homechoice, both initially and on subsequent change of occupancy. This could include Key Workers and Self Build;
6. The locality to which the occupancy criteria are to be applied is taken as the Parish, unless otherwise agreed with Cheshire East Council;
7. To ensure that a property is let or sold to a person who either lives locally or has strong local connections in the future, the Council will expect there to be a 'cascade' approach to the locality issue appropriate to the type of tenure. Thus, first priority is to be given to those satisfying the occupancy criteria in relation to the Parish, widening in agreed geographical stages⁶⁵.

Cross Subsidy

8. Proposals must consist in their entirety of affordable housing that will be retained in perpetuity. In exceptional circumstances, proposals that intend to include an element of market housing, or plots for open market sale, may be acceptable, if they meet all of the above criteria, along with the criteria below:
 - i. Such proposals will only be permitted where it can be demonstrated that the site would not be viable, as a rural exception site, without cross subsidy. The developer will be required to submit an open book viability assessment. In such cases, the Council will commission an independent review of the viability study, for which the developer will bear the cost;
 - ii. The Council will not accept aspirational land value as justification for allowing a higher proportion of market value units;

⁶² The scale of a Rural Exception site should broadly reflect the affordable housing need appropriate to the parish in which it is situated. The housing need identified in the local housing needs survey is an important factor, however, if a higher housing need is identified (greater than 10 dwellings), then it will be considered appropriate for development of more than one site to meet this need.

⁶³ Within the last five years.

⁶⁴ ~~Cheshire East Council has up-to-date Housing Needs Surveys for many rural areas which may be utilised. Where an up-to-date survey does not already exist, the applicant must The Survey must be conducted conduct a survey, based on the Cheshire East Council model survey, in conjunction with the Parish Council where possible. and should be based on the Cheshire EC model survey.~~

⁶⁵ Generally this is taken as the Parish and then Parish plus adjoining Parishes.

- iii. The assessment must show that the scale of the market housing component is essential for the successful delivery of the rural exception affordable housing scheme and that it is based on reasonable land values as a rural exception site and must not include an element of profit;
- iv. The majority of the development must be for rural exception affordable housing; and
- v. No additional subsidy is required for the scheme.

Justification

12.53 The National Planning Policy Framework states that in rural areas *'local planning authorities should be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites where appropriate. Local planning authorities should in particular consider whether allowing some market housing would facilitate the provision of significant additional affordable housing to meet local needs'*. Whilst paragraph 89 states *'a local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are: . . . and limited affordable housing for local community needs under policies set out in the Local Plan'*.

12.54 This policy allows for the allocation of, or granting of planning permission for, small sites comprising affordable housing to meet local needs as an exception to normal policies. The policy sets out the criteria against which such proposals will be evaluated and under what circumstances schemes solely for affordable housing may be permitted.

12.55 The Council recognises the particular difficulties in securing an adequate supply of housing for local needs in rural areas. Where it can be demonstrated that a proposed development will meet a particular locally generated need that cannot be accommodated in any other way, affordable housing will be allowed as an exception to normal policy.

12.56 A number of rural exception sites have been successfully delivered in Cheshire East. However, the delivery of such schemes can be slow and the Council is keen to facilitate a higher provision of affordable homes in rural areas in the future with a view to maintaining sustainable communities and meeting their specific needs. This includes the provision of housing for key workers such as those involved in health, education or emergency services. It is also recognised that Self Build could be a way of delivering affordable housing in rural areas.

12.57 The provision of small scale market development in conjunction with affordable units will help enable more development sites to come forward to meet local demand. The provision of a small number of market units will also help maintain communities where development would not otherwise occur. Such schemes will, however, only be permitted where viability assessments or some other clear reason demonstrates that this is the only way that affordable housing to meet local needs can be delivered on the site. The Council would expect such schemes to be developed with support from Parish Councils and the Rural Housing Strategy.

12.58 Strong links⁶⁶ are currently identified as those who:

- Currently live, or have lived, within the boundaries of the Parish or adjoining Parish and have done so for at least one of the last two years or three of the last five years.
- Have immediate family (sibling, son, daughter, parent, step parent or adoptive parents) who are currently living within the boundaries of the Parish or adjoining Parish and have done so for at least five years.
- Have a permanent contract of employment within the Parish or adjoining Parish.

12.59 Further explanation, regarding how this Policy will operate, will be included in a Supplementary Planning Document on Affordable Housing.

Key Evidence

1. Strategic Housing Market Assessment
2. Local Housing Needs Assessments
3. Cheshire East Housing Strategy

Gypsies and Travellers and Travelling Showpeople

12.60 Many Gypsies, Travellers and Travelling Showpeople wish to find and buy their own sites to develop and manage, but have often been unable to secure planning permission to do so. Others require space to rent for pitching caravans – usually on sites owned and run by a Local Authority. An increase in the number of approved sites will help to meet demand for affordable Gypsy, Traveller and Travelling Showpeople accommodation. A more settled existence can benefit many members of these communities in terms of access to health and education services and employment, and can contribute to greater integration and social inclusion within local communities.

Policy SC 7

Gypsies and Travellers and Travelling Showpeople

1. Sites will be allocated or approved to meet the needs set out in the most recent Gypsy and Traveller Accommodation Assessment (GTAA). Current evidence suggests there is a need within the Borough for:
 - i. A transit site of between 5 and 10 pitches for Gypsy and Travellers;
 - ii. 69 additional permanent residential pitches for Gypsy and Travellers; and
 - iii. 13 additional plots for Travelling Showpeople in the period 2013 to 2028.

⁶⁶ in line with the community connection criteria as set out by Cheshire Homechoice

2. To ensure that proposals for Gypsy and Traveller and Travelling Showperson sites are sustainable and acceptable in terms of location and design, the following considerations will be taken into account:
 - i. Proximity of the site to local services and facilities.
 - ii. Access to public transport.
 - iii. Safe pedestrian, cycle and vehicular access onto the site.
 - iv. Appropriate pitch sizes.
 - v. Adequate provision for parking, turning and servicing.
 - vi. Adequate provision for storage and maintenance, particularly where needed for Travelling Showpeople.
 - vii. Mix of accommodation types and tenures.
 - viii. Impact on the character and appearance of the surrounding area.
 - ix. Impact on the Green Belt⁶⁷.
 - ~~ix.~~ x. Impact on the historic environment.
3. There will be a presumption against the loss of existing permanent consented Gypsy, Traveller or Travelling Showpersons sites where this would exacerbate or result in an identified shortfall unless suitable replacement provision of equal or enhanced value are provided.

Justification

12.61 The Department of Communities and Local Government's Policy for Travellers states that *'Local planning authorities should set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople which address the likely permanent and transit site accommodation needs of Travellers in their area, working collaboratively with neighbouring local planning authorities'*. It goes on to suggest that *'local planning authorities should ensure that Traveller sites are sustainable economically, socially and environmentally'*.

12.62 The latest count of Gypsy and Traveller caravans (January 2013) showed that there were 17 caravans on Local Authority or socially rented sites, 88 caravans on private sites (seven of which only have temporary consents) and 14 caravans on unauthorised encampments.

12.63 A Gypsy and Traveller Accommodation Assessment has been prepared on behalf of Cheshire East, Cheshire West, Halton Borough Council and Warrington Borough Council in January 2014. The following table breaks down the overall provision identified by the GTAA over 5 year periods up to 2028:

⁶⁷ Gypsy and Traveller and Travelling Showpeople sites in the Green Belt are inappropriate development, Paragraph 14, Planning Policy for Traveller Sites, CLG, March 2012

Table 12.1 Gypsy and Traveller and Travelling Showperson provision in Cheshire East in 5 Year Periods

	2013 to 2018	2018-2023	2023-2028	Total
Gypsy and Traveller Residential Pitches ⁽¹⁾	32	17	20	69
Travelling Showperson Plots ⁽²⁾	11	1	1	13

1. the GTAA has assumed that all unauthorised sites, waiting list needs and sites with temporary planning permissions are addressed in the first 5 years. Any supply from undeveloped sites is assumed to be developed in the first 5 years. Household formation is apportioned over time.
2. The GTAA has assumed that all unauthorised yards, concealed households and in-migration are addressed in the first 5 years. Household formation is apportioned over time.

12.64 Gypsy and Traveller Accommodation Assessments are prepared to reflect a 15 year time frame. Future reviews of this evidence will be used to determine need for additional provision beyond 2028.

12.65 Sites for Gypsies and Travellers and Travelling Showpeople will be allocated in the Site Allocations and Development Policies Development Plan Document.

Key Evidence

1. Cheshire Partnership Area Gypsy and Traveller Accommodation and Related Services Assessment
2. Count of Gypsy and Traveller Caravans (January 2013)

13 Sustainable Environment

13.1 The environment of Cheshire East is unusually rich and varied and its high quality, natural and man-made heritage is a key asset, attractive to both residents and visitors. The Local Plan Strategy will maintain and enhance this asset that makes a fundamental contribution to the quality of life in Cheshire East. Development provides opportunities to enhance and contribute to the quality of the environment.

13.2 This section sets out positive policies to ensure that development will protect and enhance Cheshire East's built and natural environment and will make sustainable use of resources. These policies take account of the contribution that an attractive environment can make to a successful economy and the well-being of local communities.



Figure 13.1 Environmental Assets in Cheshire East: Riverside, Nantwich; Sandbach Park, Sandbach; and the Silk Bridge, Macclesfield

Quality of Place

13.3 High quality design is not just about how a development looks but also whether it is successful in its context, whether it functions well, whether it is enduring and of high quality, and lastly, whether it contributes toward broader sustainability objectives. To deliver safe, secure, attractive and healthy places in which to live, work, visit and spend time, development should seek to improve the quality and appearance and biodiversity value of an area and the way it functions.

13.4 Achieving high quality design should be a key objective of all those involved in delivering sustainable development. Development should take the opportunities available to improve the quality and appearance of an area and the way it functions.

13.5 The NPPF places significant emphasis on achieving high quality design as part of delivering sustainable development, stating that *“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”*

13.6 The National Planning Policy Framework also states that *‘Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions’.*

Policy SE 1

Design

Development proposals should make a positive contribution to their surroundings in terms of the following:

1. Sense of place
 - i. Ensuring design solutions achieve a sense of place by protecting and enhancing the quality, distinctiveness and character of settlements;
 - ii. Ensuring sensitivity of design in proximity to designated and local heritage assets and their settings;
 - iii. Ensuring that places are designed around the needs and comfort of people and not vehicles, so that layout, street design and parking is in accordance with the principles set out in Policy CO1 and Manual for Streets;
 - iv. Ensuring that proposals are underpinned by character and design assessment commensurate with the scale and complexity of the development;
 - v. Encouraging innovative and creative design solutions that are appropriate to the local context; and
 - vi. Ensuring a high quality public realm that enhances conditions for pedestrians and cyclists and creates opportunities for social interaction.
2. Managing design quality
 - i. Ensuring for larger scale and more complex developments that design proposals have positively responded to the Design Review process⁶⁸;

⁶⁸ ~~By local design review or by Places Matter~~ A Supplementary Planning Document will be produced to help define what is considered to constitute ‘larger scale and more complex developments’ and to set out the options for Design Review to fulfil the requirements of this criteria.

- ii. Ensuring for major developments that Masterplanning and Design Coding forms an integral part of the design process;
 - iii. Ensuring that housing developments achieve Building for Life 12 (or as updated) standard; and
 - iv. Encouraging sustainable construction practices including the use of appropriate recycled and sustainable materials of high quality.
3. Sustainable urban, architectural and landscape design
- i. Encouraging the introduction of passive environmental design principles and climate change adaptation features in the orientation of buildings and spaces and detailed design;
 - ii. Encouraging sustainable modes of travel through appropriate design;
 - iii. Reducing energy and water usage through appropriate design;
 - iv. Encouraging the use of renewable/low carbon energy technology, as appropriate; and
 - v. Encouraging the use of green infrastructure.
4. Liveability / workability
- i. Providing internal and external space standards for living environments as set out in ~~national best practice standards including Lifetime Homes principles for future adaptability~~ the national technical standards;
 - ii. Ensuring appropriate level of privacy for new and existing residential properties;
 - iii. Ensuring appropriate external storage;
 - iv. Ensuring a high quality internal and external working environment commensurate with the type and nature of business, particularly for new build development or conversions to office space;
 - v. Ensuring appropriate provision for waste storage allowing for its sustainable management; and
 - vi. Ensuring appropriate access for the mobility impaired or partially sighted.
5. Designing in safety
- i. Ensuring high levels of passive surveillance of streets, spaces and parking including appropriate lighting;
 - ii. Incorporating Secured by Design principles, provided that these are adequately balanced against other design considerations and do not undermine the quality of the development; and

- iii. Ensuring that site layout and design minimises the opportunity for crime.

Justification

13.7 Cheshire East has a unique character and sense of place and it is important that new development responds positively to it. High quality design should be the aim of all those involved in the development process and should be considered at the earliest possible stage. Development proposals should, therefore, consider the wider character in addition to that of the site and its immediate context, to ensure that it reinforces the area in which it is located. Where there is the opportunity to improve the area, the design should secure a positive new character, enhancing both its appearance and the way that it functions.

13.8 A genuinely sustainable form of development should be underpinned by sustainable urban, architectural and landscape design. Both outline and detailed proposals should demonstrate their performance in respect to sustainable design, commensurate with the type and scale of the application.

13.9 Development should have due regard to the site and wider setting in respect to layout, movement and connections, scale and height, landscape character, townscape character and in their appearance both in terms of architectural quality and materials. Development should also ensure high levels of passive surveillance of streets, spaces and parking through the arrangement and design of buildings, streets and spaces and the activity within them. Boundary treatments and hard surfaces are equally important to successful design.

13.10 In rural areas, particular attention should be paid to landscape character, the local vernacular and the peculiar characteristics of the locality. These will vary considerably within Cheshire East and new development should be designed with a distinctive sense of place in mind.

13.11 Consequently, it is important that new development has a strong design vision, formed early in the process, in order to create a strong sense of place and to fully address both the opportunities and constraints of the site and the wider area.

13.12 Proposals for new development should express how the design achieves this in the Design and Access Statement. This should not merely be a statement of what the proposal is or looks like but must set out the 'story' of the design (i.e. the design process that has been followed) and how it has evolved and strengthened. The design process can be summarised as:

- Stage 1: analysis: research and analyse the physical, environmental, economic and social considerations. Identify issues and opportunities, not just for the site but the wider area (extent dependent on the scale and complexity of the proposals);
- Stage 2: concepts: Establish the design vision, set out the principles and parameters and potentially several sketch options (depending on the nature and scale of the development)
- Potential stage for design review;
- Stage 3: Design development: test and refine the design, potentially including selecting a preferred approach (if several options have been developed in stage 2). Ironing out of issues highlighted and strengthening of the scheme;

- Potential stage for design review and/or consultation;
- Stage 4: final design: Final refinement and preparation of the final design and assembly of all supporting material including visual representations appropriate to the scale and type of application (potentially 2D and 3D).

13.13 Detailed design policies will be included in the Site Allocations and Development Policies document. ~~This detail will be expanded upon by a~~ Design policies will also be supplemented by Supplementary Planning Document (s) on Design.

Key Evidence

1. Local Design Awards
2. Cheshire Landscape Character Assessment
3. Conservation Area Appraisals developed for Conservation Areas across Cheshire East
4. Village Design Statements

Policy SE 2

Efficient Use of Land

1. The Council will encourage the redevelopment / re-use of previously developed land and buildings.
2. The Council will manage development to protect previously developed land where it can be clearly demonstrated that either the landscape amenity or biodiversity value of the site has become of a high value and as such would be compromised through redevelopment of the site.
3. All windfall development should:
 - i. Consider the landscape and townscape character of the surrounding area when determining the character and density of development;
 - ii. Build upon existing concentrations of activities and existing infrastructure;
 - iii. Not require major investment in new infrastructure, including transport, water supply and sewerage. Where this is unavoidable, development should be appropriately phased to coincide with new infrastructure provision; and
 - iv. Consider the consequences of the proposal for sustainable development having regard to Policy SD1 and Policy SD2
4. Development should safeguard natural resources including high quality agricultural land (grades 1, 2, and 3a), geology, minerals, air, soil and water.

Justification

13.14 The National Planning Policy Framework identifies the efficient use of land as one of the core land use planning principles which encourages *‘the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value’*.

13.15 Not all areas of previously-developed land will however be suitable or appropriate for built development, nor for the whole curtilage to be developed. The Council will therefore seek to resist inappropriate development where development would cause harm to the character of the surrounding area. The Council recognises that there is a presumption in favour of sustainable development in accordance with paragraph 14 of the National Planning Policy Framework. The Council will therefore seek to ensure that, where possible, development is making the best use of land and existing infrastructure, and that resources are being managed prudently and efficiently. It is not always possible to predict where sites and buildings will become available and therefore it is not always possible to allocate such sites for development. At the same time, the Council would like to see these sites brought back into use, not only in relation to the prudent use of resources but also to make sure that an area is not blighted by dereliction and vacancy, and to reduce opportunities for any criminal and anti-social activity to take place on the site. The Council recognises that good design is an important aspect of sustainable development and therefore when planning for any development, including windfall sites *‘it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes’* (NPPF).

13.16 The NPPF states that *"Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land"*. Cheshire is a major food producing county and fertile soil is a limited and finite resource that cannot easily be repaired or replicated. Accordingly whilst some reduction of agricultural land is inevitable if new development is to proceed, its loss should be minimised. The needs of future generations for all forms of development should be balanced against the inevitable requirement to provide food for future needs.

13.17 Cheshire East has a wealth of mineral resources; these must be worked where they are found (see policy SE10). The ability to access key minerals should be safeguarded.

Key Evidence

1. National Land Use Database
2. Strategic Housing Land Availability Assessment

Biodiversity and Geodiversity

13.18 Cheshire East has a distinct natural environment that contributes to the creation of an attractive and successful place. The landscape of the Borough is dominated by the flat topography of the Cheshire Plain containing a number of meres, ponds and marshes; variety is provided as a result of the closeness of the Peak District to the east and the Mid-Cheshire Ridge to the west. The natural environment of the Borough is diverse, supporting a variety of habitats, flora and fauna.

13.19 The natural environment is one of the Borough's greatest assets and is highly valued by residents and visitors alike. Protecting and enhancing the environment that makes Cheshire East special is a key aspiration of the Local Plan.

Policy SE 3

Biodiversity and Geodiversity⁶⁹

1. Areas of high biodiversity and geodiversity value will be protected and enhanced. Enhancement measures will include increasing the total area of valuable habitat in the Borough, and linking up existing areas of high value habitat to create 'ecological stepping stone sites', 'wildlife corridors' and 'Nature Improvements Areas'. Ecological networks and connectivity are vitally important in sustaining sites and addressing the impacts of climate change.
2. Development proposals which ~~are likely to have a significant~~ may have an adverse impact on a site with one or more of the following ~~national or~~ international designations will not be permitted:
 - i. Special Protection Areas (SPAs)
 - ii. Special Areas of Conservation (SACs)
 - iii. Ramsar Sites
 - iv. Any potential Special Protection Areas (SPAs), candidate Special Areas of Conservation (SACs) or proposed Ramsar sites
 - ~~v. Sites of Special Scientific Interest (SSSI)~~
 - ~~vi-v.~~ Sites identified, or required, as compensatory measures for adverse effects on European sites, candidate Special Protection Areas, possible Special Areas of Conservation, and listed or proposed Ramsar sites
 - ~~vii. The Peak District National Park~~
 - ~~viii. National Nature Reserves~~
- ~~3.~~ Development proposals which are likely to have an adverse impact on a Site of Special Scientific Interest (SSSI), a National Nature Reserve or the Peak District National Park fringe will not normally be permitted.
- ~~3.4.~~ Development proposals which are likely to have a significant adverse impact on a site with one or more of the following local or regional designations, habitats or species will not be permitted except ~~in exceptional circumstances~~ where the reasons for the proposed development clearly outweigh the value of the ecological feature adversely affected and there are no appropriate alternatives:
 - i. Local Nature Reserves

⁶⁹ The spatial extent of the categories and/or references identified in this policy are those identified in the maps and diagrams contained in this Local Plan Strategy, the evidence base of the Local Plan Strategy and the saved policies and proposals maps of the existing local plans for Crewe and Nantwich, Macclesfield and Congleton, until reviewed and updated through the production of a Site Allocations and Development Policies DPD, and/or the production of a neighbourhood plan

- ii. Sites of Biological Importance (SBI) or Local Wildlife Sites
- iii. Regionally Important Geological and Geomorphological Sites (RIGGS)
- iv. Designated Wildlife Corridors
- v. Habitats and species within the Cheshire Biodiversity Action Plan
- vi. Priority habitats and species within the UK Biodiversity Action Plan
- vii. Habitats and species listed in respect of Section 41 of The Natural Environment and Rural Communities Act 2006
- viii. Legally protected species
- ix. Areas of Ancient and Semi-Natural Woodland
- x. Nature Improvement Areas

4.5. All development (including conversions and that on brownfield and greenfield sites) must aim to positively contribute to the conservation and enhancement of biodiversity and geodiversity and should not negatively affect these interests. To ensure there are no residual adverse impacts resulting from a proposed development, where in exceptional circumstances the reasons for the proposed development clearly outweigh the value of the ecological feature adversely affected and there are no appropriate alternatives, the adverse impacts of the development must be proportionately addressed in accordance with the hierarchy of: mitigation, compensation and finally offsetting. When appropriate, conditions will be put in place to make sure appropriate monitoring is undertaken and make sure mitigation, compensation and offsetting is effective.

5.6. Development proposals that are likely to have a significant impact on a non-designated asset or a site valued by the local community identified in a Neighbourhood Plan or the Site Allocations and Development Policies documents will only be permitted where suitable mitigation and / or compensation is provided to address the adverse impacts of the proposed development.

Justification

13.20 The National Planning Policy Framework states that '*planning permission will be refused for development resulting in the loss or deterioration of irreplaceable habitats including ancient woodland and the loss of aged veteran trees outside ancient woodland, unless the need for, and the benefits of, the development in that locality clearly outweighs the loss*'. It also states that '*to minimise impacts on biodiversity and geodiversity, planning policies should: plan for biodiversity at a landscape-scale...; identify and map components of the local ecological networks, including the hierarchy of international, national and locally designated sites...; promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations...; and aim to prevent harm to geological conservation interests*'.

13.21 The National Planning Policy Framework also states that '*The planning system should contribute to and enhance the natural and local environment by . . . minimising impacts on*

biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures'.

13.22 The Natural Environment White Paper 'The Natural Choice: Securing the Value of Nature' states that *'We want to create a resilient and coherent ecological network at national and local levels across England....To make this happen, the Government will put in place a clear institutional framework to support nature restoration. This means: establishing Local Nature Partnerships....Creating new Nature Improvement Areas (NIAs) and strengthening support through the planning system'.*

13.23 Local Plan Strategy Policy SE3 seeks to make sure that there is no overall loss of biodiversity and geodiversity and seeks to utilise avoidance, mitigation, compensation and offsetting strategies to achieve this. Biodiversity offsetting is described in the Natural Environment White Paper 'The Natural Choice: securing the value of nature' as *'conservation activities designed to deliver biodiversity benefits in compensation for losses in a measurable way. Good developments incorporate biodiversity considerations in their design but are still likely to result in some biodiversity loss. One way to compensate for this loss is by offsetting: the developer secures compensatory habitat expansion or restoration elsewhere'.*

13.24 The level of biodiversity offsetting required could be determined by means of assessments undertaken in accordance with the Department for Environment, Food and Rural Affairs (DEFRA) metric contained in Biodiversity Offsetting Pilots published in March 2012 as applied in the Defra offsetting pilot projects. Biodiversity offsetting could be delivered by developers in partnership with various partners including conservation organisations, local landowners and the Borough Council.

13.25 The designation of international, national and local sites is an on-going process, therefore the above policy will equally apply to any sites selected or designated subsequently to the adoption of the Local Plan. Conversely, the policy will not apply to any site de-selected after the adoption of the Local Plan. Sites of Biological Importance are being resurveyed; they will then be designated as Local Wildlife Sites. At the time of producing this document, there are therefore sites that are designated as Sites of Biological Importance (which have yet to be resurveyed) and sites that are designated as Local Wildlife Sites (which have been resurveyed.)

13.26 Construction Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the Council during the planning application process as part of sustainable development proposals for any sites in close proximity to European designated sites.

Key Evidence

1. Cheshire East - Habitats Regulations Assessment of the Local Plan
2. Cheshire Region Biodiversity Action Plan
3. The Natural Environment White Paper 'The Natural Choice: Securing the Value of Nature'
4. Natural England - Condition Surveys for Site of Special Scientific Interest (updated yearly)
5. Natural England Wildlife Plans (2011)

6. Natural England - Information on Environmental Designations (2012)
7. Sites of Biological Importance / Local Wildlife Site Registry (on-going updates)

Landscape

13.27 Cheshire East has a rich and diverse landscape. To the east, the land rises from the Cheshire Plain into the Pennine foothills and the Derbyshire and Staffordshire boundaries. In the south east, it includes the southern part of the Sandstone Ridge that runs north-south from Frodsham to Whitchurch and the rolling landscape of the Shropshire boundary. The Plain itself consists of a mosaic of clay plain, heathland, meres and mosses, shallow river valleys – Weaver, Wheelock, Dane and Bollin, and salt related landscapes around Middlewich and Sandbach. Much of the Plain has a pastoral landscape of hedgerows, hedgerow trees and ponds, which provides an impression of a well wooded landscape, but in fact woodland cover is one of the lowest in England and many of the hedgerow trees are slowly disappearing from the landscape.

Policy SE 4

The Landscape⁶⁹

1. The high quality of the built and natural environment is recognised as a significant characteristic of the Borough. All development should conserve the landscape character and quality and should where possible, enhance and effectively manage the historic, natural and man-made landscape features that contribute to local distinctiveness of both rural and urban landscapes.
2. Development will be expected to:
 - i. Incorporate appropriate landscaping which reflects the character of the area through appropriate design and management;
 - ii. Where appropriate, provide suitable and appropriate mitigation for the restoration of damaged landscape areas;
 - iii. Preserve and promote local distinctiveness and diversity;
 - iv. Avoid the loss of habitats of significant landscape importance;
 - v. Protect and / or conserve the historical and ecological qualities of an area;
3. In Local Landscape Designation Areas, Cheshire East will seek to conserve and enhance the quality of the landscape and to protect it from development which is likely to have an adverse effect on its character and appearance and setting. Where development is considered to be acceptable in principle; measures will be sought to integrate it into the landscape character of the area by:
 - i. Protecting, restoring and enhancing the character and appearance of the local area through suitable planting, landscape and / or woodland;
 - ii. ~~Proposals for the extensive development of land, m~~Making suitable provision for better public access to, and enjoyment of, the Local Landscape Designation Areas;

4. Where development may affect a local or national⁷⁰ designation a full understanding of the context, characteristics and significance should be provided and informed by the Cheshire East Landscape Character Assessment, Historic Landscape Assessment and the Local Landscape Designation Study. In Local Landscape Designation Areas, Cheshire East will seek to conserve and enhance the quality of the landscape and to protect it from development which is likely to have an adverse effect on its character and appearance.

Justification

13.28 The conservation of the intrinsic character and beauty of the countryside is a core planning principle in the NPPF and it is important to understand the characteristics of the local landscape and how development may affect it. Development should contribute to the enhancement of landscape character, both urban and rural and should also protect and manage the historic, natural features and characteristics that contribute to local distinctiveness.

13.29 The Cheshire East area is a significant landscape asset in the North West which is enjoyed and valued for, amongst other things, its ecological, recreational, agricultural, conservation and aesthetic aspects. This is reflected in both the quantity and quality of landscape designations which protect specific areas and in the high profile given to the environment in the Council's key objectives.

13.30 Landscape encompasses all outdoor space, from town centre pedestrian precincts, to the open countryside: all forms of development impact upon the landscape to some degree and this needs to be assessed to determine its significance, ensure development is designed to integrate into its setting and to identify possible mitigation (be they proposals for stables, householder applications, new residential development, business parks, new town centre buildings, public art, telecommunications masts, wind farms, nursing homes, nurseries, new retail, overhead power lines, new recreational landscapes such as golf courses and many others).

13.31 Whilst all of Cheshire East's landscapes are of value, some landscapes are also recognised as being of particular importance and have been identified as Local Landscape Designation areas; these areas sit within the framework of the Landscape Character Assessment. Criteria for defining the special qualities of these areas include: distinctiveness, perceptual character, landscape and scenic quality, natural character, cultural character and function. Further guidance and/or design advice will be published for areas of particular distinctiveness such as the Peak District Fringe and the Alderly Edge sandstone escarpment.

13.32 The impacts of proposed developments upon existing landscape and views of the surrounding area should be assessed as part of the planning process. This can include assessing the suitability of landscape schemes (often submitted as part of a planning application), and negotiating any improvements. With larger projects, for example mineral applications, this can involve a series of meetings and site visits with the applicant's planning consultants to provide advice.

Key Evidence

1. Cheshire Landscape Character Assessment (2008)
2. Cheshire Historic Landscape Assessment (2008)

⁷⁰Refers to Peak District National Park

3. The Natural Environment White Paper 'The Natural Choice: Securing the Value of Nature' (2011)
4. Natural England - Information on Environmental Designations (2012)
5. The Parliamentary Office of Science and Technology - Ecosystem Approach (2011)
6. Landscape Assessment of Congleton Borough (1999)
7. Cheshire East Wind Turbine Sensitivity Study (2013)
8. Cheshire East Local Landscape Designation Areas Study (May 2013).

Trees, Hedgerows and Woodland

13.33 Woodland, trees and hedgerows within Cheshire East are important visual and ecological assets, which not only provide a significant contribution to the Borough's local distinctiveness but also play a role in mitigating and addressing climate change and supporting biodiversity.

Policy SE 5

Trees, Hedgerows and Woodland

Development proposals which ~~are likely to will~~ result in the loss of, or threat to, the continued health and life expectancy of trees, hedgerows or woodlands (including veteran trees or ancient semi-natural woodland), that provide a significant contribution to the amenity, biodiversity, landscape character or historic character of the surrounding area, will not normally be permitted, except ~~in exceptional circumstances~~ where there are clear overriding reasons for allowing the development and there are no suitable alternatives. Where ~~adverse such~~ impacts are unavoidable, ~~such impacts development proposals~~ must satisfactorily demonstrate ~~significant a net~~ environmental gain by appropriate mitigation, compensation or offsetting.

The Council will seek to ensure:

1. The sustainable management of trees, woodland and hedgerows including provision of new planting within the infrastructure of new development proposals to provide local distinctiveness within the landscape, enable climate adaptation resilience, and support biodiversity;
2. The planting and sustainable growth of large trees within new development as part of a structured landscape scheme in order to retain and improve tree canopy cover within the Borough as a whole.

Justification

13.34 The National Planning Policy Framework states that '*planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss*'. Trees will be assessed in accordance with the Council's Amenity Evaluation Checklist for Trees and where appropriate protected by the imposition of Tree Preservation Orders (TPOs) to safeguard their amenity value and planning conditions to ensure protection and prevent damage during the development process.

13.35 'Trees in Townscape', a guidance document produced by the Trees and Design Action Group, states that *'trees make places work, look and feel better. As well as playing a role in climate proofing our neighbourhoods and supporting human health and environmental well-being, trees can also help to create conditions for economic success. With over 80 per cent of the UK's population living in urban settings, trees in and around built-up areas – which many call the 'urban forest' – have become a key component of the infrastructure that makes places work, look and feel better'*.

13.36 The Government's Forestry and Woodlands Policy Statement 2013 states that *'the protection of the UK's trees, woods and forests, especially ancient woodland is a top priority'* and *'new and better managed woodland also has a role in making our rural and urban landscapes more resilient to the effects of climate change'*

13.37 The UK Forestry Standard (UKFS) 2013 also sets out the Government's approach to sustainable forestry and helps inform planning decisions by summarising the legislation which affects trees and woodlands, clarifies the role of the Forestry Commission and LPAs in respect of woodlands, setting appropriate standards and sets appropriate standards for woodland management or creation when covered by planning legislation.

13.38 The UK National Ecosystem Assessment (UK NEA) provides an analysis of the UK's natural environment in terms of the benefits provided to society and continued economic prosperity. The Ecosystem approach encompasses social, economic and environmental factors that are interdependent with biodiversity and various benefits that trees and woodlands provide.

13.39 Trees and hedgerows are an important element of the landscapes and townscapes of the area, where they can make a valuable contribution to visual amenity. They may have historic importance, as part of wider designed landscapes or be keys to the history of the landscape by identifying former highways, settlements or field boundaries. They may also have ecological value, by providing habitats for legally protected and Biodiversity Action Plan species. It is essential that the presence of existing trees be considered at an early stage in the development process and that where appropriate, provision is made for new tree planting. Whilst trees can be seen as a constraint, with sympathetic design they can enhance a development.

13.40 Therefore development proposals which will result in the loss of trees or hedgerows that provide a significant contribution (including trees or woodlands subject of a Tree Preservation Order, hedgerows which are classed as 'important' under the Hedgerow Regulations, those classified as UK BAP Priority Habitat) will be discouraged.

13.41 The Council will encourage proposals which seek to increase the planting of woodland and hedgerows to introduce positive sustainable woodland management - particularly in urban areas and the urban fringe, where this will contribute to the enhancement of landscape character, amenity, recreation, health and welfare of residents, biodiversity, geological and historical conservation, ecosystem services, tourism and the economic regeneration of the Borough.

Key Evidence

1. The Natural Environment White Paper 'The Natural Choice: Securing the Value of Nature'(2011)

2. Natural England – Information on Environmental Designations (2012)
3. The Parliamentary Office of Science and Technology – Ecosystem Approach (2011).
4. UK Forestry Standard - The Governments Approach to Sustainable Forestry (Forestry Commission 2011)
5. Trees in the Townscape - A Guide for Decision Makers (Trees and Design Action Group November 2012)
6. Government's Forestry and Woodlands Policy Statement (DEFRA/ Forestry Commission January 2013)

Green Infrastructure

13.42 Green Infrastructure is a network of multi-functional green spaces, urban and rural, which are capable of delivering a wide range of environmental and quality of life benefits for local communities. Green Infrastructure has a potentially important role to play in mitigating the impacts of extreme weather events, particularly extended heat waves. In addition, Green Infrastructure helps support biodiversity and makes an important contribution to the quality of the environment. Access to beautiful and well-maintained green spaces such as parks and gardens, country parks and wildlife areas, supports both physical and mental health and well-being.

Policy SE 6

Green Infrastructure⁶⁹

Cheshire East aims to deliver a good quality, and accessible network of green spaces for people to enjoy, providing for healthy recreation and biodiversity and continuing to provide a range of social, economic and health benefits. This will be done by:

1. Linking the various assets of Cheshire East's unique landscape – its upland fringes, Cheshire Plain, lowland heath, parkland estates, rivers, canals and watercourses, valleys and cloughs, meres and mosses, trees and woodland and wildlife habitats and its distinctive towns and villages and their urban fringe.
 - i. This network of Green Infrastructure assets should be safeguarded, retained and enhanced through the development of green networks/wedges and corridors.
 - ii. Areas identified as having a shortage or opportunities for the provision of Green Infrastructure should be a particular focus for enhancement.
 - iii. Any development should contribute to the creation of a good quality, integrated and accessible multi-functional network of green spaces.
2. Safeguarding Green Infrastructure assets to make sure that:
 - i. Development does not compromise their integrity or potential value;
 - ii. Developer contributions are secured wherever appropriate in order to improve their quality, use and multi-functionality; and

- iii. Opportunities to add to the Green Infrastructure network are maximised through partnership working.
3. Working with partners, to support the potential of Strategic Green Infrastructure Assets to contribute to the aims of the wider green infrastructure. The Strategic Green Infrastructure Assets⁷¹ identified in Cheshire East are:
 - i. Weaver, Bollin, Dane and Wheelock river corridors including cloughs and floodplains
 - ii. Macclesfield, Shropshire Union (including the Llangollen and Middlewich branches) and Trent and Mersey canals
 - iii. Meres and Mosses ~~Natural~~Nature Improvement Area and Local ~~Natural~~Nature Improvement Areas
 - iv. Heritage town parks and open spaces of historic and cultural importance
 - v. Public Rights of Way, cycle routes and greenways
 - vi. Country Parks and estate parklands
 - vii. Peak Park Fringe
 - viii. The Cloud, Congleton Edge and Mow Cop upland fringe
 - ix. Sandstone Ridge
 - x. The ecological network of habitats identified in Policy SE3
4. Strengthening the contribution that sport and playing fields, open space and recreation facilities make to Cheshire East's Green Infrastructure network by requiring all development to:
 - i. Protect and enhance existing open spaces and sport and recreation facilities;⁷²
 - ii. Encourage multiple use and improvements to their quality;
 - iii. Provide adequate open space (as outlined in Table 13.1);
 - iv. Contribute to the provision of outdoor sports facilities in line with Policy SC2;
 - v. Create or add to the networks of multi-functional Green Infrastructure;
 - vi. Secure new provision to help address identified shortages in existing open space provision, both in quantity, quality and accessibility;

⁷¹Strategic Green Infrastructure assets are those assets that either provide or could provide wider Green Infrastructure benefits.

⁷²To be Identified on the Site Allocations and Development Policies Adopted Policies Map, plus incidental open space and amenity areas too small to be shown. Until this time the existing open spaces and sport and recreation facilities identified in the Borough of Crewe and Nantwich Local Plan, Congleton Borough Local Plan First Review and the Macclesfield Borough Local Plan will remain in force

- vii. Locate open space facilities in appropriate locations, preferably within developments; and
- viii. Promote linkages between new development and surrounding recreational networks, communities and facilities.

Justification

13.43 The National Planning Policy Framework states that *'local planning authorities should set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure'*.

13.44 The wide variety of natural landscapes, biodiversity habitats, green spaces, rural areas and the network of footpaths and bridleways is seen as one of the reasons why Cheshire East is such an attractive place to live by local people. There are concerns amongst local people about potential loss of green spaces and other places important for outdoor recreation and natural beauty and biodiversity. The policy links with Policies SE3 'Biodiversity and Geodiversity', SE4 'The Landscape', SE5 'Trees Hedgerows and Woodlands' and SE7 'The Historic Environment' linking all the various green assets of Cheshire East from parks and gardens to woodland copses, hedges and ponds.

13.45 It is important to co-ordinate Green Infrastructure provision so that resources are used effectively. The Council's Green Space Strategy sets out the Green Infrastructure assets and the various partners involved in green space provision. It contains a vision, background evidence, recommendations and an action plan. The Council's Open Space Assessment adds further detail at town and village level.

13.46 Provision of multi-functional Green Infrastructure should create: places for outdoor relaxation and play; space and habitat for wildlife; opportunities to access nature; climate change adaptation; opportunities for environmental education; space for local food production; improved health and wellbeing; reduced air, water and noise pollution; green transport routes to promote walking and cycling; and improved quality of place. It can also play a major role in attracting economic growth and investment, increasing land and property benefits, promoting tourism, and increasing business productivity.

13.47 Appropriate restoration following mineral working can provide additional green infrastructure assets (See Policy SE10 'Sustainable Provision of Minerals').

13.48 In the Council's Green Space Strategy, the Open Space vision is to provide *'a network of clean, green, sustainable, attractive, well maintained, safe areas for all ages, for formal and informal recreational activities, more formal outdoor sports or for sitting and relaxing, which are easily accessible and are well designed to avoid conflict and build community cohesion, whilst enhancing our day to day environment'*.

13.49 Chapter 9 of the Green Space Strategy outlines Open Space Standards for the various types of open space.

13.50 The combined open space standards would give a total figure of 2.6 hectares of open space per 1,000 population plus developer contributions for outdoor sports provision – either enhancement of existing sites or towards the provision of new facilities. In some cases, commuted

sums generally may be more appropriate for improvement of other open spaces and green infrastructure connectivity. The requirement per family dwelling would therefore range from 40m² per home comprising children's play and amenity green space – to 65m² per home comprising children's play, amenity, allotments and green connectivity plus a developer contribution for outdoor sports - in areas with severe shortages in open space. It is likely that the total amount of 65m² per home (plus developer contributions for outdoor sports) would be required on major greenfield and brownfield development sites, though the amount required would be influenced by other available evidence at that time. The Open Space Standards Table below shows the open space requirement per home and also shows the equivalent figure in hectares (per 1,000 population) that is used to assess the amount of open space in a particular neighbourhood / community.

Table 13.1 Open Space Standards

	Children's Play Space	Amenity Green Space	Allotments	Outdoor Sports Facilities	Green Infrastructure Connectivity
Quantity (per 1,000 population)	0.8ha	0.8ha	0.2ha	Developer Contribution	0.8ha
Quantity (per family home)	20m ²	20m ²	5m ²	Developer Contribution	20m ²

13.51 In some cases, commuted sums may be required for biodiversity offsetting/compensatory habitat expansion. Developments should incorporate biodiversity considerations in their design but there is still likely to be some biodiversity loss. One way to compensate for this loss is by offsetting: this includes the provision of compensatory habitat expansion or restoration on an alternative site.

13.52 Developer Contributions for Outdoor Sports facilities will be informed by any emerging or subsequently adopted Playing Pitch Strategy. The Playing Pitch Strategy will be prepared as per Sport England guidance. Policy SC2 covers the provision of Outdoor Sports Facilities.

13.53 Viability considerations will be taken into account with any development proposal especially when applying open space standards.

13.54 Paragraphs 76 and 77 of the National Planning Policy Framework consider Local Green Space designations: *“Local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances. Identifying land as Local Green Space should therefore be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or reviewed, and be capable of enduring beyond the end of the plan period”*. ~~and~~ Paragraph 77 sets out when they might not be appropriate: *“The Local Green Space designation will not be appropriate for most green areas or open space. The designation should only be used:*

- *where the green space is in reasonably close proximity to the community it serves;*

- where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and
- where the green area concerned is local in character and is not an extensive tract of land.

Local Green Space designations proposed in Neighbourhood Plans can be considered ~~at~~ through the Site Allocations ~~stage~~ and Development Policies document.

Key Evidence

1. Green Infrastructure Framework for North East Wales, Cheshire and Wirral (2011)
2. Cheshire East Open Space Assessment (2012)
3. Cheshire East Green Space Strategy (2013)
4. Playing Pitch Strategy
5. Green Infrastructure Action Plan for Crewe (2012)
6. Green Infrastructure Partnership (2011)
7. Forestry Commission - Benefits of Green Infrastructure (2010)
8. Natural England - Information on Environmental Designations (2012)

Historic Environment

13.55 Our historic environment is a finite resource and an integral part of the unique character and distinctiveness of Cheshire East. In essence, it helps shape our distinctive identity and contributes significantly to both the landscape and townscape qualities of the Borough.

13.56 Cheshire East's historic environment includes both visible and below ground archaeological heritage assets. Built heritage is not solely about physical or architectural character, but just as importantly, the technological, social and cultural significance of a building, feature or place, both to our community, but also to the nation as a whole. It is also important to maintain the integrity and setting of designated and un-designated heritage assets and the features they contain. Many of these heritage assets are vulnerable to change and are under pressure. Once damaged or removed, they are irreplaceable, to the detriment of both current and future generations. Consequently, it is important to the long term well-being of the Borough that there is positive stewardship of its built heritage and that its conservation and management are key priorities in the future place-shaping of Cheshire East.

13.57 The Council is committed to conserving the historic significance of the borough's heritage assets, their setting and the wider historic environment. Cheshire East's heritage is an essential component of its present and its future. A critical component to achieving a high-quality built environment is to ensure that the Borough's historic environment is sustainably managed, enhanced and protected, whilst supporting appropriate, sustainable development.

13.58 Once lost or altered, features of the historic environment cannot be replaced. It is important therefore that decision making is based on a full understanding of the significance of heritage assets

affected by development, the impacts arising from those proposals and the wider public benefit arising from the proposed development.

Policy SE 7

The Historic Environment

1. Cheshire East has an extensive and varied built heritage and historic environment, described in the justification text to this policy. The character, quality and diversity of ~~Cheshire East's~~the historic environment will be conserved and enhanced. All new development should seek to avoid harm to heritage assets and make a positive contribution to the character of Cheshire East's historic and built environment, ~~include~~including the setting of assets and where appropriate, the wider historic environment.
2. Proposals for development shall be assessed and the historic built environment actively managed in order to contribute to the significance of heritage ~~values~~assets and local distinctiveness. Where a development proposal is likely to affect a designated heritage asset (including its setting) the significance of the heritage asset, including any contribution made by its setting, must be described and reported as part of the application.
3. The Council will support development proposals that do not cause harm to, or which better reveal the significance of heritage assets and will seek to avoid or minimise conflict between the conservation of a ~~designated~~ heritage asset and any aspect of a development proposal by:
 - ~~3.a.~~ Designated Heritage Assets:
 - ~~a.~~ Supporting development proposals that do not cause harm to, or which better reveal the significance of heritage assets.
 - ~~b.i.~~ Requiring development proposals that cause harm to, or loss of, a designated heritage asset and its significance, including its setting, to provide a clear and convincing justification as to why that harm is considered acceptable. Where that case cannot be demonstrated, proposals will not be supported.
 - ~~c.ii.~~ Considering the level of harm in relation to the public benefits that may be gained by the proposal.
 - ~~d.iii.~~ The use of appropriate legal agreements or planning obligations to secure the benefits arising from a development proposal where the loss, in whole or in part, of a heritage asset is accepted.
 - b. Non-Designated Assets:
 - ~~4.i.~~ Requiring that the~~The~~ impact of a proposal on the significance of a non-designated heritage asset should be properly considered, as these are often equally valued by local communities. There should be a balanced consideration, weighing the direct and indirect impacts upon the asset and its setting, having regard to the scale of any harm or loss. The presumption

should be that heritage assets should be retained and re-used wherever practicable and proposals that cannot demonstrate that the harm will be outweighed by the benefits of the development ~~shall will~~ not be supported. Where loss or harm is outweighed by the benefits of development, appropriate mitigation and compensation measures will be required to ensure that there is no net loss of heritage value.

~~5.4. In For~~ all heritage ~~contexts~~assets, high quality design should be achieved. It should aim to avoid poorly executed pastiche design solutions and should foster innovation and creativity that is sensitive and enhances ~~to the~~ significance of heritage ~~context~~assets in terms of architectural design, detailing, scale, massing and use of materials.

~~6.5.~~ Cheshire East Council will seek to positively manage the historic built environment through engagement with landowners/asset owners and other organisations and by working with communities to ensure that heritage assets are protected, have appropriate viable uses, are maintained to a high standard and are secured and have a sustainable future for the benefit of future generations. Proposals that conserve and enhance assets on the Heritage at Risk register will be encouraged

Justification

13.59 The National Planning Policy Framework states that *"local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance"*.

13.60 Cheshire East contains a much valued, varied and unique built heritage. This is a key contributor to the quality of life and economic attractiveness of the Borough and has a positive and important role to play in achieving a sustainable community in Cheshire East. The Council will expect new developments to respect and promote the distinctive local heritage of the area, including the historic silk industry in Macclesfield, the importance of the rail industry in Crewe and the distinctive qualities of towns and villages across the Borough.

13.61 Key assets include Macclesfield's silk and industrial heritage, Little Moreton Hall, Crewe's railway heritage, Tatton Park, Lyme Park, Quarry Bank Mill, Tegg's Nose Country Park, the canal network, historic towns and parts of the Peak District National Park, amongst others. Specific unique attractions include a wealth of Historic Parks and Gardens and the Lovell Telescope at Jodrell Bank. The area's Stately Homes and Historic Parks and Gardens are a particular feature of Cheshire East and pose particular challenges as well as opportunities. There are 76 Conservation Areas and 2,638 Listed Buildings including 47 Grade 1, and 179 Grade 2* Listed Buildings.

13.62 There is also a wealth of locally important heritage assets that are not formally designated, but which are equally valued and cherished by local communities, ranging from smaller assets such as boundary markers and railings, to larger buildings and structures, and historic landscapes, veteran trees and ancient woodlands. Much of this local heritage remains unrecorded and therefore it is essential that the impact of proposals upon these non-designated assets is also properly considered in assessing development proposals. The Council is, therefore, committed to protecting buildings,

structures, townscape features of particular local interest and value, and cherished landmarks, which are not statutorily designated, including historic parklands.

13.63 The Borough also has a rich archaeological resource ranging from the prehistoric period to the Second World War, including sites such as the Bridestones Neolithic chambered tomb, the Roman and medieval saltworking remains of Middlewich, the Roman and waterlogged deposits of Nantwich the Saxon Sandbach Crosses, the site of the Civil War Battle of Nantwich and the defences of the former airfield at Cranage. It also has a diverse historic landscape character, ranging from medieval field systems to twentieth century fieldscapes.

13.64 In order to properly understand the nature, significance and physical extent of assets of archaeological interest, programmes of mitigation in the form of desk-based assessment, field evaluation, recording of the asset, minimising the impact through design modification, may be required. Retaining as much as possible of the character of surviving historic landscapes can enhance the local distinctiveness and attractiveness of new development.

13.65 Designated heritage assets are those that are recognised as having national heritage significance and/or benefiting from statutory protection and comprise:

- Conservation Areas
- Listed Buildings
- Scheduled Monuments
- Registered Parks and Gardens
- Registered Battlefields
- World Heritage Sites

13.66 Non-designated heritage assets are locally important heritage assets which often have a strong local affinity or association and comprise:

- Areas of Archaeological interest (including Areas of Archaeological Potential and Sites of Archaeological Importance)
- Buildings of local architectural or historic interest (Local List)
- Locally important assets not on the Local List
- Locally significant historic parks and gardens
- Other locally important heritage landscapes

13.67 Securing high quality design is very important to conserving, enhancing and enriching the unique heritage and local identity of the Borough. With respect to setting, and wider context, new developments should respect the local character, massing, and scale of the area.

13.68 Design innovation will be positively encouraged to create architecture that is clearly of today and the heritage of tomorrow, but which also marries with and responds to the wider historic

context. Whilst poor quality, ill considered pastiche design will be discouraged, architecture that focuses on local traditions, character and craftsmanship will also be supported and encouraged. For both contemporary and traditional design solutions, a focus on achieving quality, sense of place and local distinctiveness will be essential in order to be supported in heritage sensitive contexts.

13.69 Cheshire East Council has a range of responsibilities and statutory powers to positively manage the historic environment. In order to safeguard and maximise the gain from the Borough's heritage assets, the Council will seek to use these measures appropriately and responsibly for the public benefit in order to conserve and enhance the Borough's historic environment. An increasingly important issue for the historic environment is the harm arising from heritage crime. As part of the management of the historic environment, the Council will seek to work with local communities and other partners to deliver the heritage crime programme in Cheshire East.

13.70 Monitoring and reviewing the status and condition of important heritage assets will be an important activity, particularly where there are known development pressures and/or they are assets being at risk, in particular on the Heritage at Risk Register.

13.70a Further guidance on information that is required to be submitted with planning applications that affect the historic environment will be set out in the Site Allocations and Development Policies document.

Key Evidence

1. Conservation Area Appraisals developed for Conservation Areas across Cheshire East
2. Cheshire Historic Landscape Characterisation Assessment (2008)
3. Cheshire Historic Towns Survey (1997 - 2002)
4. Cheshire East Local List of Historic Buildings
5. The Cheshire Historic Environment Record (contains Sites of Archaeological Importance)
6. Nantwich Waterlogged Deposits Report No 3: Management Strategy for the Historic Environment and Archaeological Deposits (2010)

Renewable and Low Carbon Energy

13.71 The world's climate is in a period of warming. Scientists suggest *"there is an overwhelming scientific consensus that climate change is happening, and that it is primarily the result of human activity,*^{72,73} *mainly through the combustion of fossil fuels that result in the release of greenhouse gases such as carbon dioxide.*

13.72 Continued global warming will result in many changes to the environment, both locally and internationally. Anticipated changes include *'average global temperatures [rising] by up to 6°C by the end of this century. This is enough to make extreme weather events like floods and drought more frequent and increase global instability, conflict, public health-related deaths and migration of*

⁷³DECC, (2011), Carbon Plan

people to levels beyond any of our recent experience. Heat waves, droughts, and floods would affect the UK too⁷³.⁷⁴

13.73 The social, environmental and economic costs of climate change could be huge if no global action is taken to reduce greenhouse gas emissions. Therefore, international, European and national legislation has been introduced to achieve a reduction of global carbon emissions in order to reduce the cause and effect of climate change.

13.74 The UK legislation on carbon dioxide emissions is contained in the UK Climate Change Act 2008. This commits the UK to:

- A 34% (potentially increasing to 42%) reduction of 1990 Carbon Dioxide levels by 2020
- An 80% reduction of 1990 Carbon Dioxide levels by 2050

13.75 The UK Government has also committed to increasing the percentage of energy generated from renewable resources. The Renewable Energy Directive 2009, states that '*by 2020, 15 per cent of energy should be generated from renewable resources*'.

13.76 In order for Cheshire East to contribute to the achievement of these objectives, there is a need to introduce policies that encourage the reduction of carbon dioxide emissions and encourage the implementation of renewable and low carbon energy.

Policy SE 8

Renewable and Low Carbon Energy

1. The development of renewable and low carbon energy schemes (including community-led initiatives), together with any ancillary building(s) and infrastructure, will be positively supported and considered in the context of sustainable development and any impact on the landscape.
2. Weight will be given to the wider environmental, economic and social benefits arising from renewable and low carbon energy schemes, whilst considering the anticipated adverse impacts, individually and cumulatively upon:
 - i. The surrounding landscape including natural, built, historic and cultural assets and townscape; including buildings, features, habitats and species of national and local importance and adjoining land uses; and / or
 - ii. Residential amenity including visual intrusion, air, dust, noise, odour, traffic generation, recreation and access; and / or
 - iii. The operation of air traffic, radar systems, electromagnetic transmissions, and the Jodrell Bank Radio Telescope.
3. Appropriate mitigation measures to address any effects identified and considered (for all low carbon and renewable schemes) will be required prior to any development proceeding.

⁷⁴ DECC, (2009), UK Low Carbon Transition Plan

4. Given the nature of some forms of renewable and low carbon energy schemes and their supporting infrastructure and ancillary building(s), it will be necessary and appropriate in certain instances, to secure removal of the scheme and its supporting infrastructure and ancillary building(s) and restore the land to an appropriate use once a scheme is ready for decommissioning, through the imposition of planning conditions.

Justification

13.77 The National Planning Policy Framework states that the planning system should '*support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the re-use of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy)*'. It also states that '*planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development*'.

13.78 There are various sources of renewable and low carbon energy that can be applied in Cheshire East. It is anticipated that the following technologies will be the most viable and feasible:

- Solar thermal and photovoltaics on south facing buildings throughout the Borough. Ground mounted schemes may be appropriate where they do not conflict with other policies of the plan
- Combined heat and power and district heating will play an important role, particularly in strategic and major employment, retail, residential, community and other developments where there are high energy demands
- Biomass boilers serving individual or groups of buildings and communal heat and power systems, particularly in rural communities
- Community led and farm scale anaerobic digestion
- Community led hydropower schemes provided that the impacts on the river environment and surrounding ecology are mitigated
- Heat pumps, particularly in locations not served by the gas network
- A potential supply of deep geothermal heat has been identified in the Borough, particularly at Crewe, that offers potential to generate renewable energy
- Advanced thermal treatments
- Wind turbines of small, medium and large scale

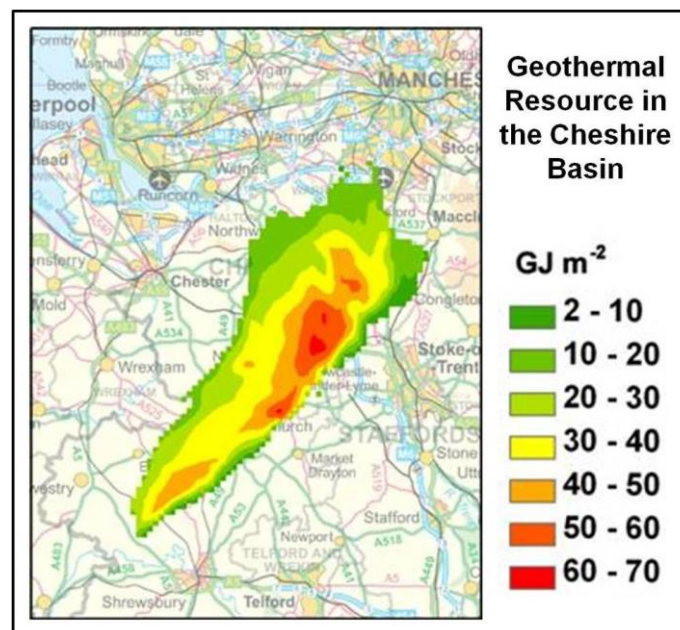


Figure 13.2 Geothermal Resource in the Cheshire Basin

13.79 Renewable and low carbon energy has the potential to contribute to the Borough's electricity supply. Assessments of ~~wind speeds~~, technical and environmental constraints, as well as the potential landscape and visual impact studies of renewable and low carbon energy development across the Borough, should be used to help identify suitable locations appropriate for renewable and low carbon energy development.

13.80 Whilst the Council's evidence based studies makes reference to, and ~~identifies-identify~~ potential locations suitable for renewable and low carbon technologies, ~~it this does not mean that technologies will automatically be granted consent within the identified areas. Equally, it~~ should not restrict development for technologies (~~other than wind turbine development~~) outside of the identified areas, or ~~equally~~, mean that technologies will automatically be ~~granted consent within the identified areas, or~~ refused consent if outside the identified areas.

13.81 Following the Written Ministerial Statement on 18th June 2015 and associated update to Planning Practice Guidance, areas suitable for wind energy development will be formally identified in the Site Allocations and Development Policies document. Given the rich and diverse nature of the landscape within the Borough, when planning applications are submitted for wind turbines, applicants will need to have completed the Appendix 2 requirements of the Cheshire East Landscape Sensitivity to Wind Energy Developments study (2013), as part of the application process. The Council will need to be satisfied that development will not have a significant adverse impact on the landscape.

Key Evidence

1. Climate Change and Sustainable Energy Study
2. Renewable Energy Policy Study
3. Renewables Handbook

4. Landscape Sensitivity to Wind Energy Developments Study

Policy SE 9

Energy Efficient Development

1. The Council will look favourably upon development that follows the principles of the Energy Hierarchy, and seeks to achieve a high rating under schemes such as ~~the Code for Sustainable Homes~~, BREEAM (for non-residential development), CEEQUAL (for public-realm development) and Building for Life ~~and/or Lifetime Homes~~. For non-residential development, this will be especially so where the standard attained exceeds that required by the current Building Regulations (or as updated).
2. Where development is over ten dwellings (including conversions) or non-residential development over 1,000 square metres, it will be expected to secure at least 10 per cent of its predicted energy requirements from decentralised and renewable or low carbon sources, unless the applicant can clearly demonstrate that having regard to the type of development and its design, this is not feasible or viable.
3. In those areas identified as 'District Heating Network Priority Areas'⁷⁴⁷⁵ or within large scale development elsewhere, new development should contribute to the development of a strategic district heating network, where feasible and viable, by seeking to make use of available heat (including geothermal) and waste heat as follows:
 - i. Large and mixed use developments of over 100 dwellings or non residential development of 10,000 square metres gross floor space should install a site-wide district heating network.
 - ii. Smaller developments of 10 or more dwellings or non residential development of 1,000 square metres gross floor space should connect to any available district heating network.
4. Where a district heating network does not yet exist, applicants should demonstrate that the heating and cooling equipment installed is capable of connection to a network at a later date.
5. New development should be designed to maximise the ability to accommodate a district heating solution in terms of overall layout, phasing, mix of uses and density.
6. Development with high energy demands should give consideration to its potential role in providing an anchor load for a district heating network.
7. In those areas that are not connected to the gas network, new development will be encouraged to deliver its residual energy from low and zero carbon sources.

Justification

13.82 The National Planning Policy Framework states that *'to support the move to a low carbon future, local planning authorities should: plan for new development in locations and ways which*

⁷⁵To be identified in the Site Allocations and Development Policies Development Plan Document

reduce greenhouse gas emissions; actively support energy efficiency improvements to existing buildings; and when setting any local requirement for a building's sustainability, do so in a way consistent with the Government's zero carbon buildings policy and adopt nationally described standards'. It also states that development should 'comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption'.

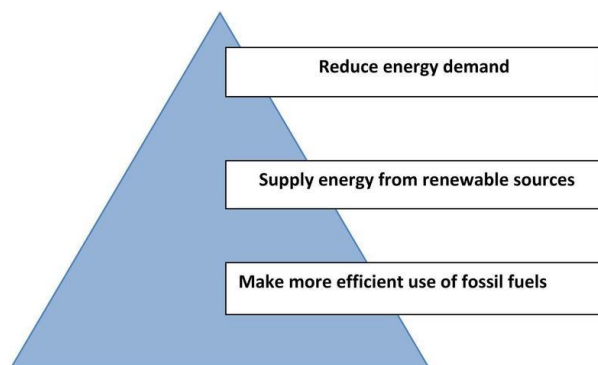


Figure 13.3 Energy Hierarchy

13.83 Cheshire East is relatively constrained in terms of its capacity to generate renewable energy, particularly from large scale technologies. Consequently, achieving national and local targets to reduce carbon dioxide emissions and increase renewable energy generation will be extremely challenging. Without a requirement for efficiency standards that exceed the requirements of Building Regulations on large sites, it would be unlikely to occur.

13.84 Cheshire East Council and Housing Associations will lead by example by seeking to maximise energy efficiency and by incorporating renewable energy generation through the refurbishment and redevelopment of land and buildings in their ownership.

13.85 This justification for the on-site low carbon energy target is drawn from the Cheshire East 'Climate Change and Sustainable Energy Planning Research' and the Zero Carbon Hub 'Carbon Compliance: Setting an Appropriate Limit for Zero Carbon New Homes – Findings and Recommendations, February 2011', which consider technical feasibility and financial viability. This approach is justified by the particular challenges and characteristics of the Borough. The target seeks to achieve a balance between the social, economic and environmental imperative of higher standards and the commercial realities of property developers. The Council recognises that this will in some cases remain a challenging target, particularly for certain building types, and so it will be acceptable to achieve average compliance across all buildings in a development.

13.86 Compliance with this requirement should be demonstrated through completion of the Standard Assessment Procedure (SAP) which assesses the energy rating of development. This process is already required to demonstrate compliance with Part L of the Building Regulations. If

viability is uncertain, applicants should use open book accounting to allow the determination of viability.

13.87 The purpose of the ‘district heating network priority areas’ is to prioritise district heating in areas where the potential is greatest and to take advantage of available heat sources such as geothermal or waste heat. The development of District Heating Networks to serve strategic developments and areas where there are major energy users are being explored. However, it is recognised that delivering District Heating Networks cannot be achieved through planning alone. The aim of this policy is to ensure that new development makes an appropriate contribution.

13.88 The design and layout of site-wide networks should be such as to enable future expansion into surrounding communities. Where appropriate, applicants may be required to provide land, buildings and/or equipment for an energy centre to serve existing or new development, irrespective of whether the scheme is currently in operation.

13.89 The viability of district heating schemes is heavily influenced by a development’s density, mix of use, layout and phasing. Residential development should normally be at least 55 dwellings per hectare and a minimum size of 100 homes. Mixed use development can allow densities to be lower and can provide a good ‘anchor’ development (i.e. provides a high and stable heat load over the day and year). The cost of district heating pipes is high and so the layout of a development should seek to minimise the length of pipe needed. The on-site network should consider how it can be connected to a strategic network in future.

13.90 The Council is committed to encouraging households and businesses located in areas off the gas network to move away from heating systems powered by liquid gas, oil or electricity towards low and zero carbon technologies. Applications for new development in areas off the gas network will be expected to comply with this requirement. This will have economic benefits for the occupants as well as contributing to the achievement of national and local carbon dioxide and renewable energy targets.

13.91 Government targets in relation to greenhouse gas reduction are recognised to be challenging. Government and industry experts recognise that construction practice may be unable to keep pace with the ambitious targets imposed and from this the notion of 'Allowable Solutions' was created. These 'Allowable Solutions' are a way of providing flexibility for low and zero carbon development and are likely to be an identified set of on, off and near-site options or projects that will be used to offset the remaining greenhouse gas emissions of a proposal.

13.92 The proposed framework for zero carbon buildings policy including Allowable Solutions has yet to be fully confirmed by Government and is currently being developed at the national level. Cheshire East Council will align with the national prescribed scheme, once in place, or look to establish local mechanisms if the national scheme is not introduced as planned, to improve the viability of development under the zero carbon requirements. Money raised through allowable solutions, or its locally established alternative, will contribute towards the delivery of energy efficiency and greenhouse gas reduction priorities identified by Cheshire East Council. Further guidance on this will be given at site allocations stage following further national guidance on this matter expected from the Government.

Key Evidence

1. Climate Change and Sustainable Energy Study (2011)
2. Renewable Energy Policy Study (2010)
3. Renewable Energy Handbook (2011)
4. Local Energy Networks Project (2011)

Minerals

13.93 Minerals make an essential contribution to the nation's economy and quality of life providing the materials for infrastructure, buildings, energy and goods. Cheshire East contains a range of mineral resources of local and national economic importance. Minerals currently worked in the Borough include silica sand, sand and gravel, sandstone, salt and peat. Resources found but not worked include clay and coal with the potential for associated hydrocarbons.⁷⁵⁷⁶

Policy SE 10

Sustainable Provision of Minerals

Cheshire East will make provision for an adequate and steady supply of minerals in support of sustainable economic growth without unacceptable adverse impacts on the environment having considered the need to conserve finite natural resources as far as possible and safeguard them for future generations.

To achieve this, the Council will:

1. Make appropriate provision for the supply of aggregates having regard to Cheshire East's apportionment of sub-national supply guidelines and Local Aggregate Assessments.
2. Seek to maintain aggregate landbanks of at least 7 years sand and gravel and at least 10 years crushed rock supply over the Plan period.
3. Make appropriate provision for the supply~~Seek to provide stocks~~ of permitted silica sand reserves at each site equivalent to at least 10 years production ~~at each site~~ throughout the Plan period, or at least 15 years at sites where significant new investment is required.
4. Identify suitable locations for potential sand and gravel, silica sand and salt extraction in the Site Allocations and Development Policies Document. These will take the form of specific sites, preferred areas and/or areas of search where appropriate.
5. Encourage and support the provision and use of suitable alternative materials to land-won minerals in order to minimise the need for new primary extraction and conserve finite natural resources.
6. Safeguard Cheshire East's important mineral resources of silica sand, sand and gravel, sandstone (including building stone), salt and surface coal through the definition of Mineral Safeguarding Areas, which will be defined in the Site Allocations and Development Policies

⁷⁶BGS (2006) 'Mineral Resource Information in Support of National, Regional and Local Planning: Cheshire'

Document and will include environmental designations, urban areas and buffer zones, plus development management criteria. Within these areas, mineral resources will be protected from unnecessary sterilisation by other development.

7. Safeguard existing and potential minerals associated infrastructure against other development in close proximity which may potentially constrain its current or future use.
8. Support the extraction of natural building and roofing stone needed for architectural and heritage purposes where environmentally acceptable.
9. Not support proposals for peat extraction from new or extended sites.
10. Encourage and support the transportation of minerals by alternative methods to road where practicable.
11. Secure at the earliest opportunity the high standard restoration and aftercare of sites following mineral working, recognising the diversity of appropriate restoration schemes to deliver the potential for beneficial afteruses.
12. Recognise the need for the afteruse of underground salt cavities for gas storage purposes in response to national energy policy.
13. Set out environmental criteria in the Site Allocations and Development Policies Document against which all minerals proposals will be assessed to ensure operations do not have unacceptable adverse impacts on the natural and historic environment or on human health.

Justification

13.94 Aggregates are the essential raw material needed in almost any construction activity such as new housing and infrastructure. Cheshire East is a producer of sand and gravel and, to a small scale, crushed rock (sandstone) used for aggregate purposes. To meet the future demand for aggregates, supply levels set out in National and Sub-National Aggregate Guidelines have been apportioned between the Mineral Planning Authorities of the North West through agreement between the North West Aggregates Working Party. Table 13.2 sets out Cheshire East's contribution to sub-national supply and overall provision based on rolling forward annualised average apportionments over the plan period (2010-2030).

Table 13.2 Cheshire East Aggregate Provision over the Plan Period (in million tonnes)

Aggregate	Cheshire East's Total Apportionment ⁷⁶⁷⁷ (2005-2020)	Annualised Average Amount	Rolled forward over Plan period	Additional provision to maintain landbanks	Overall provision	Less existing reserves ⁷⁸⁷⁹
-----------	---	---------------------------	---------------------------------	--	-------------------	--

⁷⁷ As detailed in NAWAP (2011) 'Sub-regional apportionment of 2005-2020 guidelines for aggregate provision in the North West' and CWaC (2011) 'The Future of Sub-Regional Apportionment in the Cheshire Sub-region - A paper prepared for Cheshire West and Chester and Cheshire East Councils'

			(2010-2030)	beyond Plan period ⁷⁷⁸		
Sand and Gravel	11.36	0.71	14.2	4.97	19.17	13.58
Crushed Rock	0.66	0.04	0.8	0.4	1.2	-3.09 (surplus)

13.95 Levels of aggregate supply to meet demand will be reviewed when necessary following the publication of updated National and Sub-National Aggregate Guidelines. Local Aggregate Assessments (LAAs) will also be prepared annually to assess the supply and demand of aggregates in Cheshire East based on 10-year sales averages and other relevant information, identifying if any shortfall or surplus exists.

13.96 In order to provide security of aggregate supply, provision should be made to maintain minimum aggregate landbanks of at least 7 years sand and gravel and at least 10 years crushed rock supply throughout the Plan period. Landbanks will be used to monitor the security of aggregate supply from Cheshire East, indicating if a review of provision is needed, and as a consideration when assessing the need for new planning permissions.

13.97 Our evidence base tells us that there is a sufficient crushed rock aggregate landbank across permitted sites, but that additional sand and gravel reserves will be required within the period up to 2030 in order to maintain a landbank consistent with national policy. Provision for sand and gravel supply in Cheshire East will be made through the Site Allocations and Development Policies Document.

13.98 Silica sand resources in Cheshire East are recognised as being of national economic importance. In response to national planning policy, the Authority is, therefore, required to ensure that a steady and adequate supply of this raw material is provided. Due to the national need for silica sand, it is important that each production site is adequately provided for, unless exceptional circumstances prevail. Therefore a minimum stock of permitted reserves for at least 10 years production should be maintained at individual sites throughout the Plan period, or for at least 15 years at new or existing sites where significant new capital investment is required.⁷⁹⁸⁰ Silica sand quarries in Cheshire East also produce quantities of sand for sold aggregate purposes and, therefore, contribute to the overall supply and landbank of aggregate sand and gravel.

13.99 To enable the provision of a steady and adequate supply of both aggregate and industrial minerals, allocations in the form of specific sites, preferred areas and/or an area of search for potential future minerals development will be identified through the Site Allocations and Development Policies Document. This approach to allocations is considered to offer a level of

⁷⁹ 5.59mt sand and gravel, 4.29mt crushed rock as of 31.12.2012

⁷⁸ 7 years sand and gravel, 10 years crushed rock

⁸⁰ ~~Landbanks for industrial minerals are to be calculated according to paragraph 53 of the Technical Guidance to the National Planning Policy Framework. Calculations will be based on the average of the previous 10 years' sales and will have regard to the use and quality of the material (Paragraph 90, Planning Practice Guidance)~~

certainty as to where potential mineral extraction may take place, whilst providing a degree of flexibility to meet needs over the plan period. This will involve reviewing existing allocations in the Cheshire Replacement Minerals Local Plan 1999. New allocations will be subject to necessary environmental assessment and sustainability appraisal. New sites, or extensions to existing sites for future peat extraction, will not be included consistent with national planning policy.

13.100 The consumption of primary (land-won) mineral resources can be offset by alternative materials such as secondary or recycled aggregates produced as industrial by-products or from construction, demolition and excavation (CD&E) waste. Whilst it is acknowledged not all primary minerals can feasibly be replaced, proposals offering to provide suitable alternative materials in appropriate locations should be supported in order to limit the need for land-won extraction and help to secure the long term conservation of finite natural resources. The Waste DPD will identify appropriate sites needed for the management of CD&E waste, including for aggregate recycling.

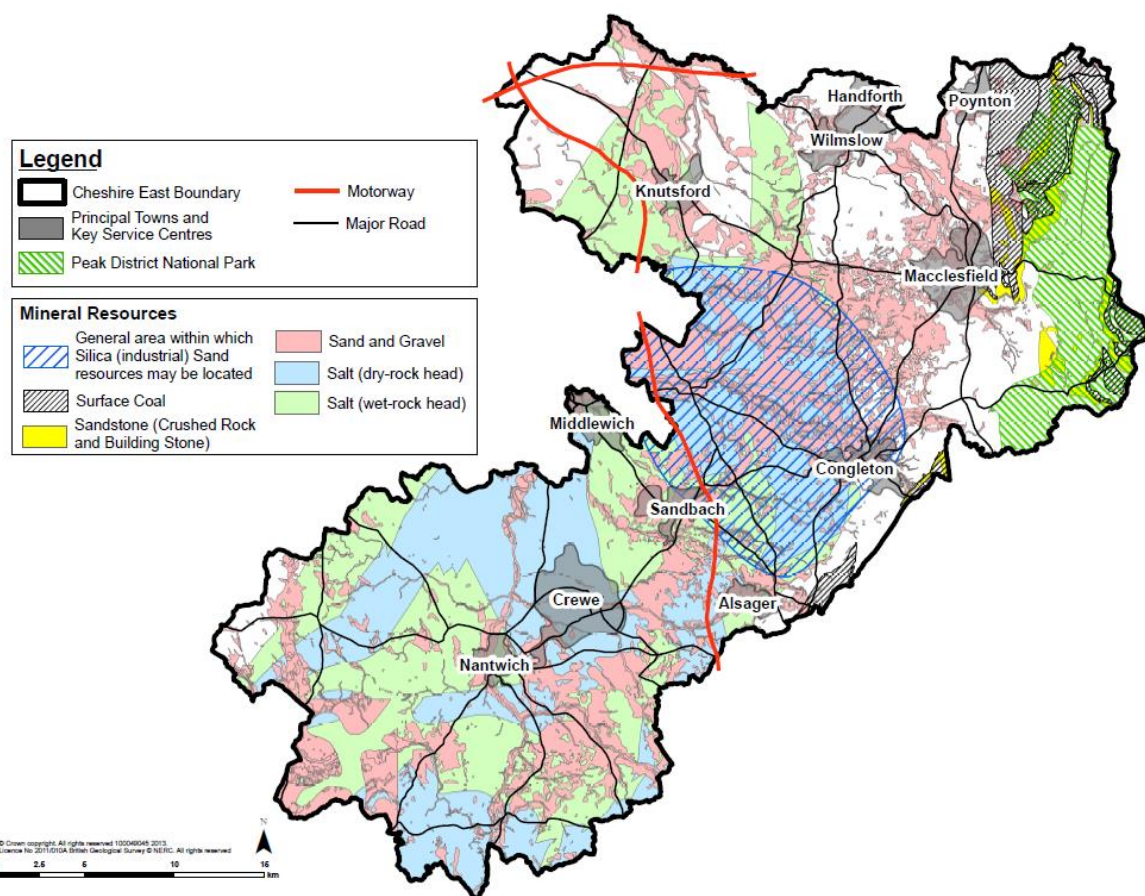


Figure 13.4 Mineral Resources in Cheshire East (based on BGS/Coal Authority data)

13.101 As mineral resources are finite and can only be worked where they naturally occur, in accordance with the principles of sustainable development, they should be safeguarded in order to meet the needs of future generations. Mineral resources considered for safeguarding in Cheshire East for their economic importance include:

- Silica (industrial) sand,
- Sand and gravel

- Sandstone (including for building stone purposes)
- Salt
- Surface coal

13.102 The broad extent of these resources is shown on the Mineral Resources in Cheshire East map (Figure 13.4). This is based on mineral resource data provided by the BGS and The Coal Authority. This data will provide the basis for the definition of Mineral Safeguarding Areas (MSAs) in the Site Allocations and Development Policies Document, subject to refinement through consultation with the minerals industry and others.

13.103 The purpose of MSAs is to prevent the needless sterilisation of mineral resources by alerting to their presence. This factor can then be given appropriate consideration in the planning process. MSAs do not preclude other (non-mineral) forms of development being permitted within them, nor do they carry any presumption that the mineral resource will be worked. Where it can be demonstrated that it is environmentally feasible and practicable, the prior extraction of the mineral resource will be encouraged ahead of necessary development.

13.103a Prior extraction is the process by which a mineral is won from a site prior to non-mineral development taking place. This can take place at a number of different scales, which would depend on the size of the site, the depth of mineral, the type and quality of the mineral, and the nature of the proposed development. In line with the requirements of the NPPF, the Site Allocations and Development Management Policies Document will set out policies to encourage the prior extraction of minerals, where practicable and environmentally feasible, if it is necessary for non-mineral development to take place.

13.104 In safeguarding sites for existing, planned and potential minerals associated infrastructure (as set out in the NPPF), including for secondary and recycled materials, appropriate consideration will also be given to the potential constraints that proximal (non-mineral) development may place on the operation of this infrastructure.

13.105 Cheshire East will work with the minerals industry and others to ensure that MSAs are based upon the best available information and that all relevant mineral associated infrastructure has been considered. Accompanying policy will be set out in the Site Allocations and Development Policies Document to support the practical implementation of determining proposals in these areas in line with best practice guidance.⁸¹

13.106 Cheshire East has a valued, varied and unique built heritage. The provision of locally-sourced building and roofing stone is therefore important to enable the repair and maintenance of built heritage assets in support of their long term conservation as well as ensuring sensitivity of design in proximity to designated and local heritage assets and their settings. This complements the aims of Policy SE1 'Design' and Policy SE7 'The Historic Environment'.

13.107 Proposals for the extraction of peat at new or extended sites in Cheshire East, will not be supported, reflecting the national planning policy position on peat extraction.

⁸¹ BGS and The Coal Authority (2011) 'Mineral Safeguarding in England: good practice advice'

13.108 Substantial environmental benefits can be achieved by replacing the road borne transportation of minerals with alternative methods such as rail, waterway, pipeline or conveyor. Whilst it is recognised that given the nature of mineral extraction in Cheshire East, road often presents the only feasible option, alternative methods will be encouraged and supported wherever this is practicable.

13.109 Mineral working is a temporary use of land, although it often takes place over long periods of time. The restoration and subsequent aftercare of mineral sites following the completion of extraction can provide opportunities to deliver a range of sustainable, positive and beneficial after-uses. This includes agriculture, forestry/native woodland, nature conservation, amenity and recreation. Restored land can also help adapt to or mitigate the effects of climate change and contribute to Cheshire East's network of Green Infrastructure, consistent with Policy SE6 'Green Infrastructure'. The most appropriate restoration schemes to deliver the potential for beneficial afterusesform-of-afteruse will be determined on a site-by-site basis.

13.110 Local geological circumstances in Cheshire East have demonstrated their feasibility for natural gas storage purposes in underground cavities, created following the extraction of salt (in brine) with the suggested potential for carbon storage. In response to national planning policy, encouragement should be given to such afteruse, subject to ensuring that the appropriate integrity and safety measures are satisfactorily secured. Government has identified the need for gas storage capacity to contribute to national energy security.

13.111 For all mineral development, it is essential that operations do not give rise to any unacceptable adverse impacts on the natural and historic environment or on human health. In addition to the relevant policies in this Plan, detailed policies will be brought forward through the Site Allocations and Development Policies Document setting out criteria against which all mineral related planning proposals, including for hydrocarbon resource development, will be assessed, consistent with national planning policy and guidance.

Key Evidence

1. Cheshire East Surface Mining Coal Resource Areas, The Coal Authority
2. The Future of Sub-Regional Apportionment in the Cheshire Sub-region - A paper prepared for Cheshire West and Chester and Cheshire East Councils, Cheshire West and Chester Council
3. Annual Monitoring Report 2013, North West Aggregates Working Party (NWWP)
4. Local Aggregate Assessment ~~(Draft)~~ 2013, Cheshire East Council
5. Mineral Resource Information in Support of National, Regional and Local Planning: Cheshire, British Geological Survey (BGS)
6. National and regional guidelines for aggregates provision in England 2005-2020, Department for Communities and Local Government (DCLG)
7. Strategic Stone Study - A Building Stone Atlas of Cheshire, English Heritage

8. Sub-regional apportionment of 2005-2020 guidelines for aggregate provision in the North West, North West Aggregates Working Party (NWAAP)

Waste

13.112 The major streams of waste arising in the Borough include municipal or local authority collected (including household); commercial and industrial; construction, excavation and demolition; and hazardous. Waste management has changed significantly over the last twenty years in the UK with a major decrease in waste being disposed of to landfill and an increase in recycling - a trend experienced in Cheshire and Cheshire East. New technologies are also emerging to manage waste as a resource offering benefits such as energy generation.

13.113 A key aim of the Government is to move towards a 'zero waste economy'^{81,82} in which material resources are re-used, recycled or recovered wherever possible, and only disposed of as the last option. To achieve this, waste must be managed according to the principles of the 'Waste Hierarchy'.

Policy SE 11

Sustainable Management of Waste

To achieve the sustainable management of waste in Cheshire East, the Council will:

1. Expect all proposals for waste management development to maximise opportunities for waste to be managed in accordance with the principles of the Waste Hierarchy whereby priority will be given, in order, to its (i) prevention; (ii) preparation for re-use; (iii) recycling; (iv) other recovery; and (v) disposal.
2. Meet the predicted needs of Cheshire East through provision of sufficient opportunities for waste management facilities in appropriate locations, including for waste disposal. This will be achieved through the preparation of a Waste Development Plan Document (DPD). This Plan will:
 - i. Identify sites and areas suitable for new or enhanced waste management facilities for the identified waste management needs of Cheshire East^{82,83} over the Plan period.
 - ii. Integrate with Cheshire East's municipal waste management strategy.
 - iii. Set out policies to ensure that proposals for the management of waste do not endanger human health or cause environmental harm.

Justification

13.114 A key objective of sustainable development is to produce less waste and wherever possible use it as a resource. To deliver this, the management of waste must be driven up the 'Waste Hierarchy'^{83,84} whereby options for management are prioritised in order according to their

⁸² As set out in: DEFRA (2011) 'Government Review of Waste Policy in England 2011'

⁸³ Including parts of the Borough in the Peak District National Park

⁸⁴ A legislative requirement under Article 4 of the revised EU Waste Framework (Directive 2008/98/EC) transposed through the Waste (England and Wales) Regulations 2011

environmental impact. The most sustainable and environmentally friendly option is to reduce the amount of waste that is produced in the first place. When waste is created, priority is then given to preparing it for re-use, then to recycling (including composting), then to recovery (including energy generation), and last of all disposal (for example landfill).

13.115 Specific policies and the allocation of sites for waste development in Cheshire East will be set out in the Waste Development Plan Document (DPD). This will be prepared with regard to the Waste Management Plan for England and in consistency with national waste planning policy.⁸⁴⁸⁵ Production of the Waste DPD will follow the timetable outlined in the Local Development Scheme (LDS) to ensure the timely provision of new facilities .

13.116 The Waste DPD will identify and address the waste management needs of Cheshire East and plan for appropriate provision based on analysis of the best available waste data and appraisal of options. This will be based upon updated evidence on the authority's waste arisings (for all waste streams), its management capacity and on cross boundary waste flows both into and out of the authority area.

13.117 Sites and areas in the Borough suitable for new or enhanced waste management facilities will be identified consistent with criteria set out in national waste planning policy and, if necessary, safeguarded for this use. Recognition will be given to the benefits of co-locating waste management facilities and the potential for new technologies that use waste as a resource to help drive its management up the Waste Hierarchy.

13.118 The Waste DPD will also integrate with the Council's municipal waste strategy to ensure Cheshire East's waste is managed in the most sustainable way, reducing reliance on landfill.

13.119 Policy will be set to ensure that the environment and human health is protected through the prevention or mitigation of the adverse impacts of the generation and management of waste, complementing other relevant policies in the Local Plan.

13.120 It is recognised that waste management is strategic in nature and that movements of materials cross administrative boundaries. Preparation of the Waste DPD will involve engaging with other relevant Waste Planning Authorities to address any issues of cross boundary waste movements based on the evidence available.

Key Evidence

1. Cheshire East and Cheshire West and Chester Councils - Waste Needs Assessment Report, Urban Mines (2011)
2. Cheshire Joint Municipal Waste Management Strategy 2007-2020, Cheshire Waste Partnership
3. Cheshire East Council Municipal Waste Management Strategy to 2030

⁸⁵ The National Planning Policy Framework does not contain specific waste policies. Updated national waste planning policy, ~~when finalised, will be~~ published as part of the Waste Management Plan for England, replacing the existing national waste planning policy contained in Planning Policy Statement 10 (PPS10): Planning for Sustainable Waste Management.

2.4. National Planning Policy For Waste

Pollution

13.121 The Local Plan plays a key role in determining the location of development that may give rise to pollution, either directly or indirectly, and in ensuring that other uses and development are not, as far as possible, affected by major existing or potential sources of pollution. Development should avoid and, if necessary, mitigate against environmental impacts.

Policy SE 12

Pollution, Land Contamination and Land Instability

1. The Council will seek to ensure all development is located and designed so as not to result in a harmful or cumulative impact upon air quality, surface water and groundwater, noise, smell, dust, vibration, soil contamination, light pollution or any other pollution which would unacceptably affect the natural and built environment, or detrimentally affect amenity or cause harm. Developers will be expected to minimise, and mitigate the effects of possible pollution arising from the development itself, or as a result of the development (including additional traffic) during both the construction and the life of the development. Where adequate mitigation cannot be provided, development will not normally be permitted.
2. Development for new housing or other environmentally sensitive development will not normally be permitted where existing air pollution, soil contamination, noise, smell, dust, vibration, light or other pollution levels are unacceptable and there is no reasonable prospect that these can be mitigated against.
3. Development should support improvements to air quality, not contradict the Air Quality Strategy or Air Quality Action Plan and seek to promote sustainable transport policies.
4. Where a proposal may affect or be affected by contamination or land instability (including natural dissolution and/or brine pumping related subsidence), at the planning application stage, developers will be required to provide a report which investigates the extent of the contamination or stability issues and the possible affect it may have on the development and its future users, the natural and built environment. This report should be written in line with best practice guidance.
5. In most cases, development will only be deemed acceptable where it can be demonstrated that any contamination or land instability issues can be appropriately mitigated against and remediated, if necessary.

Justification

13.122 The National Planning Policy Framework states that the planning system should '*prevent both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability*'; as well as '*remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate*'

13.123 The Council strongly supports the need to protect the environment and residents from the effects of pollution. Some types of development may cause or contribute to air quality, water or land

pollution. The Council will therefore seek to make sure that levels are kept to a minimum through the construction phase and life of the development, and are not detrimental to human health, the environment or the amenity of neighbouring or nearby users, or the users of the development itself.

13.124 Paragraph 124 of the NPPF requires that planning policies should sustain compliance with, and contribute towards, EU Limit values or national objectives for pollutants, taking account of the presence of Air Quality Management Areas and the cumulative impacts on air quality for individual sites in local areas. Planning decisions should ensure new development in (or which may affect) an Air Quality Management Area is consistent with the current Cheshire East Air Quality Action Plan.

13.125 One approach to dealing with the cumulative impact of developments is through the preparation of a low emissions strategy designed to accelerate the uptake of low emissions fuels and technologies in and around development sites. Cheshire East Council is currently in the process of producing a low emission strategy for the Borough.

13.126 Noise and vibration can lead to harm or be detrimental to amenity. Whilst planning cannot control the noise or vibration from existing established development, it can try to ensure that new noise sensitive development is not close to existing sources which generate noise, such as industrial uses, noise created by vehicles and other forms of transport or even evening uses such as hot food takeaways. This policy will seek to ensure development is planned appropriately, so new developments which have the potential to create noise are not located in places where they would unacceptably affect the natural and built environment, or detrimentally affect amenity or cause harm.

13.127 Noise and vibration during the construction process can often cause disturbance and detrimentally affect amenity to occupants of neighbouring properties. The Council will, where necessary, seek to attach planning conditions assessing each case on its individual merits.

13.128 Lighting is an important part of ‘everyday life’ as it can be used to improve the appearance and character of an area/building, as a security feature and a way in which uses can be extended for longer periods of time (into the evening hours) thereby causing potential noise issues. The Council is aware of the increasing issues arising from artificial lighting, which can often impact upon residential amenity, the character and appearance of an area (particularly rural locations) and the environment. Aspects such as poor design, location, the expel of unnecessarily high levels of light can have a harmful impact. In addition, lighting left on unnecessarily is a waste of energy.

13.129 Whilst not all forms of lighting require planning permission, the Council will, where appropriate, seek to influence light pollution that would have a harmful impact upon the natural/built environment and amenity.

13.130 Contamination is not always restricted to previously developed land, it can be located on greenfield land and can arise from natural sources as well as from human activities. Development on land which is known or suspected to be contaminated, or for uses which would be particularly vulnerable in terms of exposure to contamination (such as housing or schools), must be supported by sufficient information to enable the possible contamination risks to be fully assessed. It is essential that measures are then put in place which allows the development to go ahead safely.

13.131 Natural conditions such as landslides (due to geology, angle of land), soluble rocks or mining activities such as coal mining or subsidence caused by brine pumping⁸⁵⁸⁶ can cause land instability. Guidance on areas affected by brine pumping is available as part of the pre-application advice process (generally, this issue affects Middlewich, Sandbach and North Cheshire). Specific conditions may need to be applied to address the impact of ground instability in these areas. Development on land which would be affected by, or would affect land stability must therefore be accompanied by a report which identifies the risk. Development on land where instability cannot be mitigated and remediated will not normally be allowed.

13.132 The Council will seek the advice of the appropriate regulatory/statutory organisations including the Environment Agency, Health and Safety Executive, Manchester Airport, The Coal Authority and The Cheshire Brine Subsidence Compensation Board on proposals falling within defined consultation zones. There are a number of installations and pipelines in the Borough handling notifiable substances and the Proposals Map will indicate consultation zones appropriate to their uses.

13.133 Further guidance on the above will be provided in subsequent planning policy or Supplementary Planning Documents.

Key Evidence

1. Cheshire East Air Quality Strategy
2. Cheshire East Air Quality Management Areas and their resultant assessments
3. Cheshire East Air Quality Action Plan
4. Cheshire East Annual Air Quality Progress Reports
5. Cheshire East Contaminated Land Strategy
6. Environmental Noise Directive - Noise Action Plans (various for Air, Road, Agglomerations)
7. Cheshire Planning Noise Guidelines (Part 1: Mineral and Waste Disposal) (1996)
8. Noise Pollution: Construction Noise Leaflet
9. Cheshire Brine Pumping (Compensation for Subsidence) Act, 1952

Flood Risk and Water Management

13.134 In recent years, floods have shown how vulnerable the UK is to extreme weather events, resulting in significant economic, social and environmental cost. Whilst Cheshire East may not have experienced devastating fluvial or surface water flood events as seen in 2007, 2009, 2012 and 2014, the number and severity of recent floods seems to be on the increase and climate change means that the frequency, pattern and severity of flooding are expected to increase.

⁸⁶There is a statutory duty under the Cheshire Brine Pumping (Compensation for Subsidence) Act, 1952 to consult with the Cheshire Brine Subsidence Compensation Board for all development within certain prescribed consultation areas

13.135 Effective land use management has become one of the most important ways to manage flood risks and improve community resilience. Sustainable development in the right locations can help reduce the quantity of water entering our river and drainage networks, improve water quality within the Borough and provide opportunities to enhance biodiversity, health and recreation.

13.136 The National Planning Policy Framework (NPPF) and its supporting Technical Guidance sets out the approach that Local Planning Authorities and developers should follow in considering flood risk, including a hierarchy of flood risk assessment documents.

13.137 Cheshire East Council as a Local Planning Authority is required to undertake a Strategic Flood Risk Assessment (SFRA) to identify areas at risk of flooding from all sources. For Cheshire East, this is flooding from rivers (fluvial), canals and reservoirs, groundwater, surface water and sewers, and the implications of climate change. The SFRA will then in turn inform the Local Plan Strategy.

Policy SE 13

Flood Risk and Water Management

Developments must integrate measures for sustainable water management to reduce flood risk, avoid an adverse impact on water quality and quantity within the Borough and provide opportunities to enhance biodiversity, health and recreation, in line with national guidance, by ensuring that:

1. All development follows the sequential approach to determining the suitability of land for development, direct new development to areas at lowest risk of flooding and where necessary apply the exception test; this should take into account all sources of flooding identified in the Cheshire East SFRA.
2. All planning applications for development at risk of flooding are supported by an appropriate Flood Risk Assessment (FRA) to demonstrate that development proposals will not increase flood risk on site or elsewhere and opportunities to reduce the risk of flooding are sought, taking into account the impacts of Climate Change in line with the Cheshire East SFRA. New development will be required to include or contribute to flood mitigation, compensation and / or protection measures, where necessary, to manage flood risk associated with or caused by the development.
3. New development is designed to be safe, taking into account the lifetime of the development, and the need to adapt to climate change.
4. All developments, including changes to existing buildings, seeks improvements to the current surface water drainage network and be designed to manage surface water. This should include appropriate sustainable drainage systems (SuDS) and Green Infrastructure to store, convey and treat surface water prior to discharge with the aim of achieving a reduction in the existing runoff rate, but must not result in an increase in runoff. It is not sustainable to dispose of surface water via the public sewer systems; applicants seeking to drain to the public sewers must demonstrate there are no other more sustainable viable options. Where appropriate, opportunities to open existing culverts should be identified.

5. Where water infrastructure capacity is an issue, all major development must demonstrate that there is adequate infrastructure in place to serve the development.
6. New development enhances and protects surface and ground water quality and complies with the Water Framework Directive in ensuring that development does not cause a deterioration in the status of inland waters, unless suitable mitigation measures are in place; and
7. New development incorporates water efficiency measures.

Justification

13.138 The Cheshire East area predominantly covers the Cheshire Plain, a flat, lowland area, which is characterised by watercourses running in well-defined floodplains and localised areas of hilly terrain. To the northeast, this includes part of the western Peak District, an upland area forming the southern end of the Pennines. This area has steep topography, and is characterised by steep sided valleys and large numbers of minor watercourses.

13.139 The main source of flood risk in Cheshire East is from main rivers and Ordinary Watercourses. Whilst the overall level of risk from these sources is low, there are principal town centres such as Crewe, Macclesfield and in Key Service Centres such as Congleton, where risk is greater due to the presence of a densely urban population. In these urban areas, watercourses can often be modified with straightened and culverted sections, especially where rivers flow underneath major railway and road infrastructure.

13.140 Cheshire East Council (CEC) published the Cheshire East Level 1 Surface Water Management Plan (SWMP) in July 2012. The SWMP project brought together existing flood risk information from CEC, the Environment Agency and United Utilities to assess the surface water flood risk across the study area, first through a strategic review of flood risk and then an assessment of particular sites potentially at high risk from flooding. The strategic review of flood risk across the study area has indicated that the overall level of surface water flood risk is moderate. In particular:

- Due to the flat nature of the topography, there is likely to be extensive surface water flooding resulting from an extreme rainfall event. This flooding is unlikely to be deep or fast flowing, except in localised areas, and only small numbers of properties are likely to be affected.
- Deep flooding is only likely to be experienced where there are localised low-points, such as natural closed depressions, or man-made features, for example underground car parks or subways.
- In a small number of locations, steep topography is likely to result in surface water flooding along well defined flow-paths. Flooding in these areas has the potential to represent a significant hazard to people due to its velocity and depth.
- There are likely to be a number of locations throughout the study area where surface water and fluvial flooding mechanisms are likely to interact. In these areas, it may be difficult to identify the exact source of any flooding, and CEC and the Environment Agency will have to work together to manage these issues.

- There are a large number of Ordinary Watercourses within the study area, some of which run through urban areas. In many cases, these watercourses have been culverted over and are likely to be in poor condition. A blockage or collapse of one of these culverts could represent a significant flood risk to adjacent properties.

13.141 As a Local Planning Authority, Cheshire East Council should use the flood risk evidence collected through the SFRA and SWMP to avoid inappropriate development in areas at risk of flooding by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. This should be carried out through the planning process, specifically during the development of the Local Plan.

13.142 The NPPF also states that Local Plans should *'take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape'*.

13.143 As a Lead Local Flood Authority (LLFA) the Council has a number of roles and responsibilities within local flood risk management as required under the Flood Risk Regulations 2009 and the Flood and Water Management Act 2010.

13.144 The Flood Risk Regulations require the Council to develop a Preliminary Flood Risk Assessment (PFRA). The Cheshire East PFRA was published in June 2011. The PFRA did not identify a Flood Risk Area using the national significant thresholds set by Defra. As a result, the next stages of the PFRA process, the requirement to develop flood risk hazard mapping and Flood Risk Management Plans, do not apply to Cheshire East Council. However, the Environment Agency is currently in the process of updating their national Flood Map for Surface Water (uFMfSW), which is expected to meet the requirements for flood risk hazard mapping and will be available to Cheshire East Council later in 2013.

13.145 Under the Flood and Water Management Act, Cheshire East, as the LLFA, has responsibility for developing a Local Flood Risk Management Strategy (LFRMS) for their area covering local sources of flooding. The local strategy produced must be consistent with the national strategy. It will set out the local organisations with responsibility for flood risk in the area, partnership arrangements to ensure co-ordination between these, an assessment of the flood risk and plans and actions for managing the risk. The Strategy will outline how the Council intends to deliver its remaining duties under the Act. The Council now has additional permissive powers of control over ordinary watercourses to help manage flood risk across the Borough (notably new regulatory duties under Land Drainage Act 1991 and any associated Byelaws currently being considered).

13.146 The Cheshire East LFRMS is currently being prepared and the findings of the Cheshire East SFRA and the Cheshire East SWMP should help inform its development.

13.147 Wider national policy contained within Catchment Flood Management Plans (CFMPs) and River Basin Management Plans (RBMPs) should also influence how flood risk is managed at a local level.

13.148 A CFMP provides a detailed overview of flood risk from multiple sources and policies for long-term management of flood risk within the catchment that take into account the likely impacts of climate change, the effects of land use and land management, deliver multiple benefits and

contribute towards sustainable development. This is critical when areas under development pressure coincide with high flood risk.

13.149 Chosen policies and actions can be used to influence the location of development. Development should be focused towards the more 'sustainable' areas in terms of lower risk of flooding or where flood risk management is considered viable within the short and long-term plans. Development should be avoided in those areas where it is deemed inappropriate, to reduce flood risk now and in the future. Therefore, development should not rely on the future policy direction, as Environment Agency led Flood Risk Management infrastructure investment is not there to support future development, but rather to protect current properties and people at risk. Where development is planned in high risk areas, private (developer) funding will be required to reduce risk. In this instance, development may not be viable. Cheshire East is located in two CFMP catchments; the Upper Mersey and the Weaver Gow.

13.150 The Water Framework Directive (WFD) is to deliver improvements across Europe in the management of water quality and water resources as well as improving the physical state of water courses and improving in-channel habitat. The WFD requires all inland and coastal waters to reach “good ecological status” by 2015 through a catchment-based system of River Basin Management Plans (RBMPs). The Water Environment Regulations (2003) transposed the WFD into law in England and Wales and the Environment Agency is leading on its delivery.

13.151 Cheshire East is within the North West River Basin District and the Environment Agency published the final North West River Basin Management Plan in December 2009. The main responsibility for the Council is to work with the Environment Agency to develop links between river basin management planning and the development of Local Authority plans, policies and assessments. In particular, the programme of actions (measures) within the River Basin Management Plan highlights the need for:

- Water Cycle Strategies,
- Considering the WFD objectives (achieving good status or potential as appropriate) in the spatial planning process, including LDDs and Sustainable Community Strategies, and
- Promoting the use of Sustainable Drainage Systems (SuDS) in new development.

13.152 Cheshire East Council has set up strategic partnerships with Cheshire West and Chester Council, Warrington BC, Halton BC and St Helens BC. The Cheshire and Mid Mersey Partnership Group also serves to ensure consistency amongst the Councils in their approach to water management issues.

13.153 New development should incorporate water efficiency measures as much as is practicable. Standards of water efficiency for residential and commercial development will be further defined at Site Allocations and Development Policies stage.

Key Evidence

1. Cheshire East Strategic Flood Risk Assessment
2. Cheshire East Preliminary Flood Risk Assessment

3. Cheshire East Surface Water Management Plan
4. Water Environment (Water Framework Directive) (England and Wales) Regulations 2003

Jodrell Bank

Policy SE 14

Jodrell Bank

1. Within the Jodrell Bank Radio Telescope Consultation Zone, as defined on the Proposals Map, development will not be permitted if it:
 - i. Impairs the efficiency of the telescopes; or
 - ii. Has an adverse impact on the historic environment and visual landscape setting of the Jodrell Bank Radio Telescope.

2. Conditions will be imposed to mitigate identified impacts, especially via specialised construction techniques.

2-3. Proposals should consider their impact on those elements that contribute to the potential outstanding universal value of Jodrell Bank.

Justification

13.154 The Jodrell Bank site is one of the earliest planned sites for radio-telescopes in the world and is home to the iconic Lovell Telescope (Grade I listed Building) which is a prominent feature within the Cheshire East landscape.

13.155 The Council recognises that Jodrell Bank is a unique site which is of significant scientific and historical value. Accessible to the general public, this site is an important contribution to the Borough's tourism economy and has the potential to attract many more national and international visitors to the region.

13.156 Jodrell Bank is on the UK National Shortlist (the tentative list) for UNESCO in a bid for World Heritage site status due to its potential outstanding universal value.

13.157 The *Town and Country Planning (Jodrell Bank Radio Telescope) Direction 1973* sets out the zones and the type of development in which the Council must consult the University of Manchester. This policy aims to make sure that the telescopes retain their ability to receive radio emissions from space with minimum interference from electrical equipment.

13.158 The Council ~~is currently considering providing~~will provide further detailed policy and advice within the Site Allocations and Development Policies document

Key Evidence

1. Town and Country Planning (Jodrell Bank Radio Telescope) Direction 1973
2. Jodrell Bank Design Guide (under preparation)

3. The protection and management of World Heritage sites in England (English Heritage)
4. Jodrell Bank Management Policies (under preparation)

Peak District National Park Fringe

Policy SE 15

Peak District National Park Fringe

1. Within the Peak District National Park Fringe⁸⁷ development that would affect the setting of the Peak District National Park will be resisted where it compromises the statutory designation and purposes of the National Park.
2. Development will be considered on its individual merits having particular regard to the type, scale and location taking account of the Peak District National Park Landscape guidelines and characteristics of the South West Peak and the adjoining areas of the Cheshire Plain.

Justification

The Peak District National Park is an asset of national, regional, and local importance. It was the first of 15 national parks in the United Kingdom to be designated for their spectacular landscapes, cultural heritage and wildlife, and for people to enjoy.

13.159 The Environment Act (1995) establishes the statutory purposes of national park designation, as:

- to conserve and enhance the natural beauty, wildlife and cultural heritage of the national parks; and
- to promote opportunities for the understanding and enjoyment of the special qualities [of the parks] by the public.

13.160 Section 62 of the Act places a general duty on all relevant authorities, statutory undertakers and other public bodies, to have regard to these purposes.

13.161 Special Qualities define what is distinctive and significant about the Peak District compared with other parts of the country. Understanding these qualities helps us to plan effectively and manage the national park in order to protect them.

13.162 In the Peak District National Park Core Strategy, they are described as valued characteristics and include:

- Natural beauty, natural heritage, landscape character and landscapes.
- Sense of wildness and remoteness.
- Clean air, earth and water.

⁸⁷ As identified within the Local Landscape Designation Document (May 2013) as the 'Peak Park Fringe' [and shown in Figure 13.5](#)

- Importance of wildlife and the area's unique biodiversity.
- Thousands of years of human influence which can be traced through the landscape.
- Distinctive character of hamlets, villages and towns.
- Trees, woodlands, hedgerows, stone walls, field barns and other landscape features.
- Significant geological features.
- Wealth of historic buildings, parks and gardens.
- Opportunities to experience tranquillity and quiet enjoyment.
- Easy access for visitors and surrounding urban areas.
- Opportunities to experience dark night skies.
- Vibrancy and a sense of community.
- Cultural heritage of history, archaeology, customs, traditions, legends, arts, and literary associations.
- Opportunities for outdoor recreation and adventure.
- Environmentally friendly methods of farming and working the land.
- Craft and cottage industries.
- Opportunities to improve physical and emotional well-being.
- Special values attached to the national park by surrounding urban communities.
- The flow of landscape character across and beyond the national park boundary.

13.163 The Peak District National Park is a complex tapestry of different landscapes in which there are three distinct areas. The South West Peak sits along the boundary of the Peak Park Fringe but also includes parts of this area in order to reflect the flow of landscape character (a feature which is reflected in the list of special qualities above). It is particularly characterised by its sloping valleys with woodlands which are described within the Peak District National Park Landscape strategy as: *'a pastoral landscape with a varied undulating topography of steep slopes, low ridges and incised valleys. Blocks of woodland are a characteristic feature of this landscape, together with patches of acid grassland and bracken on steeper slopes and higher ground. This is an area of traditional dispersed settlement with probable ancient origins. Views to lower ground are framed by woodlands and valley sides. This landscape covers extensive tracts of the western slopes of the South West Peak, in the landscapes rising above Macclesfield and Leek.'*

13.164 In places, the boundaries of the Peak District National Park follow administrative rather than landscape boundaries. Through consultation, the Council will seek to work with the Peak District National Park to ensure that all new developments within the Peak District National Park Fringe will not have an adverse impact upon the purposes of the Peak District National Park and its valued

characteristics, having particular regard to the type and scale of the development and the Peak District National Park Landscape Assessment and Strategy.

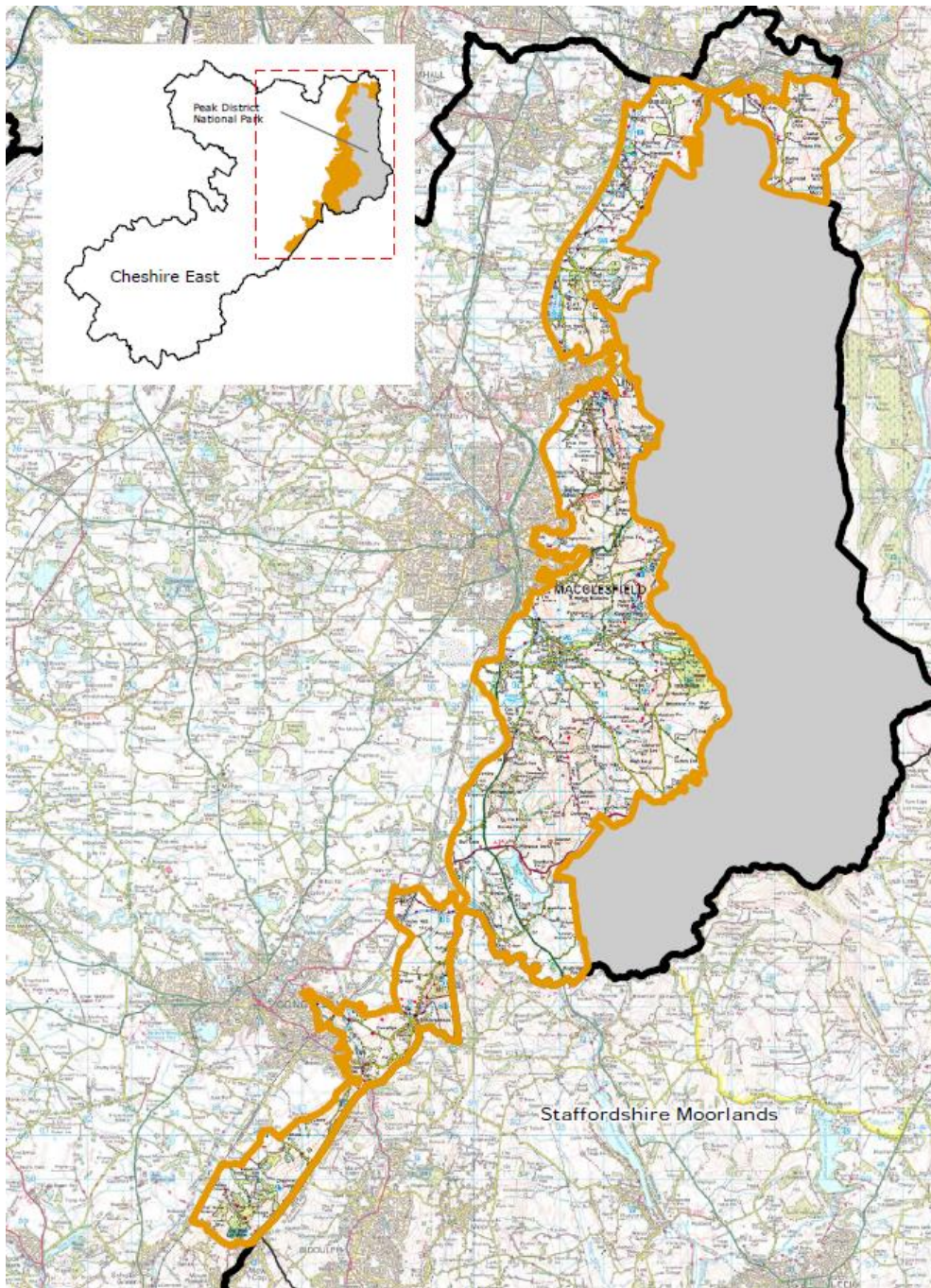


Figure 13.5: Peak District National Park Fringe

Key Evidence

1. Environment Act 1995 (Sections 61 & 62)
2. Peak District National Park Core Strategy
3. Peak District National Park Management Plan

4. The Peak District National Park Landscape Strategy and Action Plan 2009-2019

14 Connectivity

14.1 National planning policy seeks to reduce car use and to encourage people to adopt more sustainable travel habits. The NPPF requires local authorities to support a pattern of development that facilitates the use of sustainable modes of transport, locate significant trip generating development where the need to travel is minimised and promote a mix of uses within walking distance of homes.

14.2 The targets for housing and employment growth in the Borough further strengthen the need for adequate supporting infrastructure including the provision of new transport infrastructure, measures to restrain car use and increase use of public transport, cycling and walking as well as other improvements.

14.3 The relationship between Local Transport Plans and the Local Plan Strategy is crucial to implementing the objective of managing transport demand and promoting accessibility and integration, both across Cheshire East and with neighbouring areas. The Local Plan Strategy aims to capitalise on the strengths of the existing transport system in Cheshire East, including good transport links to major centres by way of the rail and motorway network. It sets out how we will seek to improve connectivity in the future.

14.4 The scale of development proposed will require significant investment in transport infrastructure and a step change in the provision of public transport and other sustainable modes. The economic strength of Cheshire East, and the quality of life on offer, very much depend on the accessibility, speed, quality and cost of transport facilities. Therefore, increasing accessibility and promoting sustainable travel is a key theme within the Local Plan Strategy.

14.5 We must also be realistic about the challenges we face. The way we travel is changing to adapt to climate change and new technologies, the age profile of the population and shifts in the global economy.

14.6 Good transport links are crucial for a successful economy, thriving towns and rural areas and a good quality of life for all our residents. We want to make sure that our transport system enables people to safely get to the places they want to, when they want to, that people can walk and cycle as a real alternative to the car and that our transport system is integrated across all modes of transport.

Sustainable Travel and Transport

14.7 The challenge for the Local Plan Strategy is twofold; to redress shortfalls in infrastructure and improve connectivity to support economic growth, whilst changing the need for travel and the way we travel, by promoting new and sustainable options.

Policy CO 1

Sustainable Travel and Transport

To deliver the Council objectives of delivering a safe, sustainable, high quality, integrated transport system that encourages a modal shift away from car travel to public transport, cycling and walking; supportive of the needs of residents and businesses and preparing for carbon free modes of transport, the Council will expect development to:

1. Reduce the need to travel by:
 - i. Guiding development to sustainable and accessible locations or locations that can be made sustainable and accessible;
 - ii. Ensuring development gives priority to walking, cycling and public transport within its design;
 - iii. Encouraging more flexible working patterns and home working;
 - iv. Supporting improvements to communication technology for business, education, shopping and leisure purposes; ~~and~~
 - v. Supporting measures that reduce the level of trips made by single occupancy vehicles; ~~and~~
2. Improve pedestrian facilities so that walking is attractive for shorter journeys⁸⁷⁸⁸ including:
 - i. Supporting the priority of pedestrians at the top of the road user hierarchy and making sure that in settlements, town centres and residential areas, the public realm environment reflects this priority;
 - ii. Supporting safe and secure access for mobility and visually impaired persons including mobility scooter users and parents with pushchairs;
 - iii. Creating safe and secure footways and paths linking with public transport and other services;
 - iv. Ensuring new developments are convenient, safe and pleasant to access on foot; ~~and~~
 - v. Supporting work to improve canal towpaths and Public Rights of Way where they can provide key linkages from developments to local facilities; ~~and~~
 - vi. Supporting measures that introduce safe routes to schools; ~~and~~
 - vii. Ensuring a selective and ongoing review of speed limits, as appropriate.
3. Improve cyclist facilities so that cycling is attractive for shorter journeys⁸⁸⁸⁹ including:
 - i. Creating safe and pleasant links for cyclists travelling around the Borough;

⁸⁸ In line with policy S7: Walking and Y1: Travel to Education of the Local Transport Plan 2011-2026

⁸⁹ In line with Policy S8: Cycling of the Local Transport Plan 2011-2026

- ii. Providing secure cycle parking facilities at new developments, at public transport hubs, town centres and at community facilities;
 - iii. Improving route signing;
 - iv. Working with community groups to develop local cycling initiatives and seek external funding to assist with the development of the local network; and
 - v. Supporting the priority for cyclists over single occupancy vehicles by making sure that in settlements, town centres and residential areas, the public realm environment reflects this priority whenever possible.
4. Improve public transport integration, facilities, capacity, service levels, access for all users and reliability⁹⁰ including:
- i. Rail infrastructure - current schemes comprise:
 - a. Improvements to Crewe Railway Station, promoting its role as a national rail hub and providing associated connectivity for buses;
 - b. Supporting the aspiration for re-opening the Sandbach to Northwich railway line to passengers including the opening of a station at Middlewich;
 - c. Supporting proposals for rail infrastructure and the provision of rail facilities as appropriate; and
 - d. Engaging in proposals for improving rail connectivity through High Speed Rail;
 - ii. Bus Infrastructure - current schemes comprise:
 - a. Improvements to Crewe Bus Station.
 - iii. Improving public transport service levels, which may involve developers temporarily subsidising new bus services or the extension of an existing service to provide additional journeys, or supporting community transport initiatives to enable sustainable access to new development;
 - iv. Engaging in proposals for improving rail connectivity through the Northern Hub capacity improvement scheme; and
 - v. Considering options to enhance Bus Priority at junctions and the provision of dedicated bus lanes.
 - vi. Considering opportunities to improve cross border connectivity with neighbouring areas

⁹⁰ In line with policies S3: Public Transport (integration and facilities) and S4: Public Transport (service and reliability) of the Local Transport Plan 2011-2026

5. Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods

Justification

14.8 The National Planning Policy Framework states that *"transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel".* Therefore *'encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion'*.

14.9 To effectively influence the individual's choice about their mode of travel, a range of options must be available that provide accessible, attractive, safe and reliable alternative options in respect of cost, time and convenience. Public transport has an important role to play in planning for sustainability and future needs by facilitating sustainable developments, as well as by encouraging a shift towards low carbon transport. An increase in the number of shorter journeys made on foot will contribute towards sustainability by reducing carbon emissions, as well as being beneficial for health and tackling congestion.

14.10 Investment in a high quality public realm linking housing, employment and town and village centres encourages people to walk and cycle and positively manages vehicular access that enables more sustainable patterns of travel. Well designed places with excellent public realm can quickly establish the key function of a place therefore promoting the legibility of towns and villages, and encouraging more sustainable lifestyles.

14.11 Cheshire East has strong links with neighbouring areas with an extensive road and rail network including the M6 and West Coast Main Line giving access to Greater Manchester and London Euston.

14.12 An effective freight network is essential for delivering sustainable economic growth. However, the transportation of freight on roads through existing residential areas would not be considered appropriate.

14.13 Policy Y1 (Travel to Education) of the Local Transport Plan 2011-2026 states that the Council will work with schools and colleges to enable sustainable travel to education, including appropriate provision for those eligible for free or assisted transport.

14.14 Policy H8 (Road Safety) of the Local Transport Plan 2011-2026 states that the Council will improve road safety and take account of vulnerable road users. This includes the consideration of where reduced speed limits would be appropriate (e.g. 20s Plenty Campaign for residential areas)

14.15 As currently proposed, the line of High Speed 2 (HS2) passes through the Borough. HS2 will have significant benefits for the Borough and the sub-region and is anticipated to connect to the West Coast Main Line just south of Crewe and will travel through parts of the Borough. In addition, Manchester Airport lies immediately to the north of the Borough offering world wide services.

14.16 Improved cross boundary and public transport connections are sought with all surrounding Local Authority areas and will be progressed through ongoing Duty to Co-operate arrangements.

Key Evidence

1. Cheshire East Local Transport Plan 2011-2026
2. Cheshire East Local Transport Plan - Implementation Plan 2011-15
3. Cheshire East Rights of Way Improvement Plan 2011-2026
4. Cheshire East Rights of Way Improvement Plan - Implementation Plan 2011-2015
5. Town Strategies for Alsager, Congleton, Middlewich, Sandbach and Wilmslow, Draft Town Strategies for Crewe, Handforth, Knutsford, Macclesfield, Nantwich and Poynton.

Policy CO 2

Enabling Business Growth Through Transport Infrastructure

The Council will support new developments that are (or can be made) well connected and accessible by:

1. Minimising the future need to travel by locating new development in locations where there is a good range of housing, jobs, shops and services already accessible by public transport, cycling and walking⁹⁹⁹¹.
2. Enabling development by supporting transport infrastructure, regeneration and / or behaviour change initiatives that will mitigate the potential impact of development proposals⁹⁴⁹² including:
 - i. Supporting schemes outlined within the current Infrastructure Delivery Plan / Local Transport Plan.
 - ii. Where new or improved infrastructure is provided, supporting measures to improve the walking, cycling and sustainable travel environment on routes relieved of traffic;
 - iii. Supporting improvements to communication technology for business, education, shopping and leisure purposes;
 - iv. Supporting the improvement of rail infrastructure - especially facilities at railway stations;
 - v. Supporting the improvement of national motorway network facilities, where appropriate ~~and supported by the Highways Agency~~;
 - vi. Providing recharging points for hybrid or electric vehicles in major developments in order to reduce carbon emissions; and
 - vii. For residential and non-residential development, where there is clear and compelling justification that it is necessary to manage the road network, proposals

⁹¹ In line with Policy S1: Spatial Planning of the Local Transport Plan 2011-2026

⁹² In line with Policy B2: Enabling Development of the Local Transport Plan 2011-2026

~~should adhere~~ ~~Adhering~~ to the current adopted Cheshire East Council Parking Standards for Cars and Bicycles set out in Appendix C (Parking Standards).

3. The Council will support the economic benefits of High Speed 2 whilst ensuring that environmental and community impacts are minimised.
4. The Council will work with neighbouring transport authorities and support proposals which mitigate the wider impacts of development and improve connectivity, particularly by public transport, so that the opportunities provided by economic growth can be accessible to a wider population. Where appropriate, developers will be required to provide information on cross boundary impacts and how these will be addressed through improvements to sustainable travel options.
5. Proposals for the safeguarding of disused transport corridors will be supported. Recreational and appropriate uses for disused transport corridors may be allowed provided they do not preclude eventual re-use for transport purposes or impact on public safety.⁹²⁹³

Justification

14.17 Paragraph 17 of the NPPF states that '*significant development should be focused in locations which are or can be made sustainable*'. Good transport connections are integral to our ambitious plans for economic growth and to the protection of our environment to ensure a sustainable future for all our residents and businesses.

14.18 A selection of the major highway schemes listed in the Infrastructure Delivery Plan include:

- A6 to Manchester Airport Relief Road
- Improvements to the Crewe Green Roundabout junction and completion of Crewe Green Link Road South
- Macclesfield Town Centre Movement Strategy
- Congleton Link Road
- Poynton Relief Road
- Middlewich Eastern Bypass
- Junction improvements on the A51 corridor north of Nantwich
- Improvements to the A534 corridor in Sandbach, including the M6 and A533 junctions
- Improvements to the A34 and A555 corridors in Handforth
- Improvements to the A537/A50 corridor through Knutsford
- Improvements to the junction of B5077 Crewe Road/B5078 Sandbach Road in Alsager

⁹³This applies to sites of former railway stations, sidings etc, as well as to the alignment of the line. Such areas can provide essential space for interchanges, car parking, or other facilities associated with the new transport route.

14.19 Climate change is nationally recognised as one of the most important challenges facing our society. Transport accounts for 25% of the carbon dioxide (CO₂) emissions in the UK and personal car travel is the single biggest contributor to individual CO₂ emissions.

14.20 Statistics indicate that, in 2011, Cheshire East's residents, commerce and industry and other non-residential energy uses resulted in carbon dioxide emissions of 3.159m tonnes. This equates to 8.5 tonnes of CO₂ emissions per person, which is more than the regional average of 7.0 tonnes per person. However, CO₂ emissions per person have fallen in recent years: from 10.6 tonnes in 2005 and 9.2 tonnes in 2010⁹⁴. This has implications for local, regional and national air quality.

14.21 One of the most important ways of reducing carbon emissions is to reduce the need to travel, particularly by private car, and to encourage more sustainable modes of transport such as cycling, walking, buses and trains. Development should be located in areas close to existing facilities and shops, and to transport hubs and bus routes. Maintaining or increasing the mix of uses in an area reduces the need to travel, as well as adding vitality and diversity.

14.22 The improvement of key transport links on the highway network will allow a better use of the network for bus users and cyclists. There is also the potential for high occupancy vehicle lanes to be provided in the future.

14.23 Another key element is to facilitate, where possible, ICT, broadband and other technologies that remove the need to travel and to facilitate local access to these technologies. A flexible approach to the emergence and uptake of new technologies will also be required where these offer attractive and affordable communication or transport solutions.

14.24 The Council will seek to ensure that development includes adequate parking provision for ~~cars and bicycles.~~ It will also seek to ensure that development includes adequate car parking provision where there is clear and compelling justification that is it necessary to manage the road network. This Provision should be based on the car parking standards set out in Appendix C.

14.25 There is a case for Britain to develop a high-speed rail network, primarily because there is a need for additional rail capacity in the future if we are to keep our economy moving. Building a high-speed railway (rather than a conventional speed one) is the best way to do this, as the faster journey times encourage people to switch from other, more carbon-hungry, modes of transport such as aviation or car. Building new fast lines also frees up space on the current railway system to allow more commuter or freight services, delivering further economic and environmental benefits.

14.26 High Speed 2 (HS2) is the most significant transport infrastructure project in the UK since the motorways were built in the 1950s and 1960s. It will provide a high speed rail line between London and Birmingham and on to Manchester and Leeds. Further details regarding HS2 will be included in the Site Allocations and Development Policies Development Plan Document.

Key Evidence

1. Cheshire East Local Transport Plan 2011-2026

⁹⁴ Local and Regional CO₂ Emissions Estimates for 2005-11, produced by Richardo - AEA for the Department of Energy and Climate Change, Jul 2013. www.gov.uk/government/organisations/departments-of-energy-climate-change/series/sub-national-greenhouse-gas-emissions-statistics

2. Cheshire East Infrastructure Delivery Plan
3. Cheshire East Local Transport Plan - Implementation Plan 2011-15
4. Cheshire East Council's Business Travel Planning Guidance
5. Cheshire East Parking Guidance
6. Town Strategies for Alsager, Crewe, Congleton, Handforth, Knutsford, Macclesfield, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow.

Digital Connections

14.27 Digital technologies have been a major driving force in influencing and shaping industry and society in the 21st Century. Changes that are currently transforming our working, learning, leisure and community environments should be given due consideration and accommodated in the future spatial design of Cheshire East.

Policy CO 3

Digital Connections

1. High capacity, leading edge digital communication networks will be supported in Cheshire East to meet the needs of businesses and communities, subject to the number(s) of radio and telecommunications masts (and sites for such installations) being appropriately located and kept to a minimum and consistent with the efficient operation of the network.
2. Developers will be required to work with appropriate providers to deliver the necessary physical infrastructure to accommodate information and digital communications (ICT) networks as an integral part of all appropriate new developments.

Justification

14.28 The National Planning Policy Framework states that '*advanced, high quality communications infrastructure are essential for sustainable economic growth. The development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services. In preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband*'.

14.29 New developments must be 'future-proof' with appropriate digital infrastructure that will meet existing and future communication needs. It is essential that the Council works with developers to make sure that the appropriate digital infrastructure is incorporated, including 4G and 5G networks.

Key Evidence

1. Cheshire and Warrington Local Enterprise Partnership Business Plan (2012 - 2015)
2. Connecting Cheshire Initiative

Travel Plans and Travel Assessments

Policy CO 4

Travel Plans and Transport Assessments

All major development proposals that are likely to generate significant additional journeys will be accompanied by a Transport Assessment and, where appropriate, a Travel Plan which will address the following requirements:

1. The Transport Assessment will need to demonstrate that the capacity and efficiency of the highway network will not be severely affected as a result of the development. This should be undertaken in accordance with the latest Cheshire East Council guidance;
2. The Transport Assessment and associated Travel Plan should demonstrate how the proposed development will link into and enhance existing walking, cycling or public transport infrastructure;
3. The Travel Plan will need to propose measures that will mitigate the impact of increased trips generated on the highway network;
4. The Travel Plan should propose measures to facilitate and encourage the use of sustainable travel alternatives (such as walking, cycling or public transport use), whilst discouraging single occupancy vehicle travel and parking; and
5. Major developments will be required to monitor the effectiveness of the travel plan and the traffic generated by that development and share data with the Local Authority.

Justification

14.30 The National Planning Policy Framework states that '*all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment*'.

14.31 Proposals for developments that are likely to have a significant transport impact will be required to include a Transport Assessment and / or associated Travel Plan. This provides the opportunity to assess traffic generation, identify measures to reduce traffic congestion and improve accessibility by facilitating and encouraging sustainable modes of transport (walking, cycling, public transport use and car sharing).

14.32 A Travel Plan is essentially an action plan designed to help organisations implement measures to reduce the need for travel and to facilitate and encourage the remainder to travel more sustainably. It should help to reduce local traffic congestion, car parking problems and help to promote healthy lifestyles, economic growth and environmental improvements.

14.33 For any new development, it is important to encourage sustainable travel options from day one of occupation before car-based travel habits become established. Travel Plans can be origin-based (Residential Travel Plans) or destination-based (Workplace / Business Travel Plans).

14.34 Travel Plans can help overcome concerns about new development by finding new ways of addressing travel needs and demonstrating how to influence travel choices. They also offer

numerous benefits to developers, businesses, employers, employees, residents and the local community. Further information on the purpose and benefits of Travel Plans and advice on how to prepare a Travel Plan is provided in the Cheshire East Travel Planning Guidance Note.

14.34a Where there are major development proposals close to the Council's boundary, the Council will ensure that the cross border impacts are considered as part of the Transport Assessment and liaise with the neighbouring transport authority.

Key Evidence

1. Cheshire East Local Transport Plan 2011-2026
2. Cheshire East Local Transport Plan - Implementation Plan 2011-15
3. Cheshire East Travel Planning Guidance Note

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.

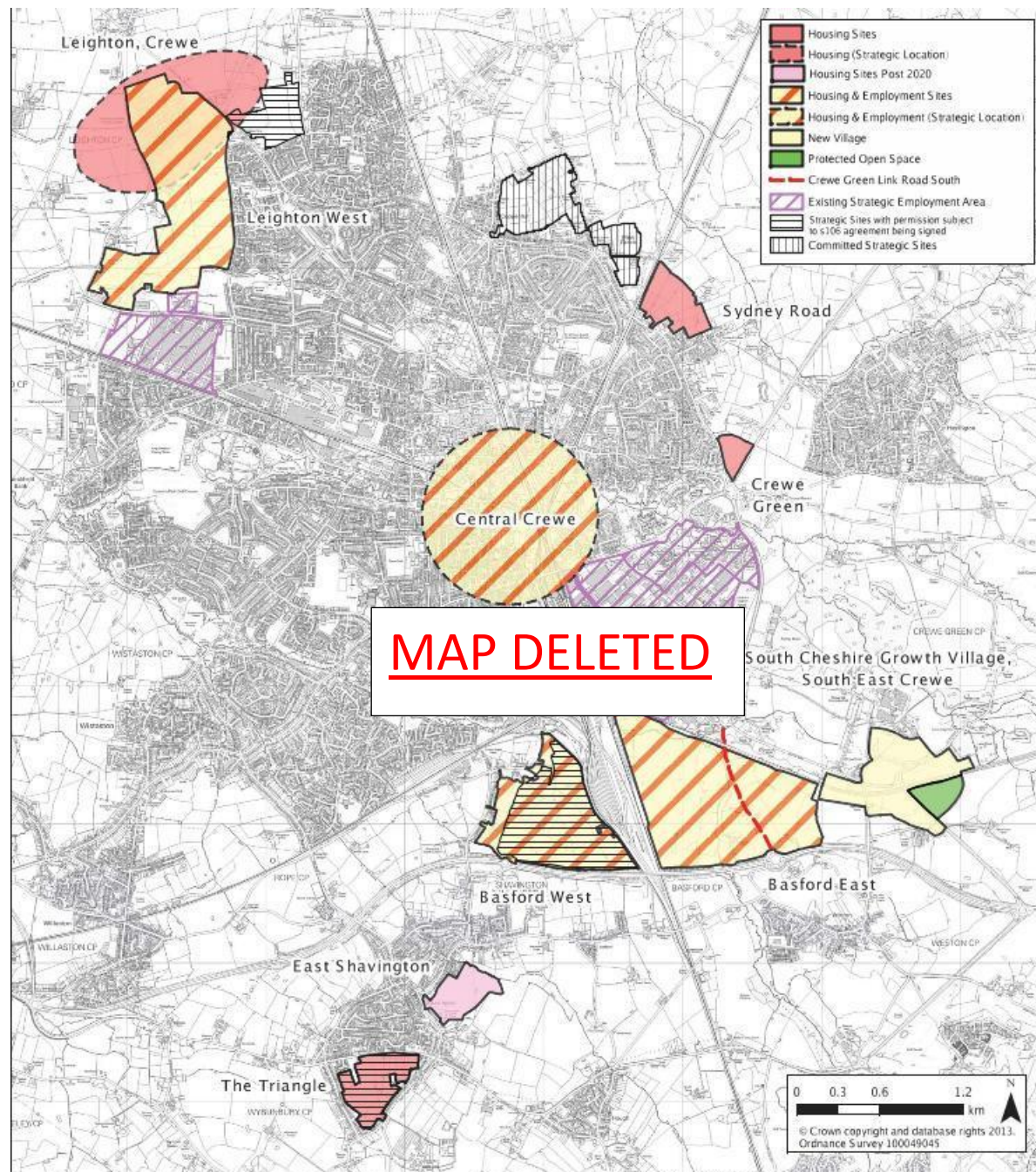
Crewe

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.



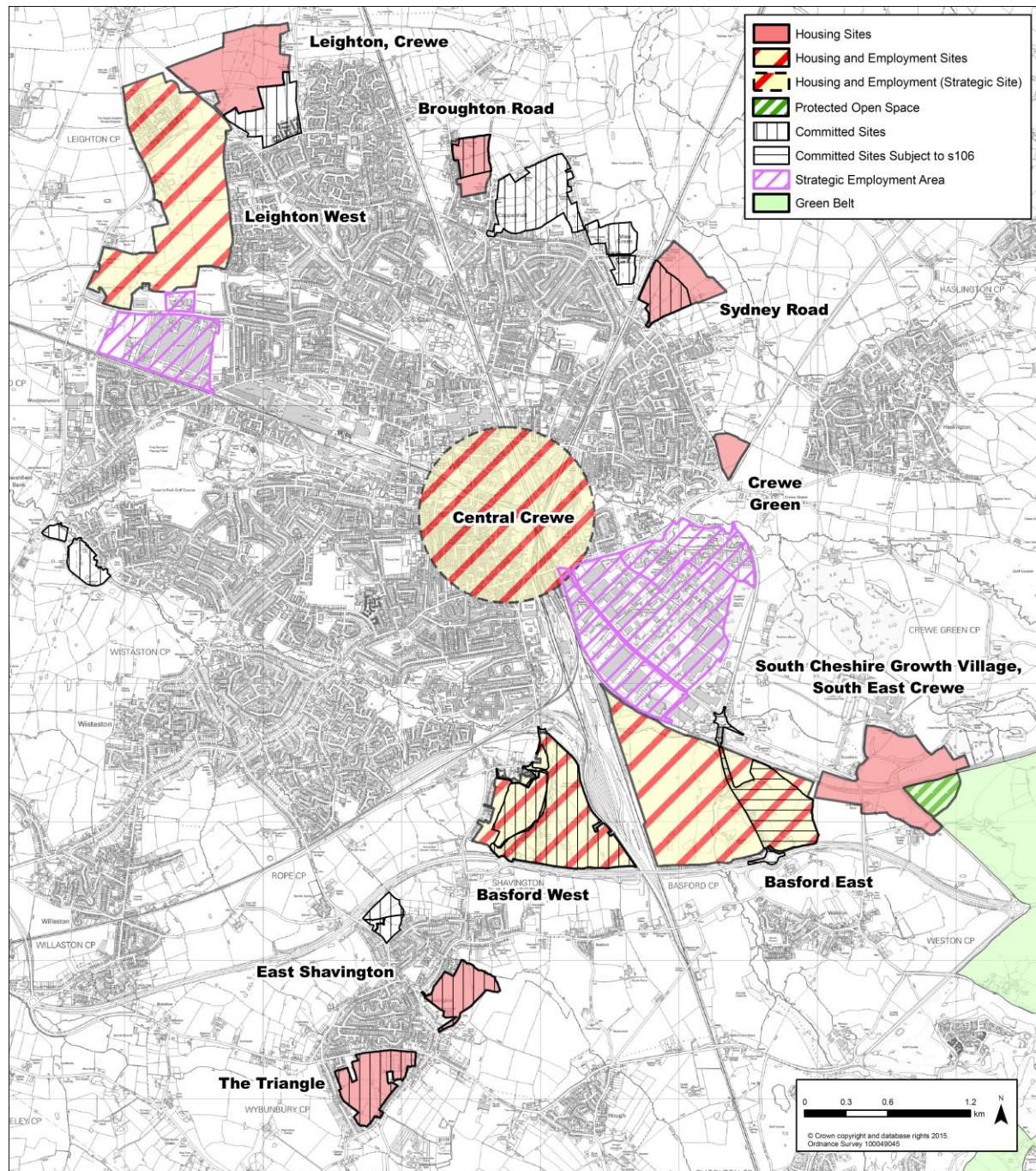


Figure 15.1 Crewe Town Map

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.

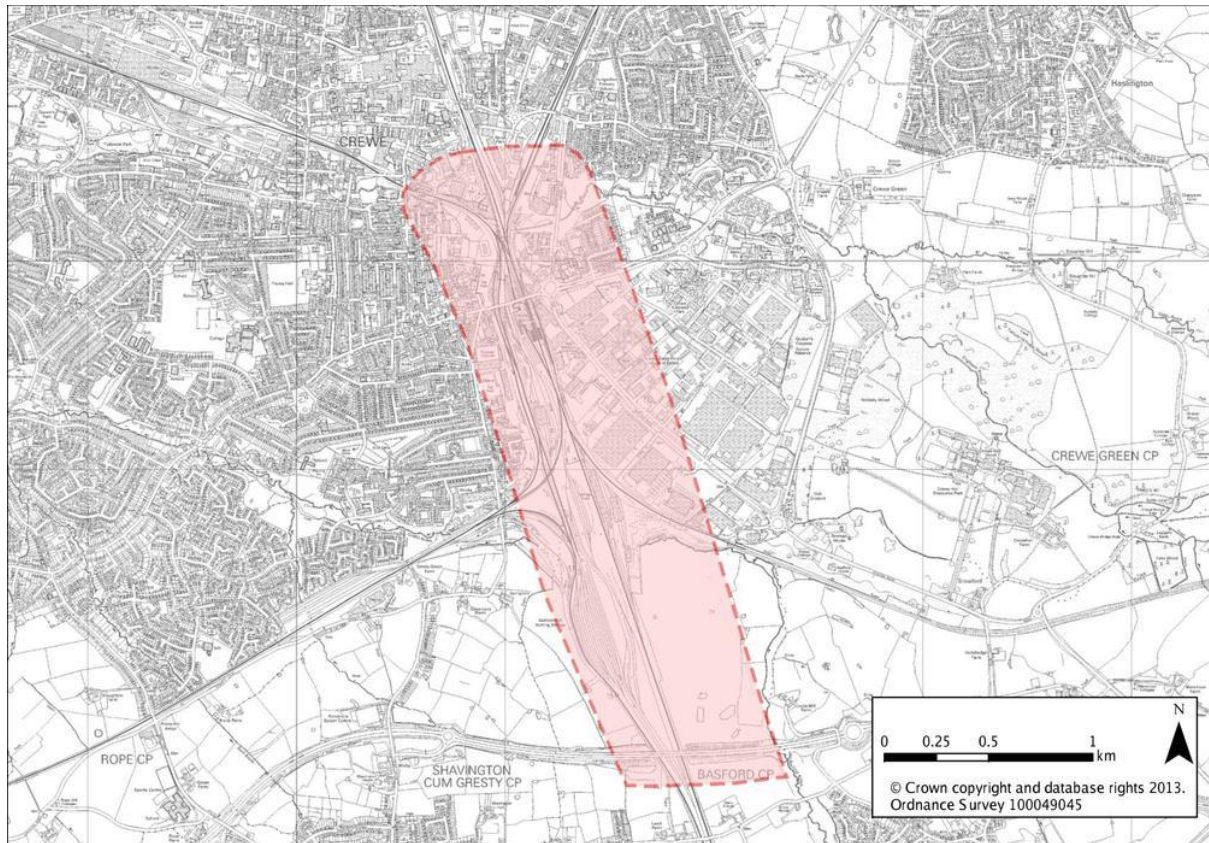


Figure 15.1b High Speed 2 Potential Impact

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

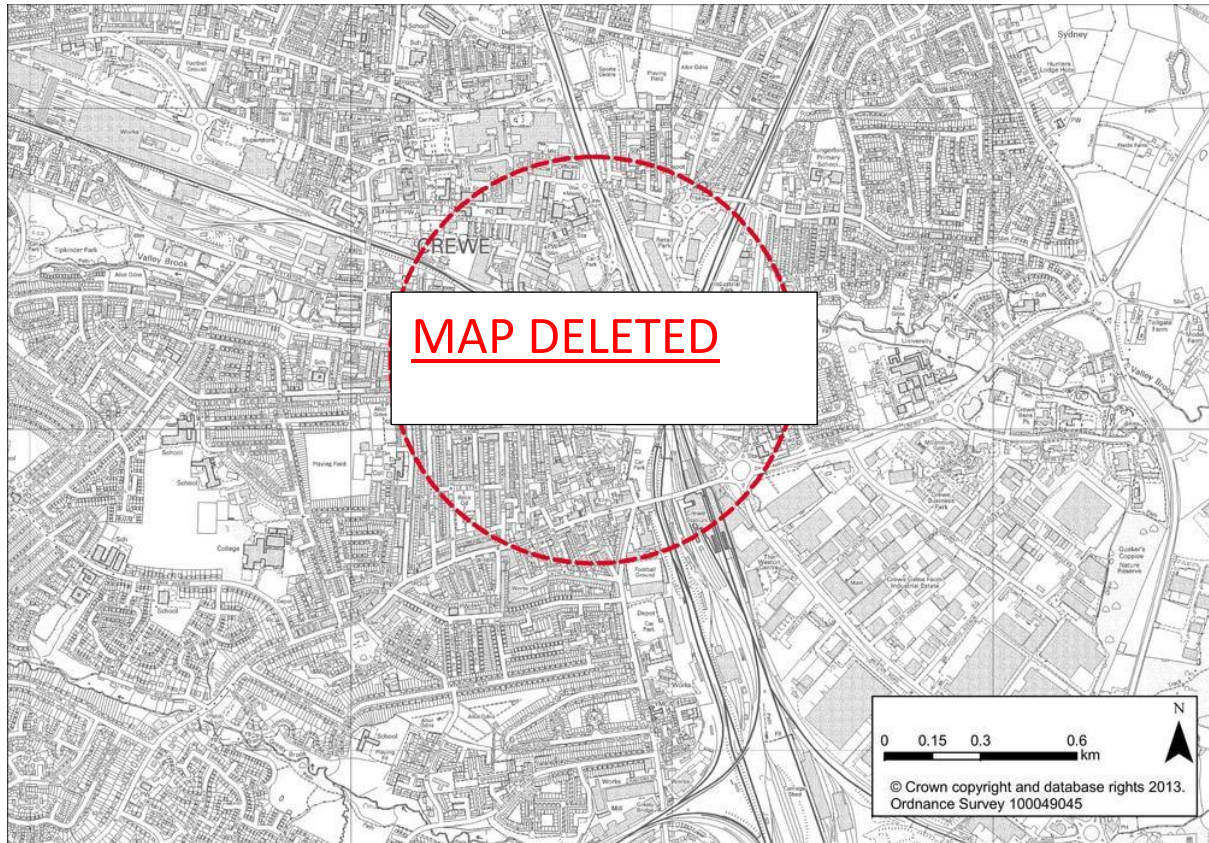
19. Improvements to Crewe Railway Station, including the development of adjacent land for complimentary uses, to improve connectivity at this major communications hub;

19-20. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

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.

- i.j. There are three Air Quality Management Areas (AQMAs) within the site at Earle Street, Nantwich Road and Wistaston Road. Development proposals will need to include appropriate mitigation measures if they are located within these AQMAs or could have an adverse impact upon them.



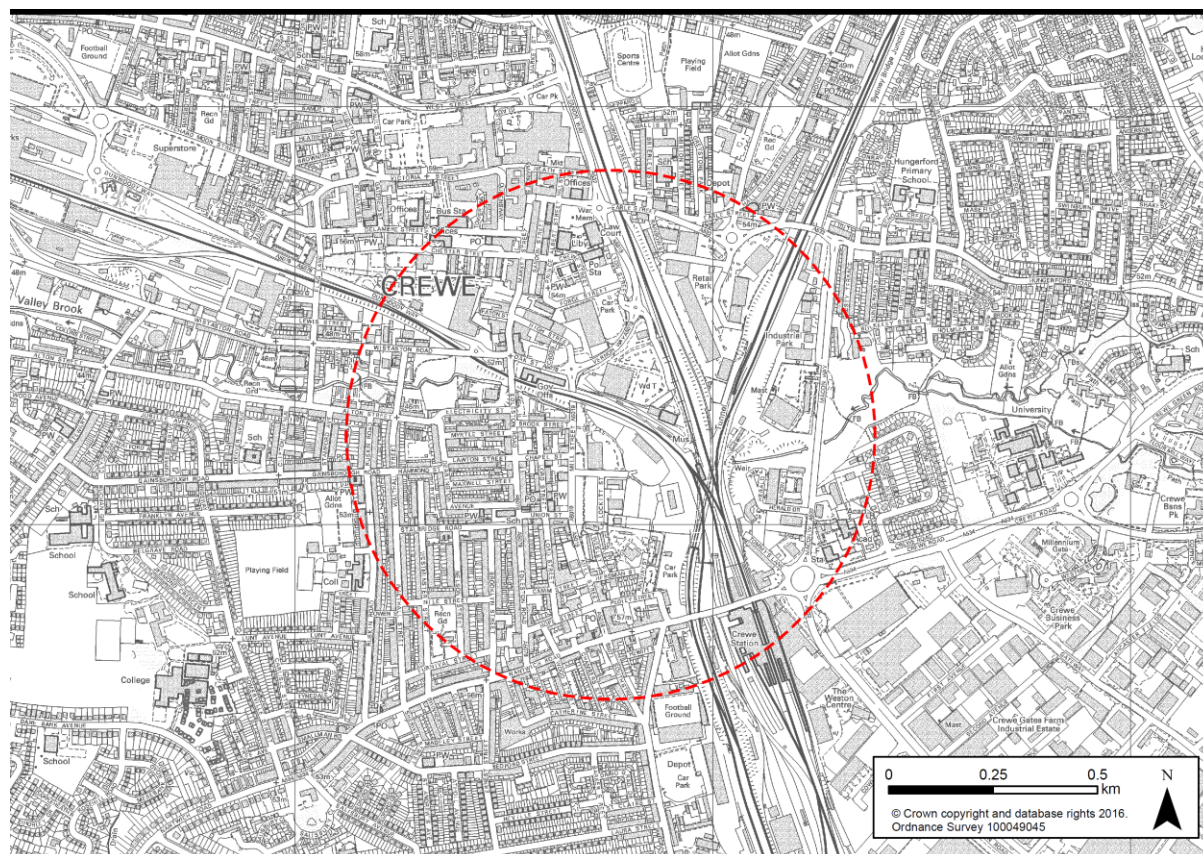


Figure 15.2 Central Crewe Strategic Location

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.

15.34a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 ‘Indoor and Outdoor Sports Facilities’.

15.34b Three AQMAs lie within the site therefore any development proposals need to ensure that air quality does not deteriorate, as a result of development taking place. Appropriate mitigation measures will therefore be required where sites are located within them/would have an adverse impact upon them.

15.34c The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

Indicative Site Delivery

- ~~Throughout the Plan period.~~

Table 15.1 Policy Context: Central Crewe Strategic Location

Policy Context	
National	NPPF (principally paragraphs): 18, 19, 23, 32, 34, 35, 37, 38, 40, 47, 50, 51, 56, 69, 70,

Policy	100, 101, 102, 109, 111, 126, 128, 141
Local Evidence	Site Selection Report; Urban Potential Assessment (2015) , Strategic Housing Land Availability Assessment, Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report , Draft Crewe Town Strategy, Development Strategy, 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012), All Change for Crewe, Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment , Pre-Submission Core Strategy, Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment . 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

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~~ 850 new homes, ancillary to the delivery of employment uses on the site. The delivery of more than ~~1,000~~ 850 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. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.~~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 Crotia 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 Crotia Mill Farm (formerly a mill) on site.
- u. The Crewe Green Link Road South ~~will run~~s 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.
- ~~v-w.~~ Appropriate noise mitigation measures must be included with future development proposals for the site.

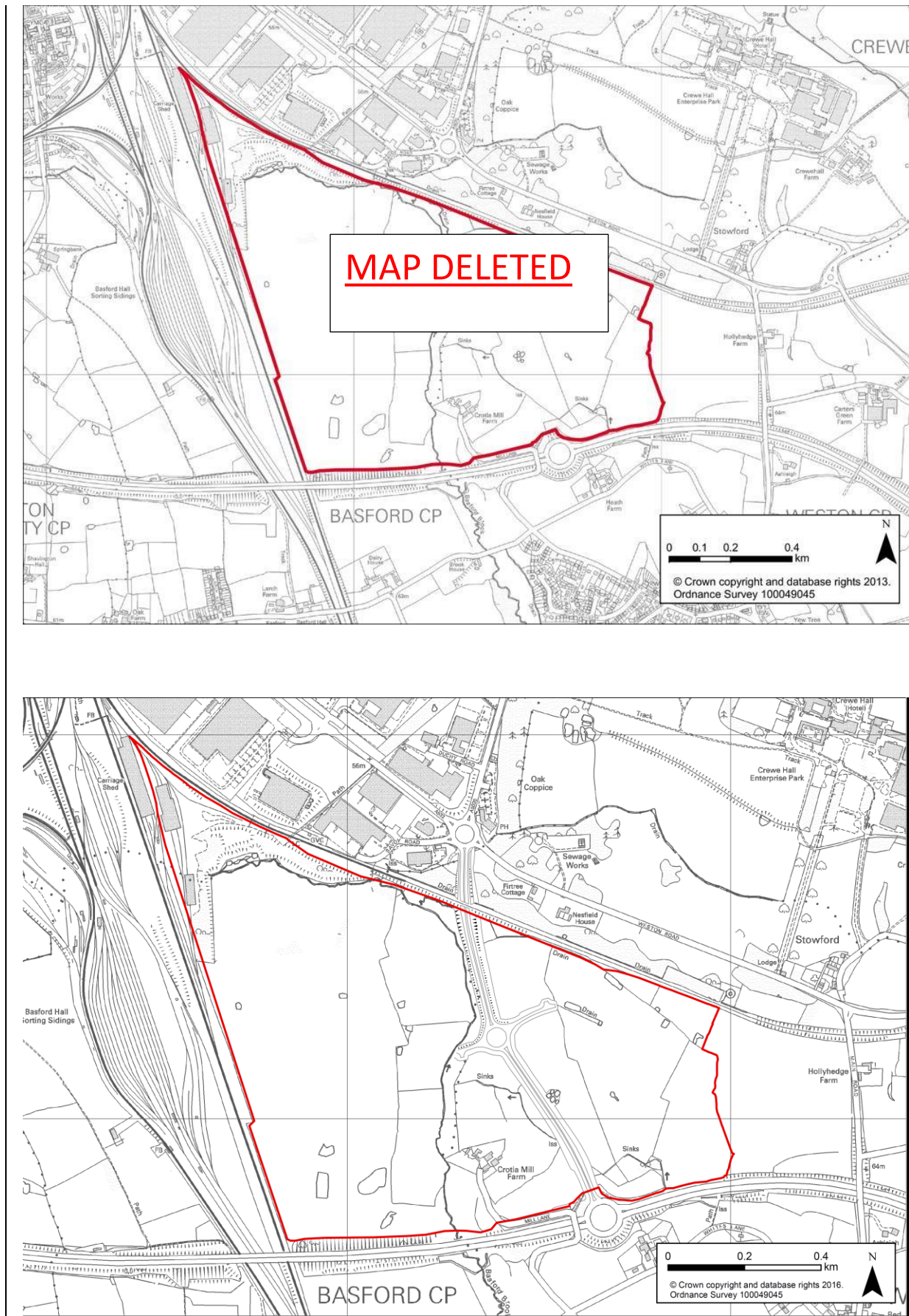


Figure 15.3 Basford East Site

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.

15.44a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.44b The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.44c As the site is located adjacent to a railway line, roads and industrial noise sources, it is important that appropriate noise mitigation measures are incorporated within the development.

15.44d Planning approvals on the site are as follows: 14/4025N: outline approval for up to 490 dwellings, primary school, recreational open space, ecological mitigation areas. Resolution to grant planning approval (15/04/15) subject to signing of S106 Legal Agreement, signed on 15 January 2016. 15/1537N: outline application for mixed use development comprising up to 325 dwellings, B1, D1, A1 and A3/4, creation of footpaths and public open space. Resolution to grant planning approval Application (Strategic Planning Board 16 December 2015) subject to the signing of a S106 Agreement yet to be signed.

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 the 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 delivered during the middle part of the Plan period (2020-2025).

Table 15.2 Policy Context: Basford East Site

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	<u>Employment Land Review, Site Selection Report, Strategic Housing Land Availability Assessment, Strategic Housing Land Availability Assessment, Cheshire East Housing Development Study; Employment Land Review; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report, draft Crewe Town Strategy,</u>

	Development Strategy, 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012), Cheshire East Greenspace Strategy , All Change for Crewe, Pre-Submission Core Strategy, Cheshire East Strategic Flood Risk Assessment, Local Plan Strategy Submission Version: Sustainability Appraisal; Habitats Regulations Assessment .
Strategic Priorities	<p>Priority 1: Promoting economic prosperity by creating conditions for business growth</p> <p>Priority 2: To create sustainable communities</p> <p>Priority 3: protecting and enhancing environmental quality</p> <p>Priority 4: Reduce the need to travel</p>
SCS Priorities	<p>Priority 1: Nurture Strong Communities</p> <p>Priority 2: Create Conditions for Business Growth</p> <p>Priority 3: Unlock the potential of our towns</p> <p>Priority 5: Ensure a Sustainable Future</p>

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 [in the locations shown on Figure 15.4](#);
2. Delivery of up to 370 new homes [\(in the locations shown on Figure 15.4\)](#), 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 [\(in the locations shown on Figure 15.4\)](#) 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 in the locations shown on Figure 15.4~~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
- ~~iv-7.~~ The site will be developed only where it can be demonstrated that there is no adverse impact on West Midland Mosses SAC and Midland Meres and Mosses Phase 1 Ramsar (Wybunbury Moss SSSI) particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of the site.

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.
- n.o. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

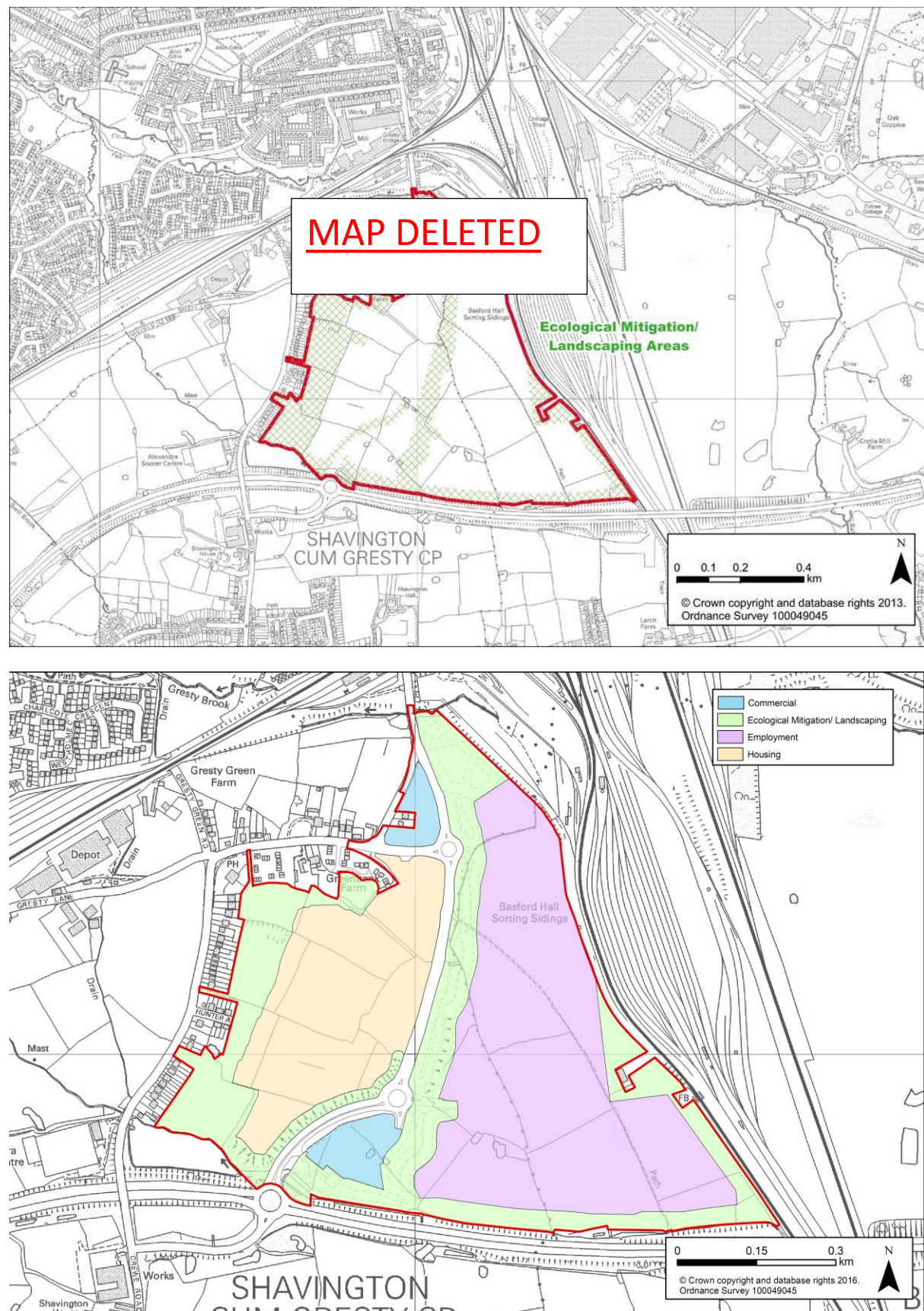


Figure 15.4 Basford West Site

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.

15.54a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.54b The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.54c The Council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site(s):

- impact on natural hydrological function, pathways, groundwater and surface water
- impact on recharge to groundwater and consequent impact on site
- impact on water resources
- impact on water chemistry
- impacts on nutrient status
- risks from pollution during construction (e.g., spillages or minor pollution incidents and the storage of oils and fuels)
- impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- impacts from dust generated during the construction work
- impact of increased foot traffic on sensitive habitats and species

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 delivered during the middle part of the Plan period (2020-2025).~~

Table 15.3 Policy Context: Basford West Site

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	<u>Site Selection Report</u> , Employment Land Review, Strategic Housing Land Availability Assessment, <u>Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report</u> , draft Crewe Town Strategy, <u>Cheshire East Housing Development Study</u> , Development Strategy, 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012), All Change for Crewe, <u>Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment</u> , Pre-Submission Core Strategy, <u>Local Plan Strategy</u>

	Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.
Strategic Priorities	<p>Priority 1: Promoting economic prosperity by creating conditions for business growth</p> <p>Priority 2: To create sustainable communities</p> <p>Priority 3: Protecting and enhancing environmental quality</p> <p>Priority 4: Reduce the need to travel</p>
SCS Priorities	<p>Priority 1: Nurture Strong Communities</p> <p>Priority 2: Create Conditions for Business Growth</p> <p>Priority 3: Unlock the potential of our towns</p> <p>Priority 5: Ensure a Sustainable Future</p>

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 [the adjacent Strategic Location CS38SL-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:

- 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;
- The delivery of around 850 new homes (at a variety of densities). [The design, density and scale of the development should reflect the fact that the site lies in a transitional location between the higher density urban area and the rural area. The surrounding development is predominantly suburban and the development of the site should reflect this. The development of the site will be masterplan-led, including a design code, which will consider its location, constraints and opportunities;](#)
- 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.

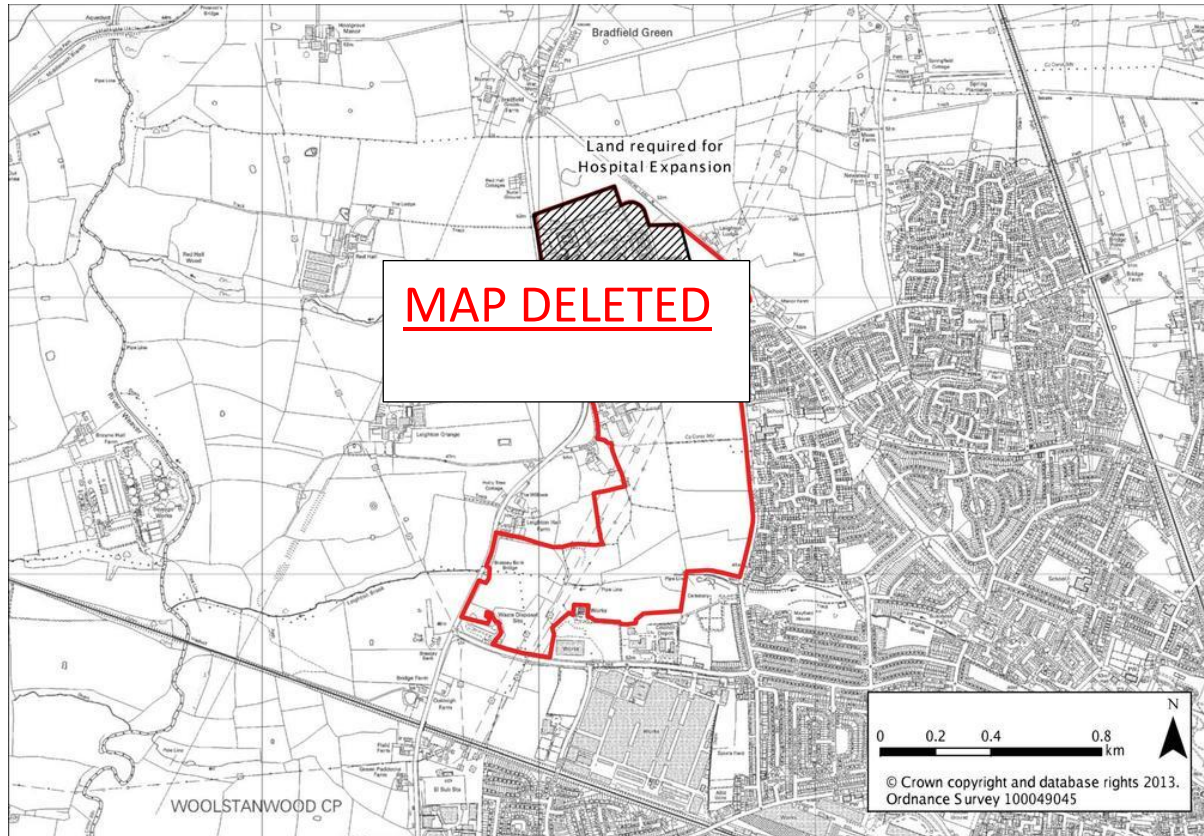
Site Specific Principles of Development

- 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 ~~offer~~ contamination issues, especially in relation to land to the south of the site. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature 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.



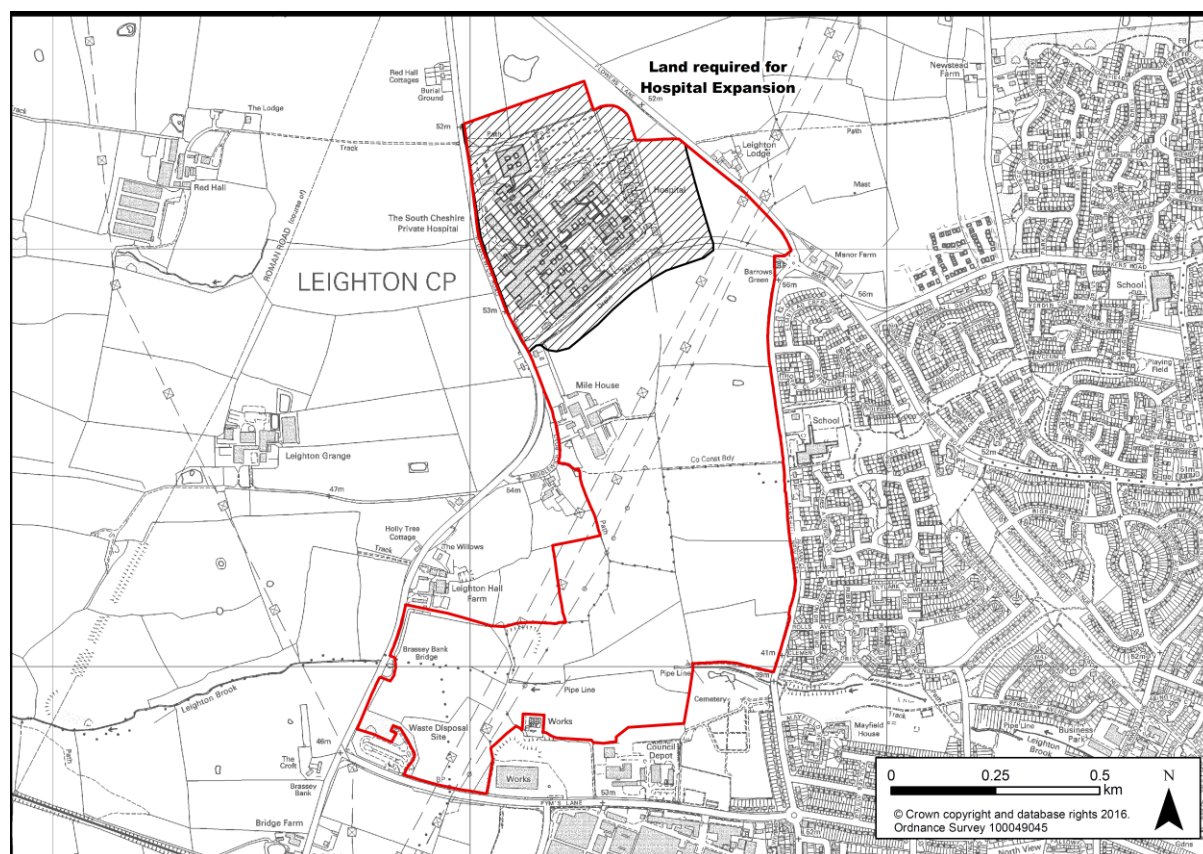


Figure 15.5 Leighton West Site

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.

15.69a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.69b The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.69c The design and density of the development should reflect the location and character of the area and respond to the contents of the Council's most up to date Design Guidance.

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 2025-2030~~
- ~~• 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 expected that the employment land will be delivered in the early to middle part of the Plan period (2015-2025).

Table 15.4 Policy Context: Leighton West Site

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	<u>Site Selection Report</u> , Strategic Housing Land Availability Assessment, Draft Crewe Town Strategy, Development Strategy, <u>Cheshire East Housing Development Study</u> , Employment Land Review, <u>Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report</u> , 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012), All Change for Crewe, Geothermal Energy Potential: Great Britain and Northern Ireland, <u>Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal, Habitats Regulations Assessment.</u>
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

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 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.~~

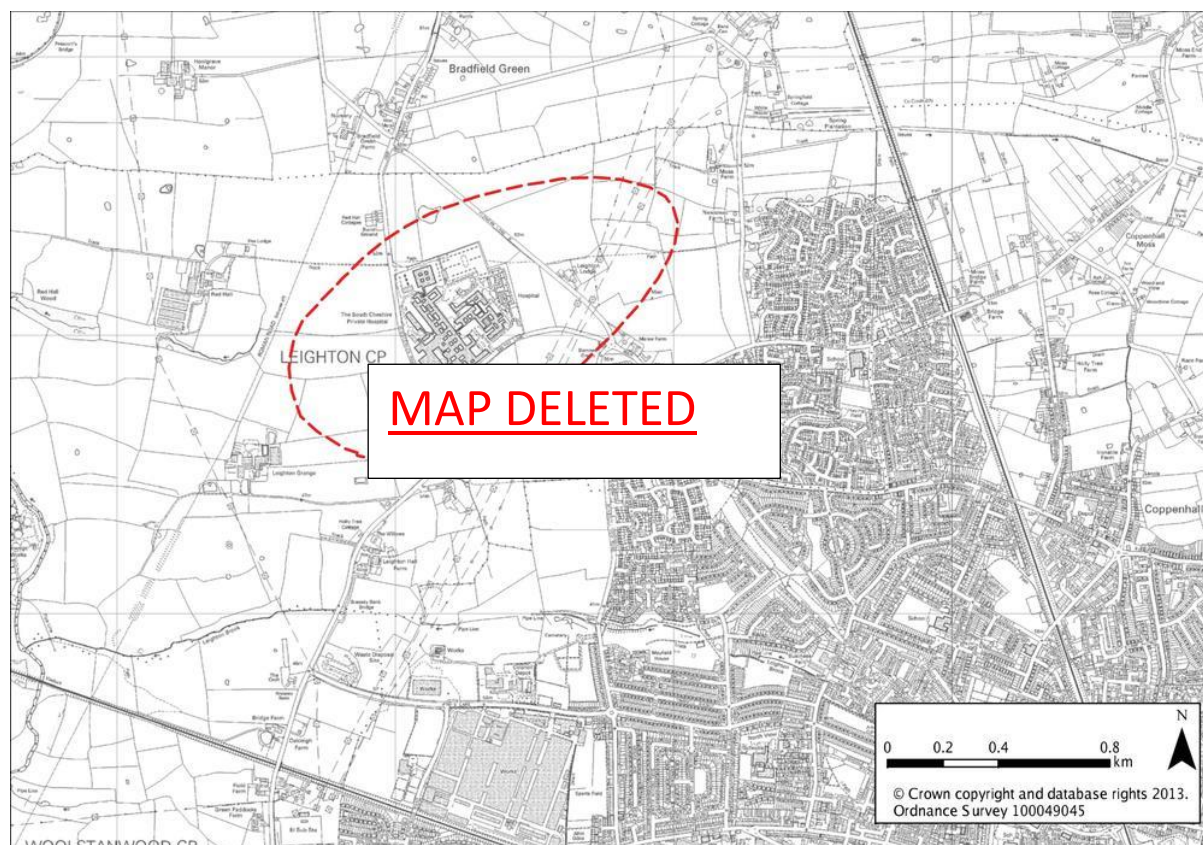


Figure 15.6 Leighton Strategic Location (Figure above is deleted)

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.

Indicative Site 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~~

~~Table 15.5 Policy Context: Leighton Strategic Location~~

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

Site CS38 : Leighton, Crewe

~~15.69d~~ 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.

15.69e 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.

15.69f Two sites are included in the Local Plan Strategy for the Leighton West area. This Strategic Site, of Leighton, lies immediately to the north east of Leighton Hospital and adjacent to the Leighton West allocation.

Site CS 38 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 Site over the Local Plan Strategy period will be achieved through:

1. The delivery of up to 500 homes (at a variety of densities). The design, density and scale of the development should reflect the fact that the site lies in a transitional location between the higher density urban area and the rural area. The surrounding development is predominantly suburban and the development of the site should reflect this. The development of the site will be masterplan-led, including a design code, which will consider its location, constraints and opportunities;
2. Further road improvements to upgrade access to Leighton Hospital for emergency vehicles and suitable footpath and cycle lanes;
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. A linear green corridor through the site, including the land below and adjacent to the pylons;
 - II. Allotments;
 - III. Open space including formal sports pitches; 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 and between this site and the land off Parkers Road that has planning approval for residential development (ref 14/3389N) and is currently under construction.

- c) Contributions to key enabling infrastructure, including improvements to the A530 corridor and Sydney Road / Flowers Lane / Remer Street / Bradfield Road corridor.
- d) 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, the Leighton Hospital Cycle Link scheme and the Connect2 link to Nantwich.
- g) The retention, where possible, of hedgerows and trees and the inclusion of appropriate planting and buffering along the northern, eastern and western boundaries of the site and in particular between the site and Leighton Hospital and between the site and the village of Bradfield Green, to provide a clear edge to the site, a buffer between the site and Leighton Hospital and to reduce the visual impact of the development of this site on the adjacent open countryside.
- h) Improved public transport links to Leighton Hospital, Crewe town centre and major employment areas.
- i) A minimum of an Extended Phase One habitat survey and protected species surveys will be required. Further surveys may be required depending upon the results of these initial surveys. Development proposals to include retention of any priority or Local Wildlife Site Quality habitat and provision of habitat for great crested newts and other protected species 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 Strategic Site CS3 and this site. In order for the Leighton Strategic Site to be developed then significant improvements to the A530 corridor will be required.
- m) Financial contributions towards health infrastructure as required.
- n) A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

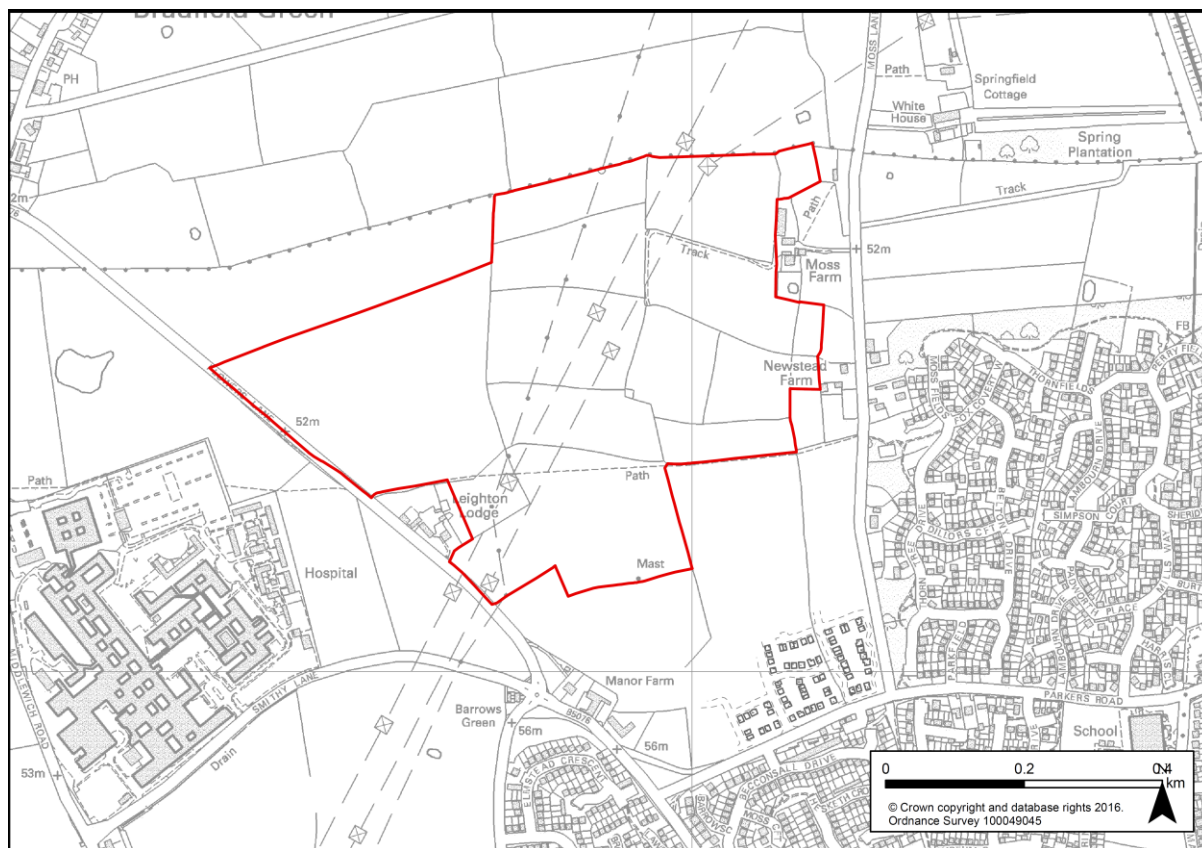


Figure 15.5a Leighton, Crewe

Justification

15.69g Land adjacent to part of this site (known as land north of Parkers Road) has planning permission for up to 400 homes, is included in the commitments list and is under construction. The site is in a number of ownerships.

15.69h The opportunity is presented by this strategic site 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 growth aspirations for Crewe of 'Northern Gateway' (formerly known as 'All Change for Crewe: High Growth City').

15.69i This strategic site 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.

15.69j 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 growth aspirations for Crewe of 'Northern Gateway' (formerly known as 'All Change for Crewe: High Growth City').

15.69k It is important that cycle and pedestrian links between the site and surrounding residential and employment areas, Leighton Hospital and to Crewe Town Centre are provided to improve

connectivity with the town centre. Links should also be provided to the Leighton Hospital Cycle Link scheme and Connect 2link to Nantwich.

15.69l Great crested newts are present on adjacent land and along with other Protected and priority Species and habitats could be present on site. Appropriate habitat creation, retention and other mitigation measures will be required. The ecological mitigation strategy should be formulated to ensure it is complimentary to ecological mitigation associated with adjacent developments.

15.69m Highway network improvements must be completed before development can take place on this site, to ensure highway capacity and access to the Hospital are maintained.

15.69n Any new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.69o The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.69p It is important that appropriate buffering planting, along the northern, eastern and western boundaries of the site, is provided in such a way that a clear edge to the development is provided, along with buffers between the development site and Bradfield Green and Leighton Hospital and that any visual impacts are mitigated.

15.69q It is important that, where possible, hedgerows and trees that have habitat potential and a cumulative impact on the screening of the site are retained as part of any development proposals for the site.

15.69r The design and density of the development should reflect the location and character of the area and respond to the contents of the Council's most up to date Design Guidance.

Table 15.4a Policy Context Leighton site

<u>Policy Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 29, 30, 34, 35, 38, 47, 50, 52, 56, 58, 69, 70, 73, 95, 97, 109</u>
<u>Local Evidence</u>	<u>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, Submitted Local Plan Strategy, Submitted Local Plan Strategy</u>
<u>Strategic</u>	<u>Priority 2: To create sustainable communities</u>

<u>Priorities</u>	<u>Priority 4: To reduce the need to travel</u>
<u>SCS</u> <u>Priorities</u>	<u>Priority 1: Nurturing strong communities</u> <u>Priority 4: Supporting our children and young people</u> <u>Priority 5: Ensuring a sustainable future by providing affordable and appropriate housing</u> <u>Priority 6: Preparing for an increasingly older population</u> <u>Priority 7: Driving out the causes of poor health</u>

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.~~ Development should have regard to the need to conserve and enhance the character and appearance of the conservation area, including its setting and that of the various heritage assets within it. Development will be required to ~~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 minimise its impact on the~~ proposed new Green Belt Area of Search and the historic environment.
- 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.
- i-j. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

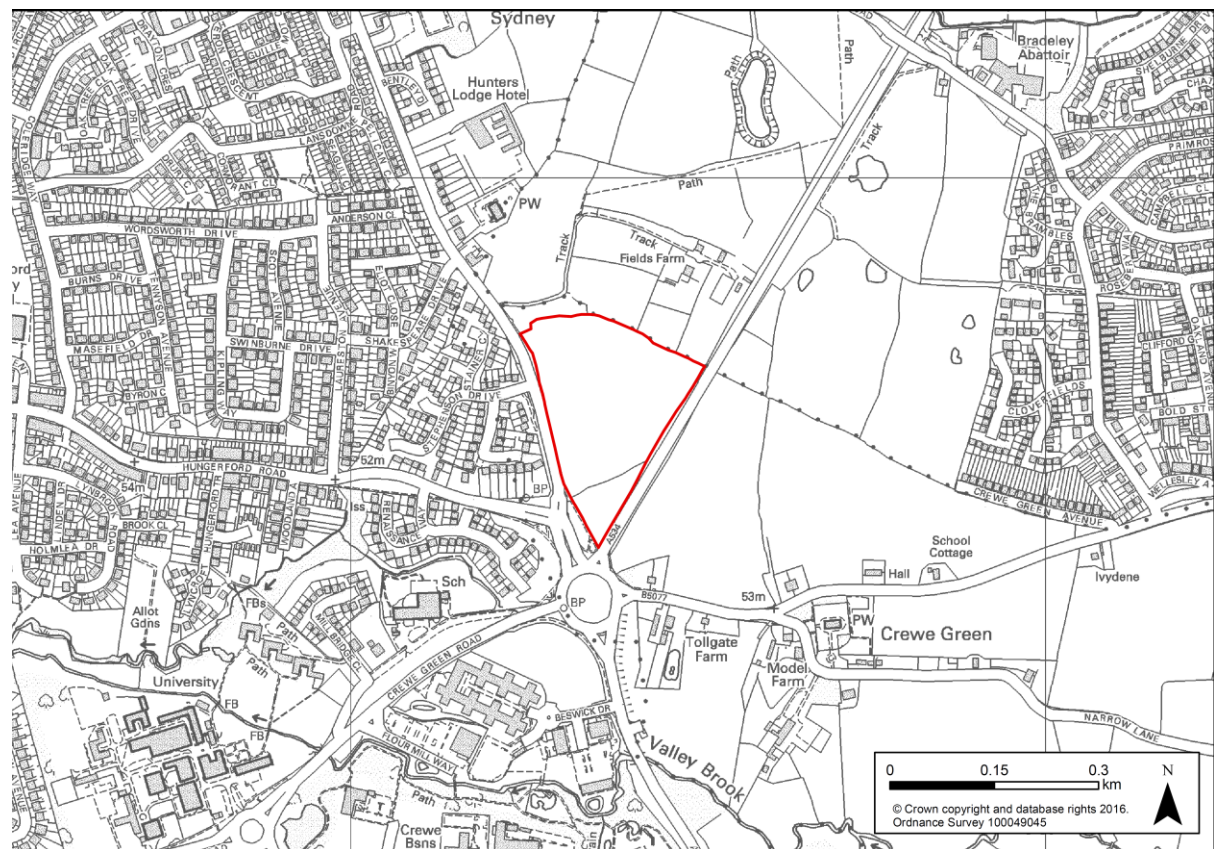
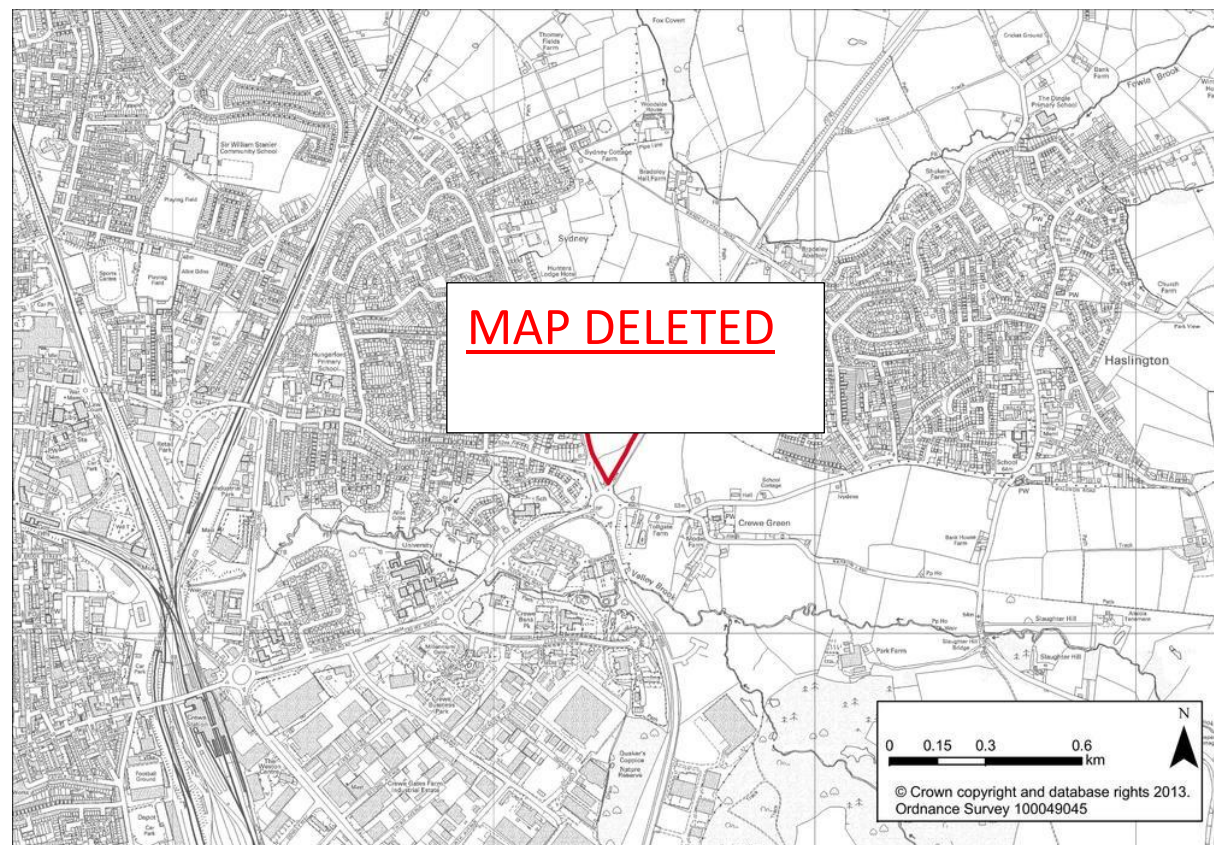


Figure 15.7 Crewe Green Site

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.

15.86a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.86b The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

Indicative Site Delivery

- 150 homes expected towards the end of the plan period 2025-2030**

Table 15.6 Policy Context: Crewe Green Site

Policy Context	
National Policy	NPPF (principally paragraphs): 9, 19, 30, 47, 50, 57, 69, 73, 75, 109, 112
Local Evidence	<u>Site Selection Report</u> , Strategic Housing Land Availability Assessment, <u>Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing</u>

	Strategies; Spatial Distribution Update Report , draft Crewe Town Strategy, All Change for Crewe, Development Strategy, 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012), Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment , Pre-Submission Core Strategy, Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment .
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

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 [250525](#) 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 along the North Crewe Corridor linking the A530 at Leighton to the A500, including 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 eastern, southern 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 Green Gap~~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. The submission of a full ecological appraisal. Provision of habitat for protected species, if required. Mitigation is required to address any identified impacts on protected species. Any woodland, mature tree or priority habitats or habitats of local wildlife site quality identified on the site should be retained and buffered by areas of open space/habitat creation. Additional ponds should be provided within the site, as an ecological enhancement.
- 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.
- j. The development of the site will be masterplan-led, including a design code, which will be informed by its location, constraints and opportunities.
- k. Contributions towards Education provision, as appropriate.
- l. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- m. Appropriate surveys in relation to the impact of noise from the adjacent railway line and roads shall be carried out and a mitigation scheme agreed accordingly to ensure that occupants of the new dwellings are not adversely affected by noise from road vehicles and train movements.
- i.n. The upgrading of Crewe Public Footpath No.4 which crosses the site, along with the creation of a green corridor to accommodate the Public Footpath.

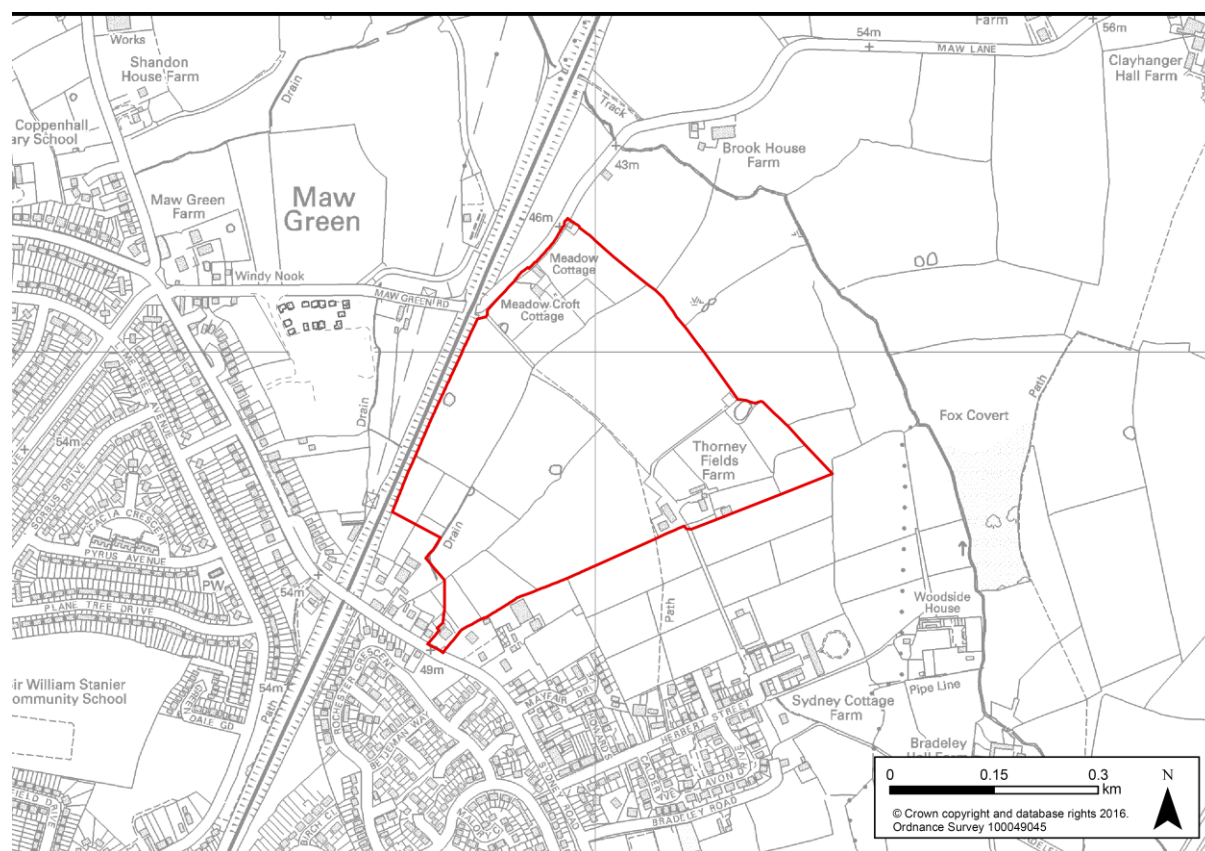
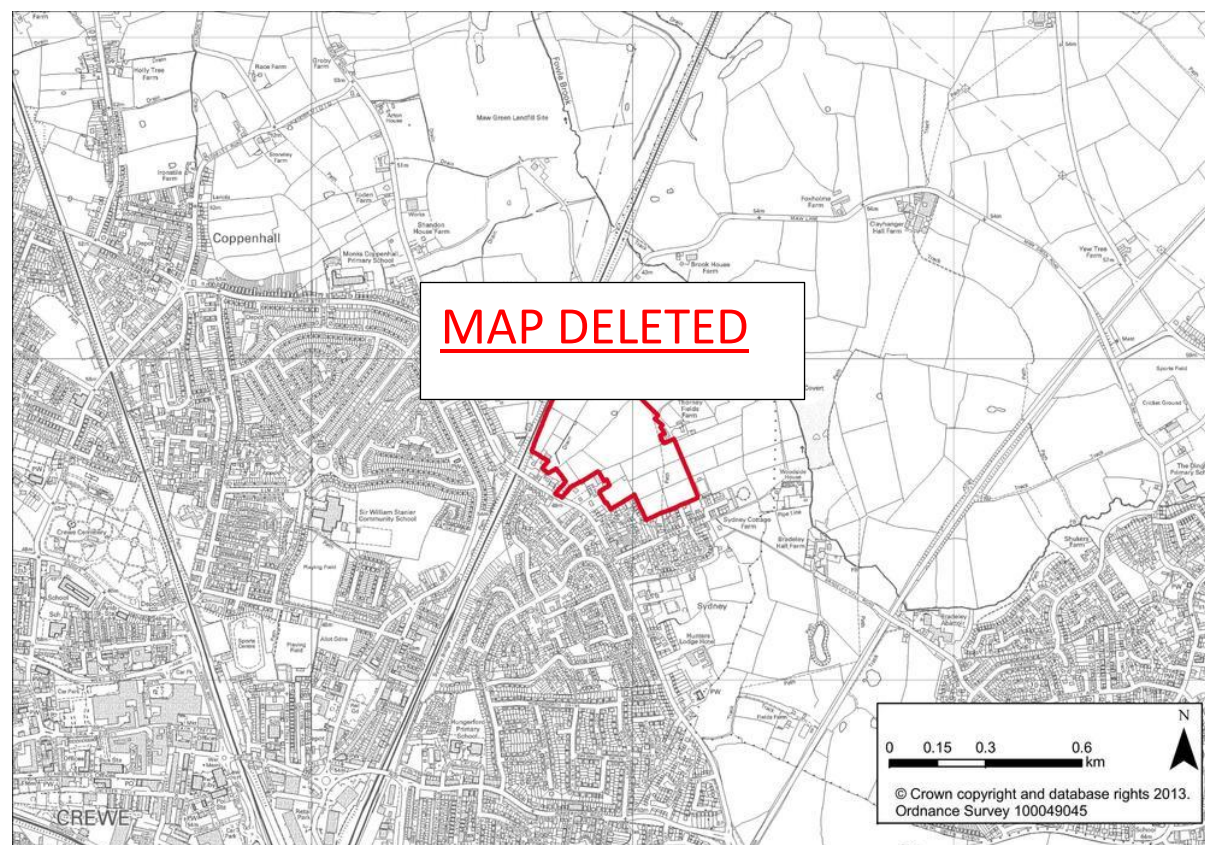


Figure 15.8 Sydney Road Site

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 ~~Green Gap~~proposed new Green Belt Area of Search. It is important that any visual impact of development on the proposed ~~Green Gap~~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 along the North Crewe corridor, including at Sydney Road Bridge, ~~Maw Green Junction~~ and Crewe Green Roundabout, to ensure highway safety.

15.93 ~~It is important that ecological appraisals of the site are carried out and that h~~Habitat and appropriate mitigation measures for protected species, if required, will be provided. Mitigation proposals for Great Crested Newts in particular are likely to be necessary.

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 Applications made on the site are as follows: outline application for up to 240 dwellings (13/2055N) approved with conditions 14/08/2015; outline application for 12 dwellings (15/2818N) on a small part of the site - a resolution to grant planning permission (subject to a S.106 agreement) was made on the 25th November 2015; outline application for up to 275 dwellings (15/0184N) is yet to be determined and is under appeal for non-determination; outline application for 250 dwellings (15/5184N) has also been submitted to run along side the appeal in relation to application reference 15/0184N and has yet to be determined. 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.

15.95a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC2 'Indoor and Outdoor Sports Facilities'.

15.95b The design and density of the development should reflect the location and character of the area and respond to the contents of the Council's most up to date Design Guidance.

15.95c There will be a need for improved educational facilities to be provided as a result of this development taking place, therefore a contribution towards this is required.

15.95d The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.95e Due to the location of the site, adjacent to roads and a railway line, noise mitigation design will be required for proposed dwellings closest to these noise sources.

15.95f Crewe Public Footpath No.4 crosses the site. This footpath would require upgrading as part of any development of the site; appropriate Policy wording to ensure that this was achieved would therefore be required.

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~~

Table 15.7 Policy Context: Sydney Road Site

Policy Context	
National Policy	NPPF (principally paragraphs): 19, 30, 47, 50, 57, 69, 73, 75, 109, 112, 117
Local Evidence	<u>Site Selection Report</u> , Strategic Housing Land Availability Assessment, <u>Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report</u> , draft Crewe Town Strategy, All Change for Crewe, Development Strategy, 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012), <u>Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment</u> , Pre-Submission Core Strategy, <u>Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment</u> .
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

~~Site CS 37: South Cheshire Growth Village, South East Crewe~~

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 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.~~

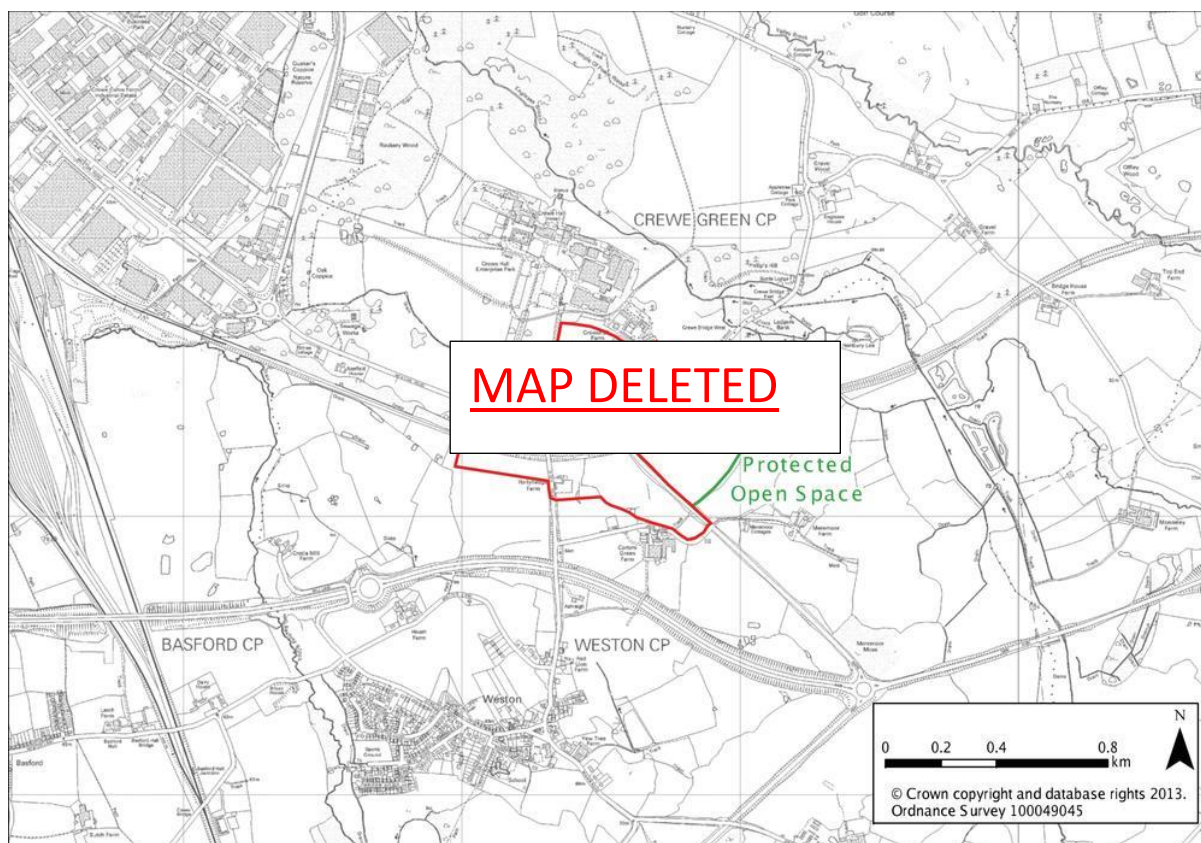


Figure 15.9 South Cheshire Growth Village, South East Crewe Strategic Location

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. However we will explore all other options before any final decision is made.

~~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 be 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. 15.108a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

~~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~~

Table 15.8 Policy Context: South Cheshire Growth Village, South East Crewe Site

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

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 650 new homes. The density and scale of the development should reflect the sensitivities and relationships of different parts of the site and should be directly informed by a detailed heritage impact assessment that will inform and shape a

development brief, masterplan and design code for the site. This should have special regard to the relationship to heritage assets and their settings and their collective character and significance and what this rich heritage context contributes to the character of the site and to its wider setting

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 and enhanced public realm elsewhere;
 - iii. Sports and leisure facilities.
3. The provision of 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
5. the creation of wildlife habitats, including those for protected species in accordance with detailed ecological assessments and management proposals; and
6. The incorporation of the following Green Infrastructure:
 - i. In the area to the south of Old Park Road (outside the historic parkland of Crewe Hall), retention and/or creation of hedgerow boundaries with native woodland tree species and associated landscaping along all site boundaries on routes into the site and alongside the railway corridor and for all boundaries adjacent or in proximity to heritage assets (where those are appropriate to the setting of the heritage assets) to offset detrimental visual impact to the open countryside and the setting of designated heritage assets
 - ii. Parkland restoration to the north of Old Park Road in the historic parkland of Crewe Hall (including the Registered Park and Garden) would include the retention and restoration of the shelterbelt, clumps of trees and other parkland features.
 - iii. Additionally, the retention, where possible, of hedgerows and trees within the site that have a cumulative screening impact on development and contribute to the habitat value of the site;
 - iv. Other targeted landscape mitigation as set out in the Heritage Impact Assessment (CEC 2016) and summarised under part b of 'Site Specific Principles of Development' below:
 - v. The creation of drainage ponds that have visual and habitat potential, allotments and a community orchard

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 and hedgerows in historically appropriate locations and the creation of green spaces, including those linking green infrastructure and providing for safe and secure pedestrian and cycle routes that should be integrated into the development proposals.
- b) Within this Green Infrastructure framework, specific landscape mitigation shall be provided in accordance with the recommendations of the Heritage Impact Assessment (CEC 2016 the details of which are to be further developed through the preparation and adoption of a Design Brief and via the Masterplan and Design Code for the site. These key elements of mitigation as set out in the Heritage Impact Assessment (CEC 2016) entail the following:

- i. Provision of sufficient areas of open space to the south and east of Hollyhedge Farmhouse to maintain its open rural setting
- ii. Provision of a substantial landscaped edge to the south/south east of the development parcel immediately to the south of the railway line (on the opposite side of Main Road to Hollyhedge Farm). This should combine a mix of copse and individual tree planting contained by a new native hedgerow. At the point nearest Hollyhedge Farm in the south eastern corner, a copse should be created. It should include woodland planting on the western edge of the parcel, tying in with the woodland buffer of the Basford East site.
- iii. Provision of open space and appropriate parkland landscaping alongside the access/drive and to the south of Crewe Hall Farmhouse and associated barns
- iv. Provision of an area of greenspace to the east of Stowford Hamlet, retaining the existing pond, trees and other positive planting as a key space within the development
- v. Reinstatement of historic shelter belt planting to define the edges of the former historic parkland to the east of the access to the Crewe Hall Enterprise Centre, immediately to the north of Old Park Road, and to the east of the entrance/access to Crewe Hall Farm. The detail of the shelterbelt planting is to be based on compelling historical evidence of the original planting scheme for the Parkland.
- vi. Parkland restoration of the parcel of agricultural land immediately to the north of Stowford Hamlet between the drive to Crewe Hall and the access to Crewe Hall Enterprise Centre (immediately to the west of the South Cheshire Growth Village site). The detail of this should be based on compelling historical evidence of the Parkland planting scheme.
- c) 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 both pedestrian and cycle links.
- d) The development should be comprehensively masterplanned with a detailed design code to ensure the following:
 - i. The creation of appropriate linkages and connectivity between this site and Basford East, Crewe Town Centre and Railway Station and the M6;
 - ii. A high quality of development is secured by ensuring that new development is appropriately located, and is of an appropriate density and scale in its relationship to heritage assets, including their setting, principally the Grade I Listed Crewe Hall, the Registered Park and Garden at Crewe Hall, Hollyhedge Farmhouse and other groups of listed Buildings to minimise the impact upon the heritage assets;
 - iii. To ensure the development relates appropriately to its wider context and the wider setting of the heritage assets, including consideration of key views into and out of the site, landform, key approaches into the site and the wider landscape character of the countryside; and
 - iv. The character of the two distinct areas should be maintained i.e. the parkland character should be enhanced within the historic Parkland of Crewe Hall to the north of Old Park Road (including the Registered Park) and the agricultural landscape to the South of the parkland should be reinforced. This should be based on compelling historical evidence.
- e) As an integral part of formulating the development brief, Masterplan and Design Code, a full assessment of the significance of the heritage assets and their setting that are affected by the South Cheshire Growth Village development will need to be undertaken, and the

- findings of the assessment should be reflected in the development brief, masterplan and design requirements set out in the Design Code.
- f) Improvements to existing and provision of new pedestrian and cycle links to new and existing residential and employment areas, shops, schools and health facilities.
 - g) Contributions to improvements to existing and the provision of new public transport links to Crewe railway station, Crewe town centre and local villages.
 - h) The Local Plan Strategy Site will provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
 - i) The land within the Registered Park and Garden of Crewe Hall and the Green Belt will be excluded from the site boundary but appropriate specific landscape mitigation measures, as set out in the Heritage Impact Assessment (CEC, 2016) will be required outside of the site boundary.
 - j) On site provision, or where appropriate, relevant contributions towards education, health, Green Infrastructure, open space and community facilities.
 - k) The development would be expected to contribute towards and / or facilitate road infrastructure improvements in the area, including, A500 link capacity improvements, A5020 Weston Road junction and Junction 16 of the M6.
 - l) Potential for self build and adaptable units to be incorporated into the masterplan and design code for the site.
 - m) An appropriately designed green buffer will be provided between the site and the village of Weston.
 - n) The area has a 'typical' Cheshire Landscape, characterised by a flat topography broken up by a dense network of field hedges interspersed with mature hedgerow trees. The development must respond to this sensitive landscape setting.
 - o) Pre-determination cultural heritage desk based assessment is required, to determine the need for further evaluation and any mitigation that will be required.
 - p) Future masterplanning must ensure that connectivity for pedestrians and cyclists is maximised and that high quality 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.

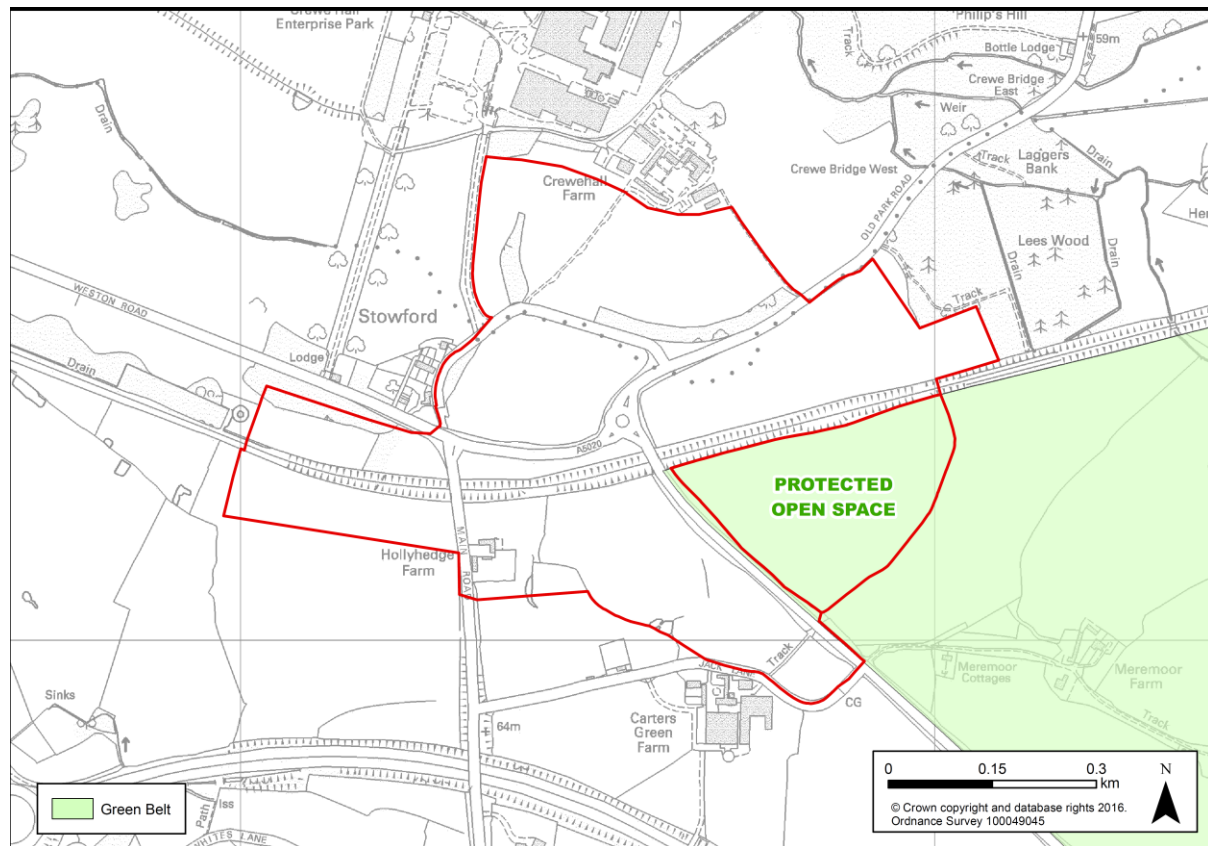


Figure 15.8a South Cheshire Growth Village

Justification

15.96a 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 a 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.

15.96b The provision of this site will support growth in Crewe and the aspirations of the Northern Gateway 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.

15.96c 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.

15.96d The site has good accessibility to the M6 via the A500, which has been 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.

15.96e The provision of new 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 the Northern Gateway.

15.96f 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.

15.96g The future development brief, masterplanning and design coding must be informed by a full 'assessment of significance' as required by the NPPF as well as by the recommendations in the Heritage Impact Assessment (CEC, 2016). This must assess the significance of the heritage assets and their settings and seek to minimise the impact of the development upon the historic environment by delivering high quality design and mitigation as set out in this policy. It is extremely important that high quality development, with a strong sense of place is secured, hence the requirement for a development brief, masterplan and comprehensive design code.

15.96h Adjacent land lies within the Green Gap and Green Belt, along with the Grade I Listed Crewe Hall and Registered Park and Garden (Grade II and on the Heritage at Risk Register). It is important that the visual impact of development on these areas is minimised by appropriate landscaping, parkland restoration and the retention of existing trees and hedgerows. The area south of the village, either side of Main Road, Weston, is particularly sensitive, including its relationship to Hollyhedge Farmhouse a grade II* listed building, and its setting. The land retained around Hollyhedge Farmhouse (as defined in the Heritage Impact Assessment CEC 2016) shall remain undeveloped. . A high quality landscape scheme, with appropriate, strong planting on the boundaries of the development and substantial areas of open space should be provided in the vicinity of Hollyhedge Farmhouse, to reduce the impact of the development upon its setting.

15.96i It is important that this site contributes to highway network improvements, to ensure highway safety and deliver the aspirations of the Northern Gateway.

15.96j 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 be accompanied by supporting facilities compatible with Green Belt Status. The detailed boundaries of the proposed Green Gap will be reviewed and could further assist in separating the Village from Weston.

15.96k An archaeological assessment will be required, to understand the impact on undesignated heritage assets and to minimise or mitigate harm. This should be informed by consultation with the Local Authority's archaeological advisers.

15.96l Habitat for protected species must be provided if required.

15.96m Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

Table 15.7a Policy Context: South Cheshire Growth Village, South East Crewe Site

<u>Policy Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 18, 29, 38, 47, 50, 52, 56, 58, 69, 70, 73, 109, 112, 117, 126, 128, 132</u>
<u>Local Evidence</u>	<u>Site Selection Report; Strategic Housing Land Availability Assessment; Cheshire East Housing Development Study ; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Development Strategy ; Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment, ; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment; The Green Infrastructure Action Plan for Crewe (TEP, 2012); draft Crewe Town Strategy; All Change for Crewe; Heritage Impact Assessment (CEC, 2016)</u>
<u>Strategic Priorities</u>	<u>Priority 1: Promoting economic prosperity</u> <u>Priority 2: To create sustainable communities</u> <u>Priority 3: Environmental quality should be protected</u> <u>Priority 4: To reduce the need to travel</u>
<u>SCS Priorities</u>	<u>Priority 1: Nurturing strong communities</u> <u>Priority 4: Supporting our children and young people</u> <u>Priority 5: Ensuring a sustainable future by providing affordable and appropriate housing</u> <u>Priority 7: Driving out the causes of poor health</u>

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~~400 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).

n. The site will be developed only where it can be demonstrated that there is no adverse impact on the West Midlands Mosses SAC, Midland Meres and Mosses Phase 1 Ramsar and Wybunbury Moss SSSI particularly in relation to changes in water levels and quality, with reference to the Diffuse Water Pollution Plan for the site, and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of sites.

m.o. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

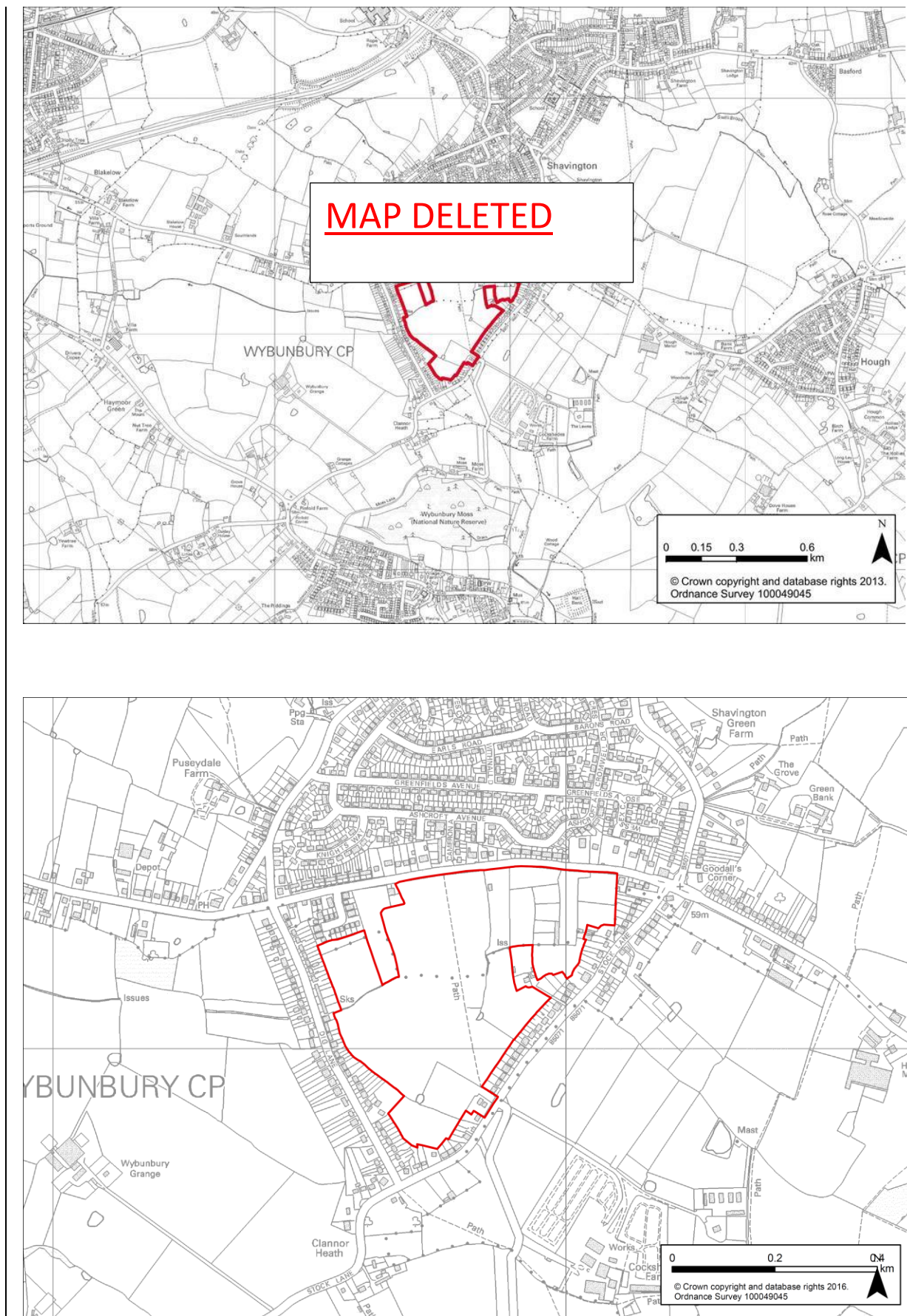


Figure 15.10 The Shavington / Wybunbury Triangle Site

Justification

15.111 An outline planning application for up to 360 dwellings on the site has been granted on 23/01/12 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. A Reserved Matters application has been granted for 200 dwellings on 11/12/14 on part of the site (14/3039N).

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).

15.117a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.117b The Council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site (consisting of either a Special Area of Conservation, Special Protection Areas and / or Ramsar site):

- Impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site
- Impact on water resources

- Impact on water chemistry
- Impacts on nutrient status
- Risks from pollution during construction (e.g., spillages or minor pollution incidents and the storage of oils and fuels)
- Risks from misconnections, misuse of garden chemicals
- Impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- Impacts from dust generated during the construction work
- Impact of increased foot traffic on the sensitive fen meadow vegetation

15.117c The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

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~~

Table 15.9 Policy Context; The Shavington / Wybunbury Triangle Site

Policy Context	
National Policy	NPPF (principally paragraphs): 29, 38, 47, 50, 52, 56, 58, 69, 70, 73, 109, 112, 117, 128
Local Evidence	<u>Site Selection Report</u> , Strategic Housing Land Availability Assessment, The Green Infrastructure Action Plan for Crewe (TEP, 2012) , <u>Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report</u> , <u>draft Crewe Town Strategy</u> , All Change for Crewe, <u>Development Strategy</u> , <u>The Green Infrastructure Action Plan for Crewe' (TEP 2012)</u> ; <u>Cheshire East Greenspace Strategy</u> ; <u>Cheshire East Strategic Flood Risk Assessment</u> ; <u>Pre-Submission Core Strategy</u> , <u>Local Plan Strategy Submission Version</u> ; <u>Sustainability Appraisal</u> ; <u>Habitats Regulations Assessment</u> .
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	Priority 1: Nurturing strong communities

Priorities	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
------------	--

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~~ up to 275 new homes, with no construction of any dwelling prior to 1 January 2017.;
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.
- 4.5. The site will be developed only where it can be demonstrated that there is no adverse impact on West Midland Mosses SAC and Midland Meres and Mosses Phase 1 Ramsar (Wybunbury Moss SSSI) particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of the site.

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.

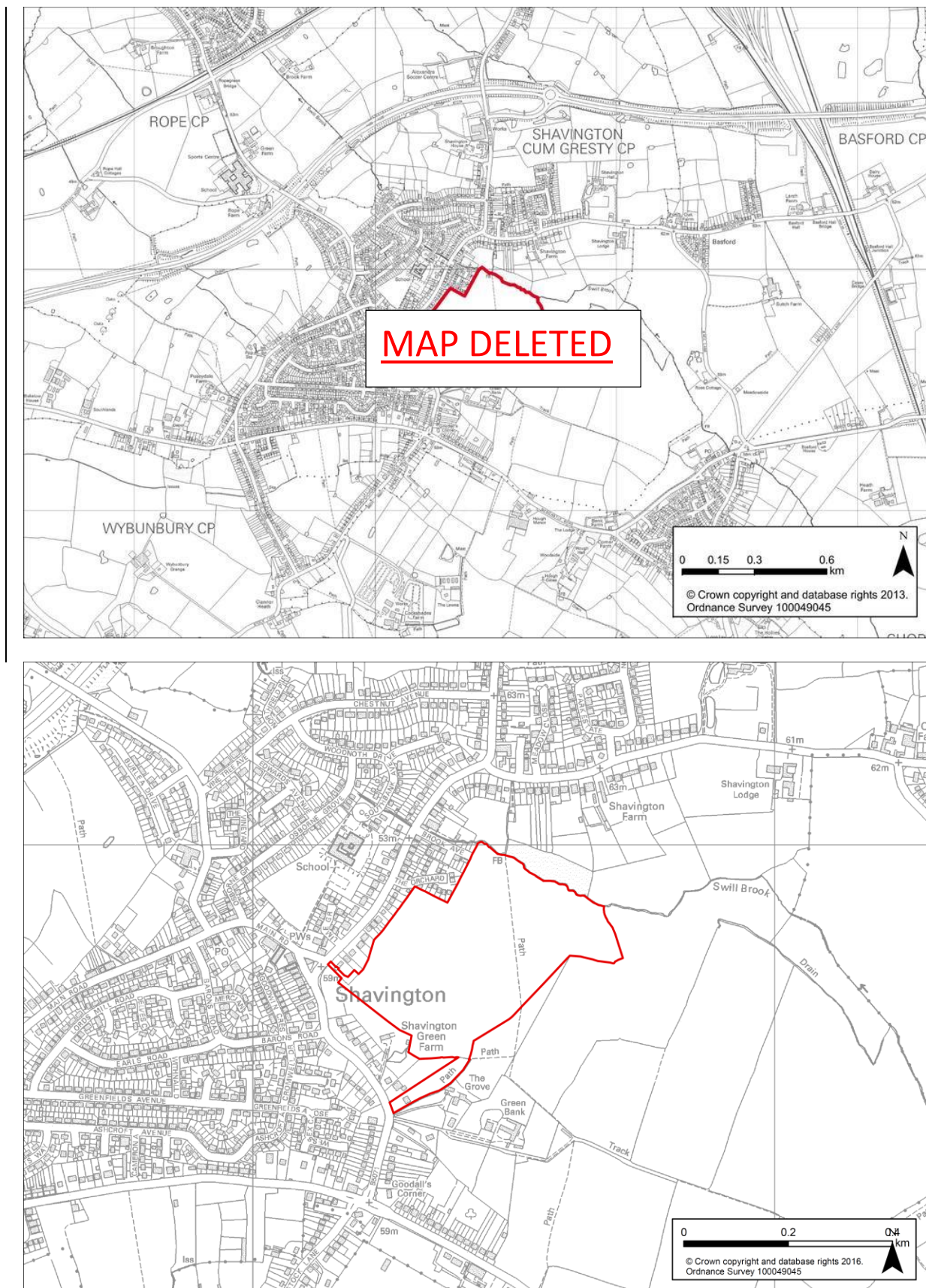


Figure 15.11 East Shavington Site

Justification

15.119 ~~A planning approval was granted on appeal for 275 dwellings (25/07/14) 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. Reserved Matters approval for 275 dwellings was granted on 15/12/15 (15/4047N).

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).

15.127a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 ‘Indoor and Outdoor Sports Facilities’.

15.127b The Council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site(s):

- impact on natural hydrological function, pathways, groundwater and surface water
- impact on recharge to groundwater and consequent impact on site
- impact on water resources
- impact on water chemistry
- impacts on nutrient status
- risks from pollution during construction (e.g., spillages or minor pollution incidents and the storage of oils and fuels)
- impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- impacts from dust generated during the construction work
- impact of increased foot traffic on sensitive habitats and species

Indicative Site Delivery

- ~~250 dwellings included in the middle part of the plan period 2020-2025~~

Table 15.10 Policy Context: East Shavington Site

Policy Context	
National Policy	NPPF (principally paragraphs): 29, 38, 47, 50, 52, 56, 58, 69, 70, 73, 100, 109, 112, 117, 128
Local Evidence	<u>Site Selection Report, Development Strategy</u> , Strategic Housing Land Availability Assessment, <u>'The Green Infrastructure Action Plan for Crewe' (TEP, 2012)</u> , <u>Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report, draft</u> Crewe Town Strategy, All Change for Crewe, <u>Development Strategy, 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012)</u> , <u>Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment</u> , <u>Pre-Submission Core Strategy, Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.</u>
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

Site CS39 Broughton Road

15.127b Broughton Road presents the opportunity for a high quality, sustainable residential development. Surrounding uses are residential development and open countryside. The site is currently open agricultural fields, with some ponds, trees and hedgerows.

Site CS39 Broughton Road

The development of Broughton Road over the Local Plan Strategy period will be achieved through:

1. The delivery of up to 175 new homes: and
2. The incorporation of Green Infrastructure including:
 - i. Equipped children's play area and public open space;
 - ii. Retention of existing ponds/marsh areas;
 - iii. The retention, where possible, of hedgerows and trees that have habitat potential and a cumulative impact on the screening of the site.

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 provision of green spaces, including those linking green infrastructure, with safe and secure pedestrian and cycle routes that should be integrated into any development;
- b) The incorporation of existing ponds and ditches on the site;
- c) Contributions to highway improvements along the Sydney Road corridor;
- d) 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;
- e) The Local Plan Strategy site is expected to provide affordable housing in line with policy requirements set out in Policy SC5 (Affordable Homes);
- f) Development proposals should include an in perpetuity habitat plan and up to date Protected Species and extended phase one habitat survey. Development should incorporate mitigation measures of appropriate scale and quality tailored to the specific species on the site;
- g) The retention, where possible, of hedgerows and trees and the inclusion of appropriate planting and buffering along the northern and eastern boundaries of the site, to provide a clear edge to the development and reduce the visual impact of the development on the surrounding countryside;
- h) The development will be expected to provide contributions to education provision;

- i) A desk based archaeological assessment is required for the site, with appropriate mitigation carried out, if required;
- j) A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site;
- k) The development of the site will be masterplan-led, including a design code, which will be informed by its location, constraints and opportunities.

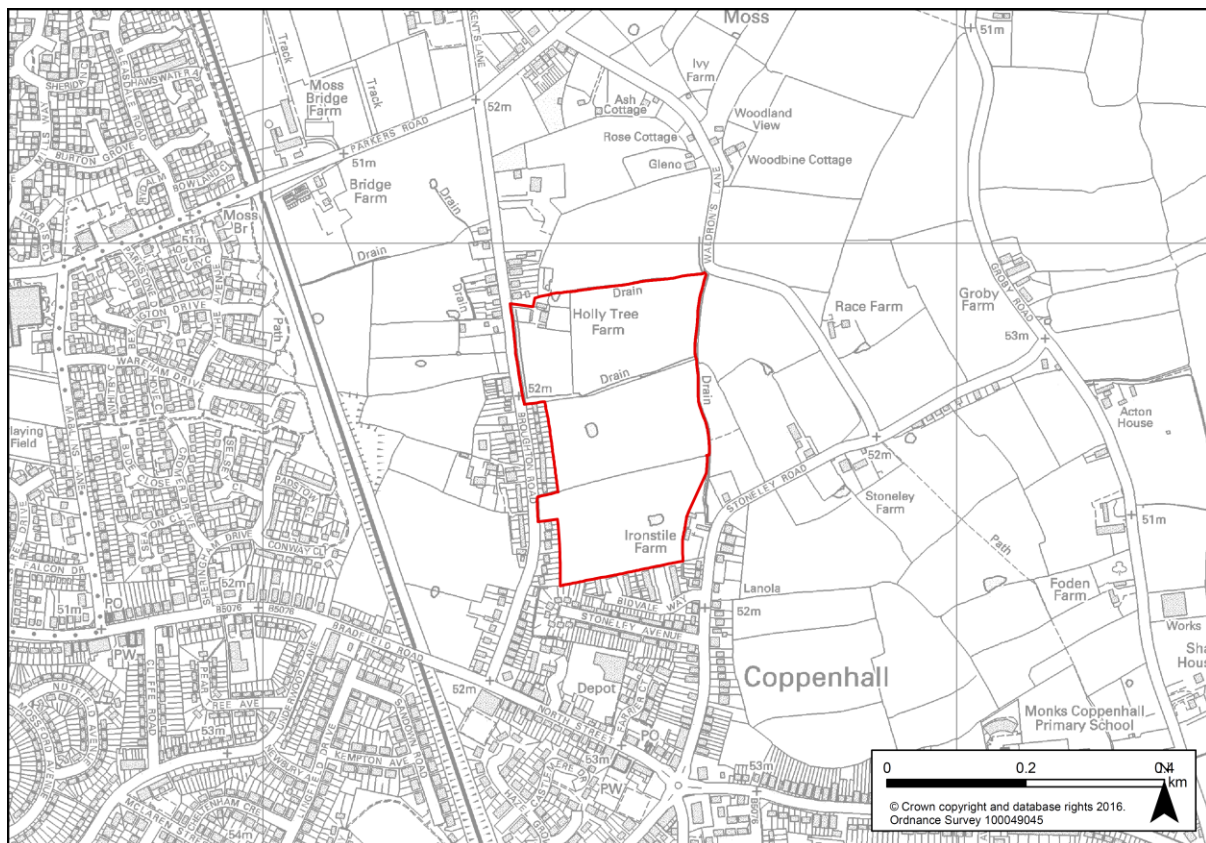


Figure 15.11a Broughton Road Site

Justification.

15.127c 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 Plan for Crewe.

15.127d 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 growth aspirations for Crewe of ‘Northern Gateway’ (formerly known as ‘All Change for Crewe: High Growth City’).

15.127e It is important that the site contributes to appropriate highway improvements along the Sydney Road corridor to ensure highway safety.

15.127f Mud snail (a Local Biodiversity Action Plan priority species) Lesser Silver Diving Beetle (a protected species) and Great crested Newts (a protected species); have been recorded from a number of ponds and ditches on this site. Lesser Silver Diving Beetle are dependent upon livestock poaching of the pond edges to maintain the habitat in a suitable condition therefore areas of retained habitat around the ponds must be of sufficient size to allow light grazing to be undertaken. The provision of additional ponds either on-site or off-site within an area of suitable grazed agricultural land is required to provide additional mitigation for the potential cumulative impacts on this species. Grass snakes (a protected species) are also known to be present in the broad locality. Other protected species are also thought to be present on the site. It is important therefore that appropriate habitat for protected species, if required, is retained/provided within the site.

15.127g It is important that appropriate buffering planting, along the northern and eastern boundaries of the site, is provided in such a way that a clear edge to the development is provided and that visual impacts are mitigated.

15.127h It is important that, where possible, hedgerows and trees that have habitat potential and a cumulative impact on the screening of the site are retained as part of any development proposals for the site.

15.127i Any new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC2 'Indoor and Outdoor Sports Facilities'.

15.127j An archaeological assessment will be required, to ensure that there will not be an impact on undesignated heritage assets.

15.127k The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.127l The northern two thirds of the site has full planning approval for 124 dwellings (13/5085N approved on appeal 15 September 2015), with an outline application for up to 129 dwellings currently under consideration (15/0366N).

15.127m The design and density of the development should reflect the location and character of the area and respond to the contents of the Council's most up to date Design Guidance.

Table 15.10a Policy Context: Broughton Road

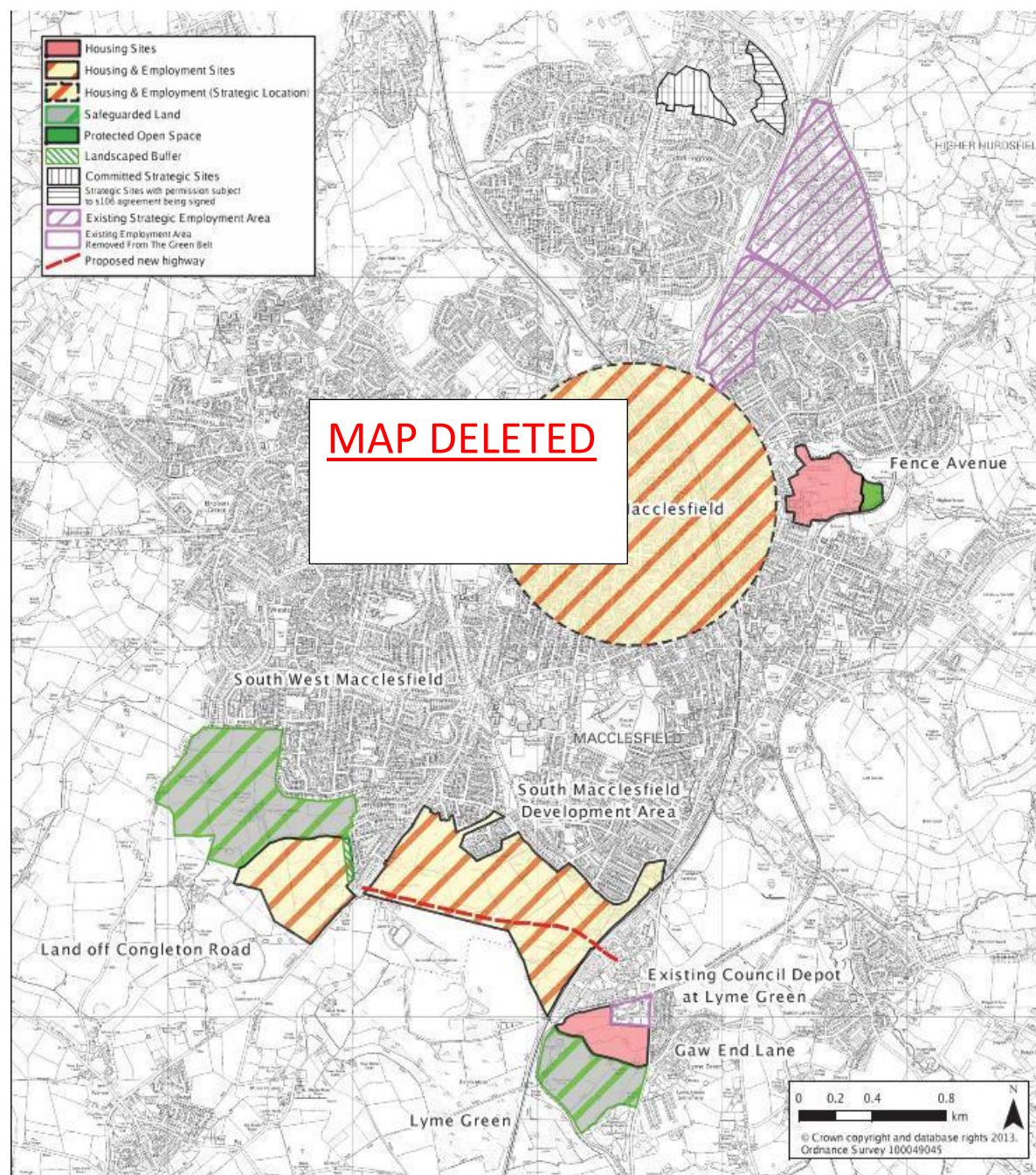
Policy Context	
National Policy	<u>NPPF (principally paragraphs): 19, 30, 47, 50, 57, 69, 73, 75, 109, 112, 117</u>

Cheshire East Local Plan Strategy – Proposed Changes (Committee Report Publication Document)

<u>Local Evidence</u>	<u>Site Selection Report; Strategic Housing Land Availability Assessment; Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; draft Crewe Town Strategy; All Change for Crewe; Development Strategy; 'The Green Infrastructure Action Plan for Crewe' (TEP 2012); Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.</u>
<u>Strategic Priorities</u>	<u>Priority 2: To create sustainable communities</u> <u>Priority 3: Protecting and enhancing environmental quality</u> <u>Priority 4: Reduce the need to travel</u>
<u>SCS Priorities</u>	<u>Priority 1: Nurture Strong Communities</u> <u>Priority 3: Unlock the potential of our towns</u> <u>Priority 5: Ensure a sustainable future</u>

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.



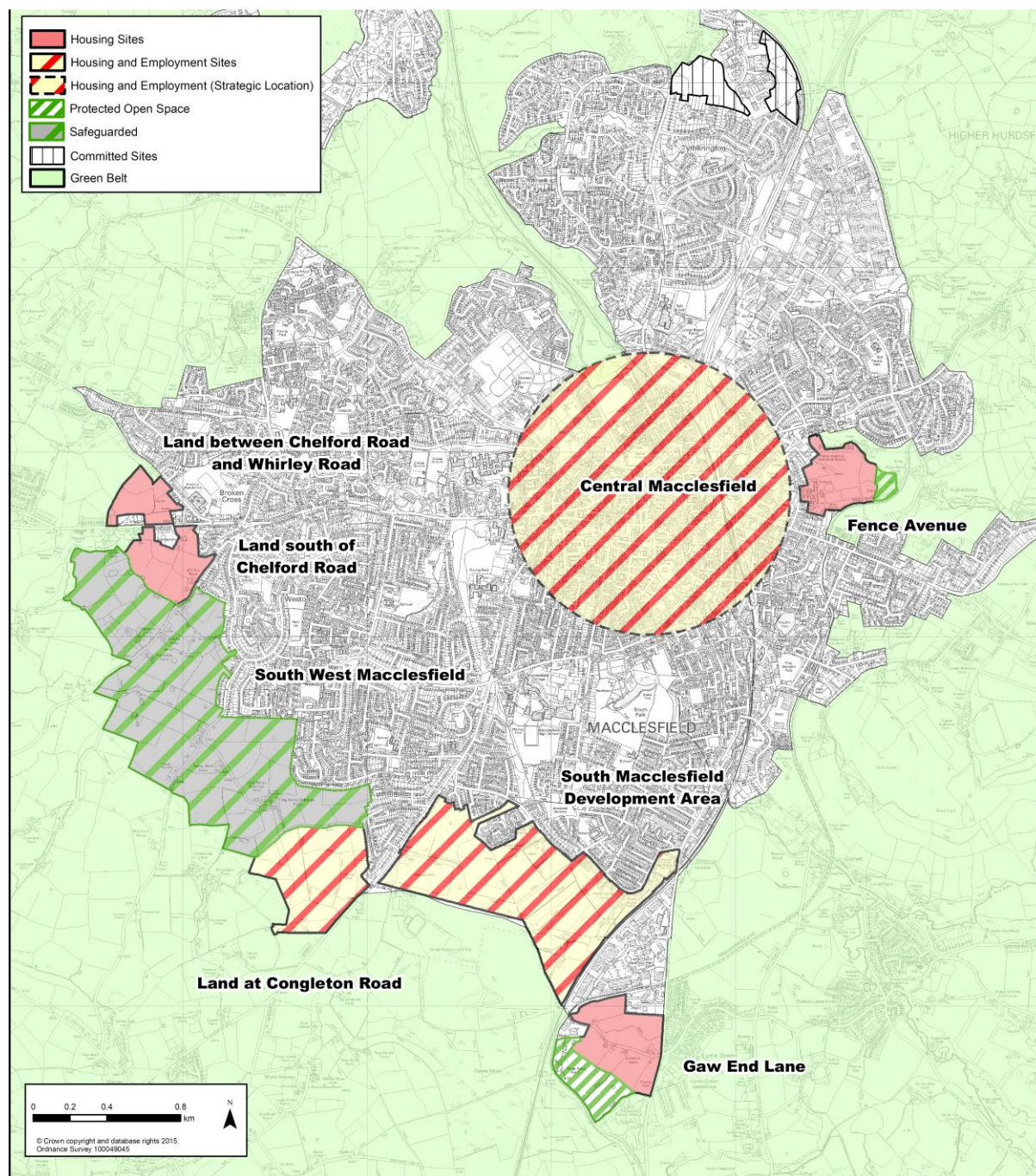


Figure 15.12 Macclesfield Town Map

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.](#)

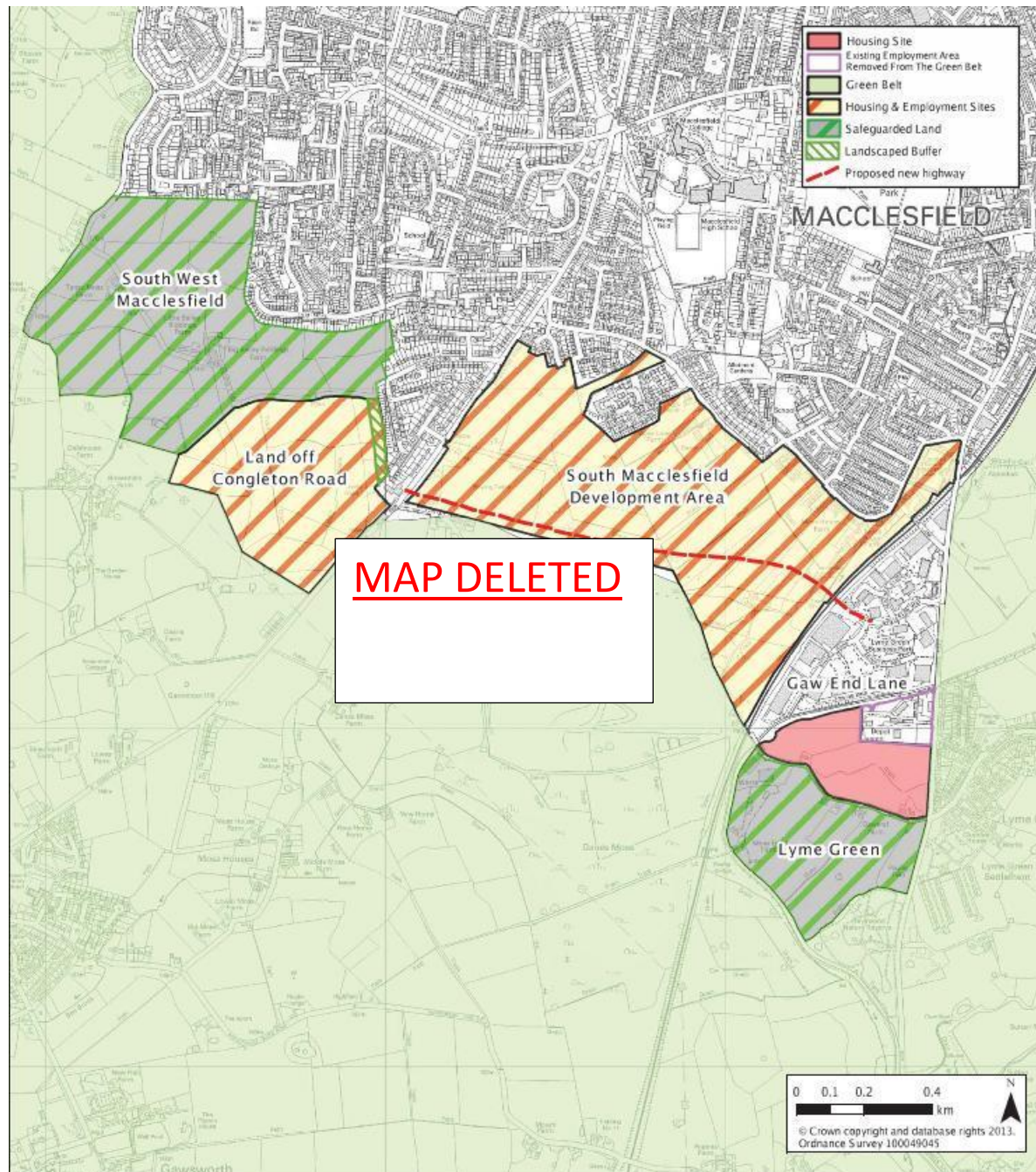


Figure 15.12b Map showing new Green Belt boundary around southern Macclesfield

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, or as determined through any future transport study; and
16. Improved strategic highways links towards the north and Manchester on the A523 corridor, including Poynton Relief Road

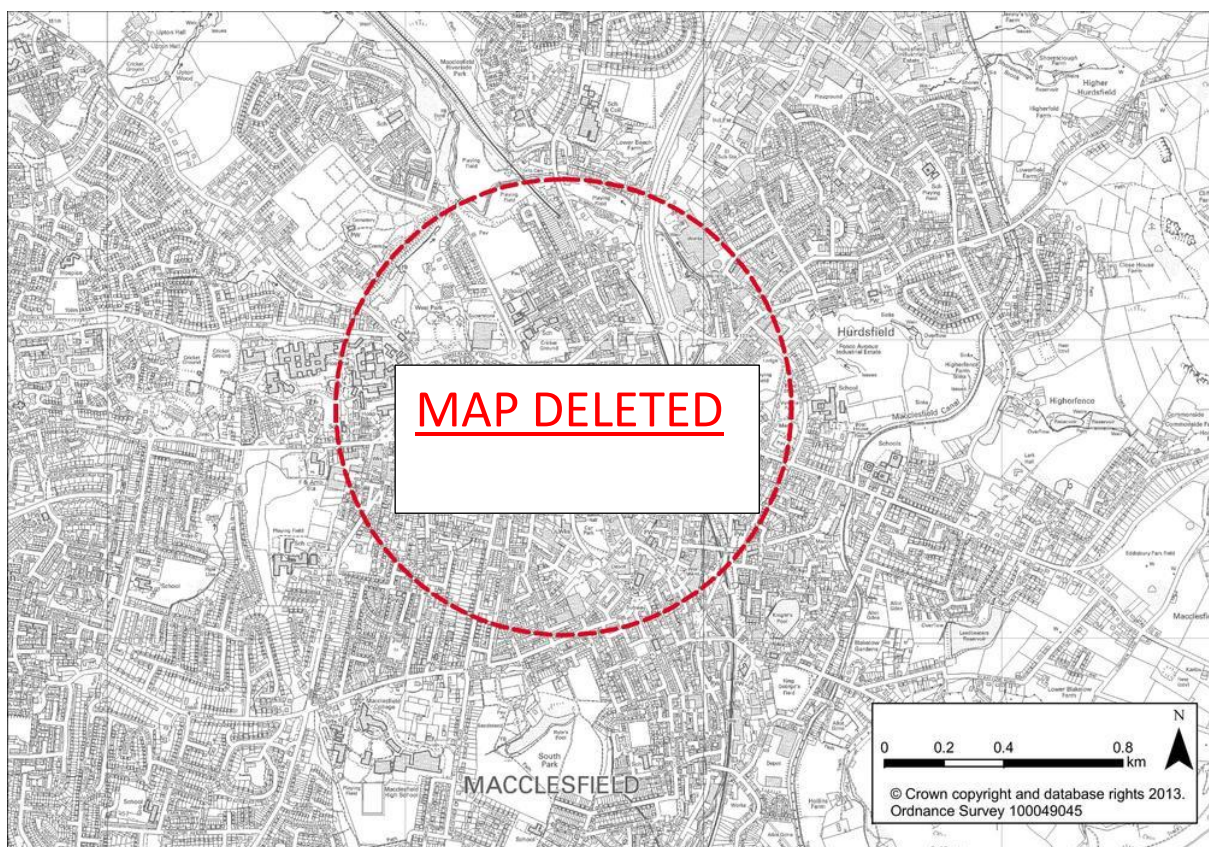
17. Maximising opportunities to bring disused and underused buildings back into use

17,18. The provision of high quality design is of paramount importance, as this site includes numerous listed buildings, four Conservation Areas and locally important buildings and spaces. Development should have regard to the need to conserve and enhance the character and appearance of the listed buildings and conservation areas, including their settings

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.
- i. Depending on the location within the town, a cultural heritage desk based assessment of the development proposals will be required; proposals should demonstrate that they will conserve and enhance the character and appearance of the listed buildings and conservation areas, including their settings and also show how regard has been paid to the impact of development proposals on the heritage of the town.
- h-j. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.



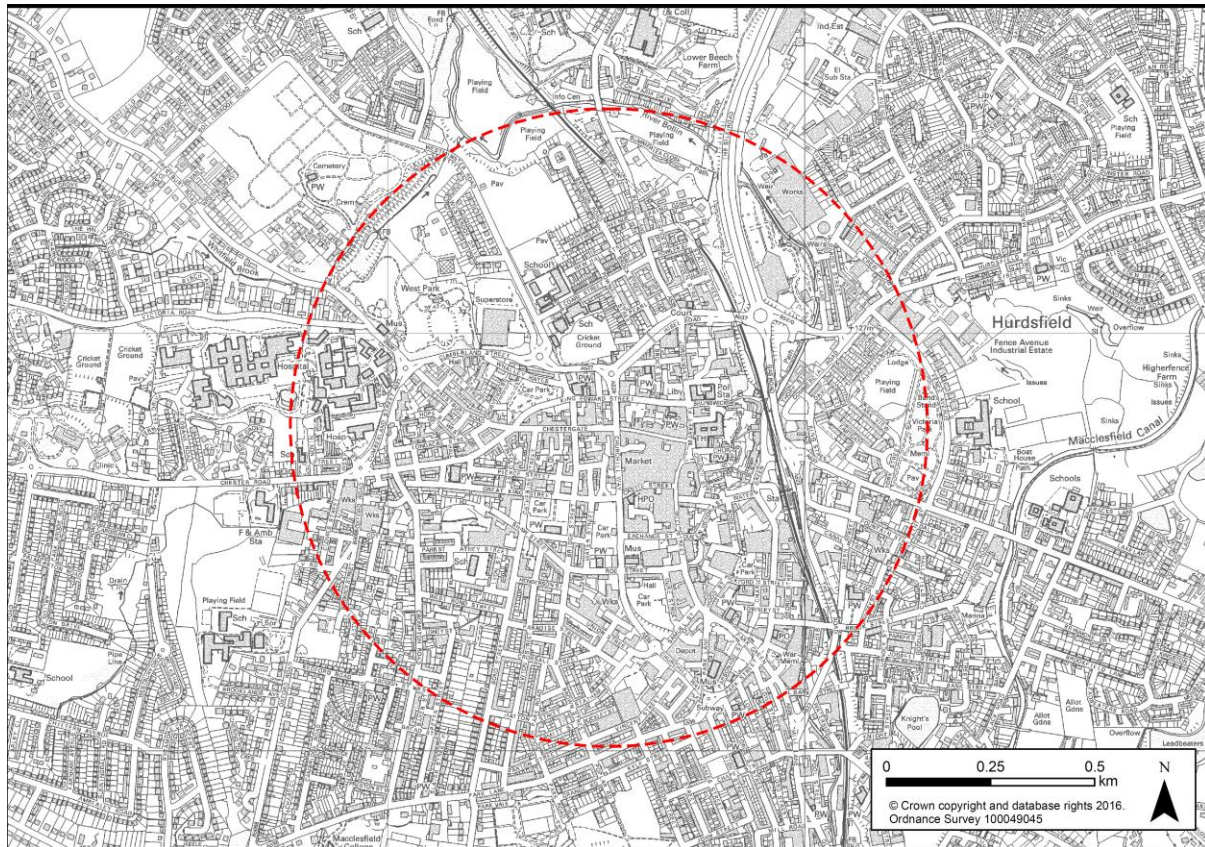


Figure 15.13 Central Macclesfield Strategic Location (Indicative)

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.

15.137a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

Indicative Site Delivery

- ~~Throughout the Plan period.~~

Table 15.11 Policy Context: Central Macclesfield Strategic Location

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. <u>Site Selection Report; Strategic Housing Land Availability Assessment, Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Open Spaces Assessment, Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment; Urban Potential Assessment.</u>
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

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 goods⁹⁴⁹⁵;
4. Provision of up to 5 hectares employment land and employment related uses;
5. Provision of a new primary school or contributions towards educational facilities;
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.
- c. Necessary infrastructure, open space and structural planting to include additional tree planting must be provided.

⁹⁵ 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.

- 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.

k. The retention and/or replacement of the indoor and outdoor sports facilities should be in accordance with the findings of an adopted, up to date and robust needs assessment.

l. The site will be developed only where it can be demonstrated that there is no significant harm on the Danes Moss SSSI, particularly in relation to changes in water levels and quality and recreational pressures. This should include a full assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure protection of the SSSI.

j-m. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

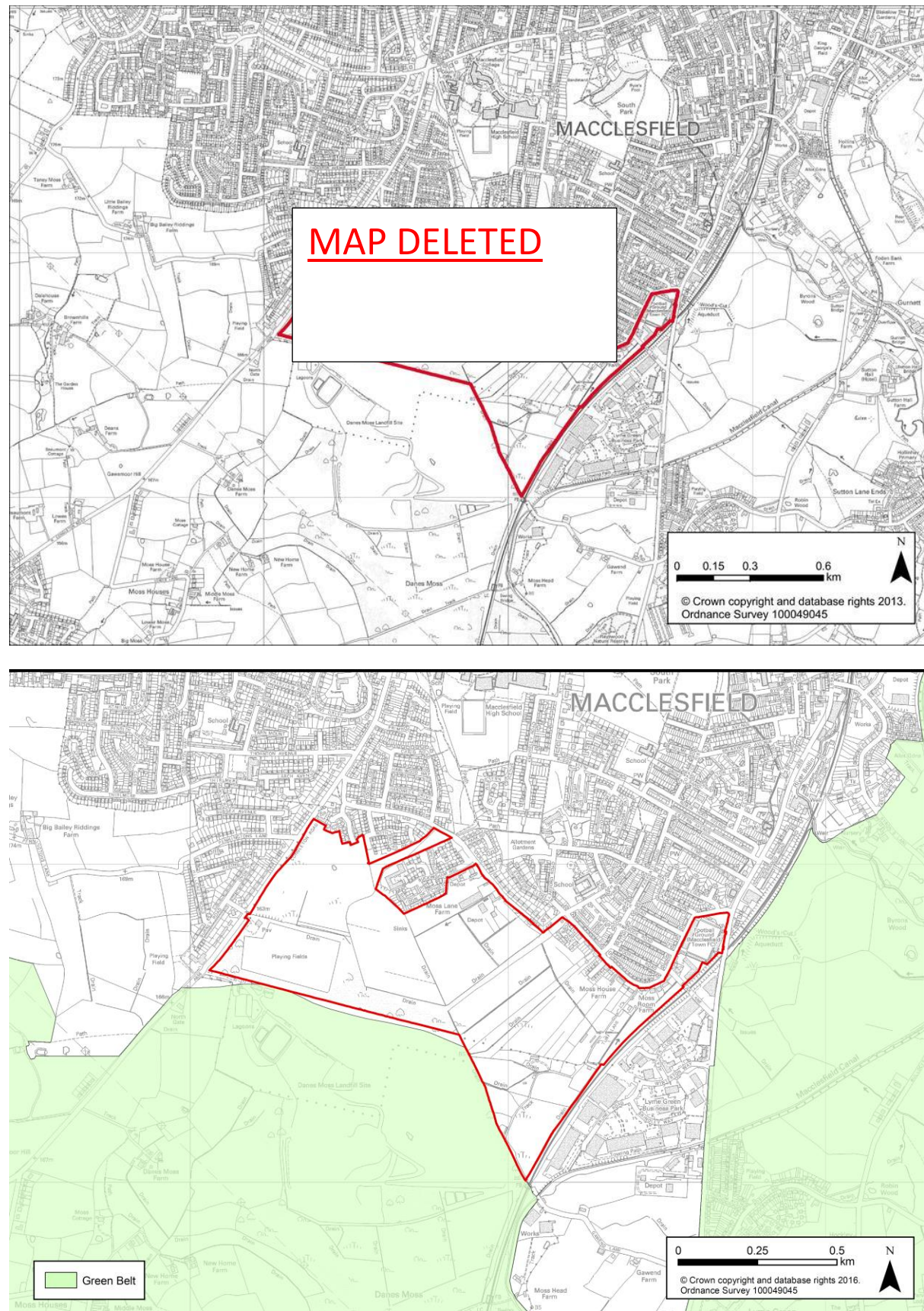


Figure 15.14 South Macclesfield Development Area Site

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.

15.154a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.154b The Council expects that the following are considered in the context of the ecological value of the site due to its proximity to the Danes Moss SSSI:

- Impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site
- Impact on water resources
- Impact on water chemistry
- Impacts on nutrient status
- Risks from pollution during construction (e.g., spillages or minor pollution incidents and the storage of oils and fuels)
- Impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- Impacts from dust generated during the construction work
- Impact of increased foot traffic on the sensitive fen meadow vegetation"

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 will be delivered during the middle part of the plan period (2020-2025)
- ~~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/obligat~~
- ~~It is anticipated that the Class A1 superstore will be delivered during the early part of the plan period.~~

Table 15.12 South Macclesfield Development Area Policy Context

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 <u>Site Selection Report; Strategic Housing Land Availability Assessment, draft Macclesfield Town Strategy, Development Strategy, Employment Land Review;</u> <u>Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; ; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.</u>
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

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 encompassing land either side of the Smyth's Bridge; this will retain some of the naturalised setting, including the belt of tree planting to the west of the Bridge (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; and-
- 4.5. Attention to the quality of landscaping and the design of the new built development, including a sensitive approach to density, massing and height.

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. The scale and design of new development therefore needs to reflect the urban fringe character at the edges of the site and green infrastructure also needs to permeate from the edges into the main body of the site.

- 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. The development provides the opportunity to enhance the usability of the canal and connectivity of the site to it through connection to the towpath via Smyth's bridge, bringing it back into positive use.
- 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~~ Transport improvements as determined through any future transport study.
- g. Retention (or replacement) and enhancement of playing fields and sporting facilities are required as part of the development. The retention and/or replacement of the indoor and outdoor sports facilities should be in accordance with the findings of an adopted, up to date and robust needs assessment.
- h. The setting of the Church of the Holy Trinity should be protected by excluding the elevated land directly opposite the church from development (i.e. retaining it as open green space/pasture) and maintaining the quality and density of landscaping on the eastern edge of the site, including retention of existing tree belts and hedges. The identifiable tree line along the eastern edge of the site should be strengthened by additional planting to form a strong green belt boundary.
- i. Any application would need to be supported by a full ecological appraisal, including a detailed botanical survey of the grassland habitats on site. Mitigation would be required to address any impacts on protected species. Any woodland, priority habitats or habitats of local wildlife site quality on the site should be retained.
- g.i. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

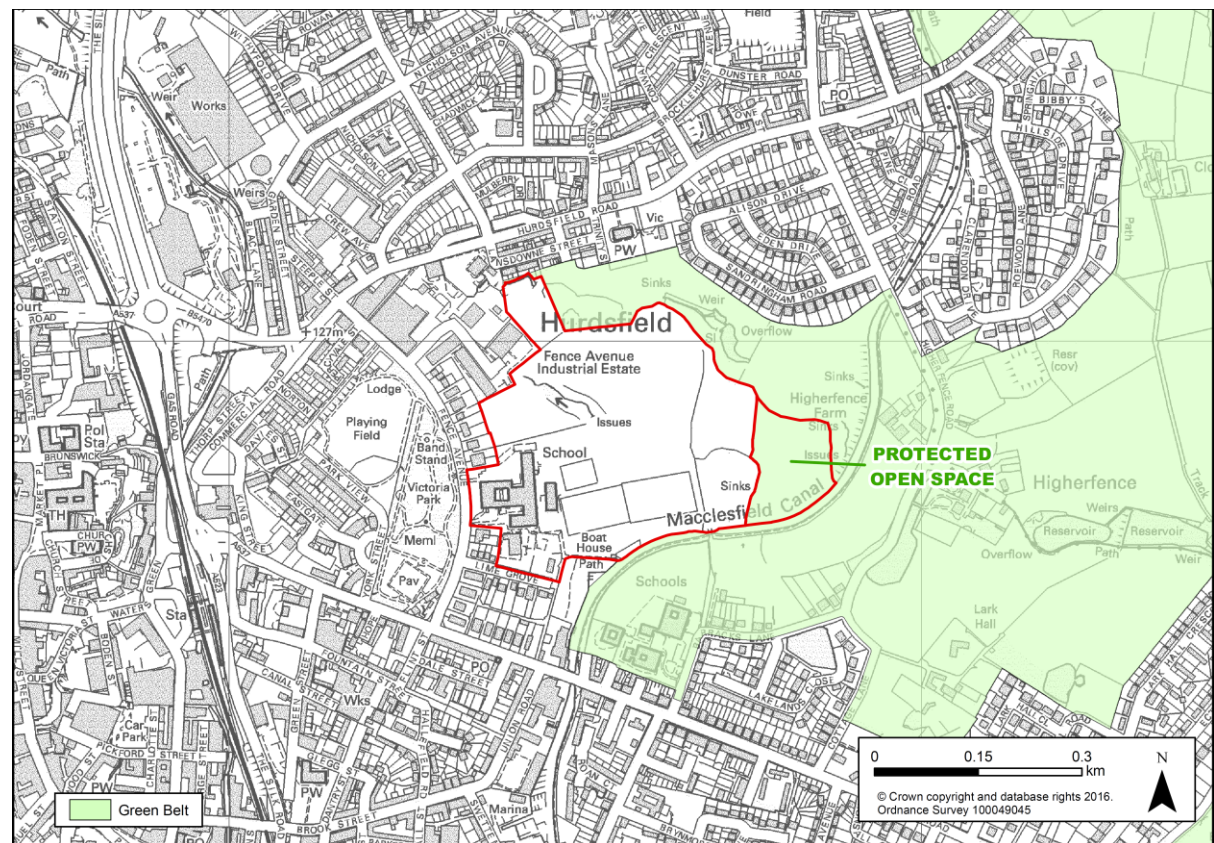
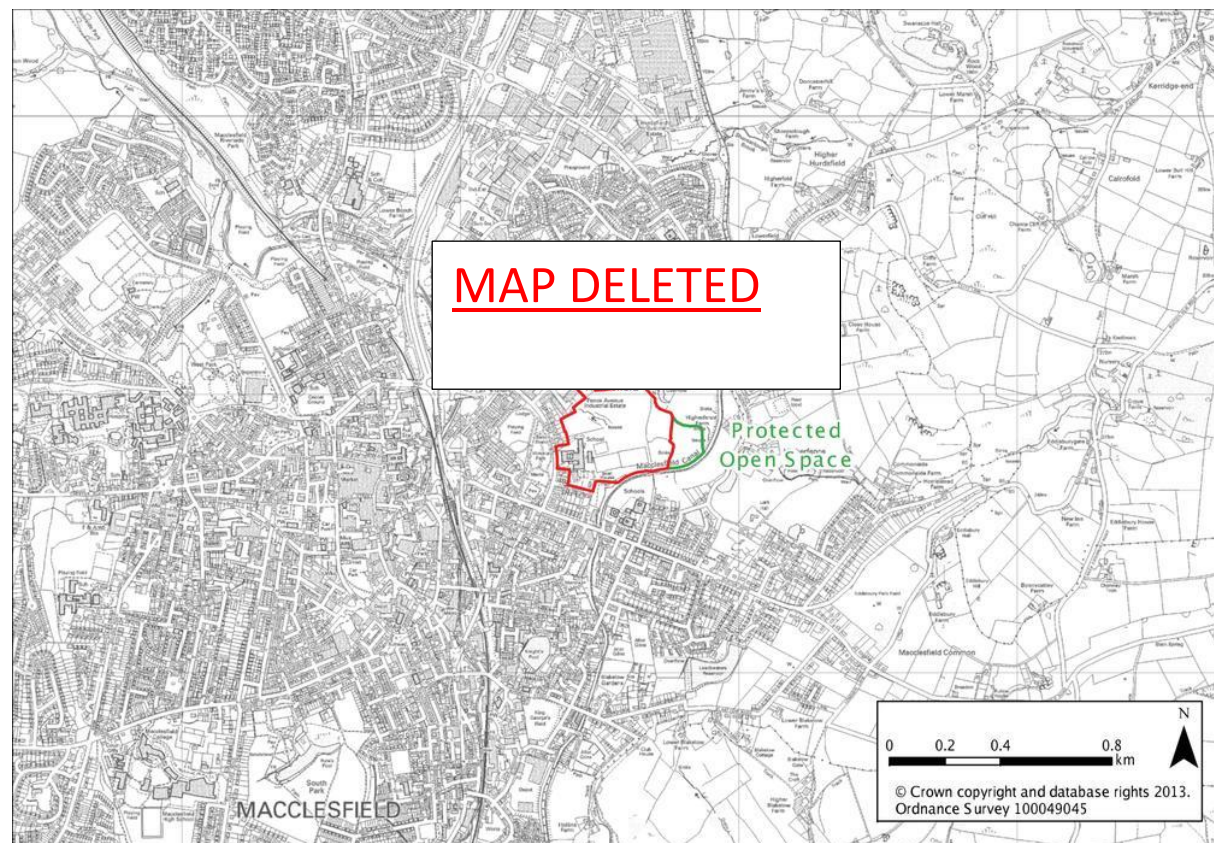


Figure 15.15 Land East of Fence Avenue Site

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 and have regard to Policy SE15. 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.

15.163a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 ‘Indoor and Outdoor Sports Facilities’.

Indicative Site Delivery

175 during the middle part of the Plan period (2020-2025)

75 towards the end of the Plan period (2025-2030)

Table 15.13 Land East of Fence Avenue Policy Context

Policy Context	
National	NPPF (principally paragraphs): 30, 34, 35, 37, 38, 47, 50, 56, 57, 59, 69, 70, 74, 83, 100,

Policy	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 <u>Site Selection Report; Strategic Housing Land Availability Assessment, draft Macclesfield Town Strategy, Development Strategy, Green Belt Assessment Update, Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Cheshire East: Local Landscape Designation Study (2013), Macclesfield Canal Conservation Area: Appraisal and Management Proposals (2009), Buxton Road Macclesfield Conservation Area appraisal; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment; Heritage Impact Assessment.</u>
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

Site CS 10: Land ~~at~~ 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 ~~at~~ 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 ~~105~~ hectares employment land and employment related uses;
3. Incorporation of Green Infrastructure, including a Neighbourhood Park and public open space;
4. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; this could link to Site CS8 and provide a strategic south west green route around the town; and

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

5-6. A master plan should be submitted so the site may be planned in a co-ordinated and comprehensive manner. Development must be in accordance with an agreed masterplan which must detail how a readily recognisable green belt boundary would be reinforced that will endure in the long term.

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. The provision of a south west green route would link with existing north to south routes in the form of the Macclesfield Canal and Middlewood 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. 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.
- i. Any application would need to be supported by a full ecological appraisal. Mitigation would be required to address any impacts on protected species. Any woodland, orchards or other priority habitats or habitats of local wildlife site quality on the site should be retained. and buffered by areas of open space/habitat creation.
- j. Any development proposals must avoid any impacts on Local Wildlife Sites. This should include indirect impacts resulting from changes in hydrology, hydrochemistry, air pollution and recreational impacts.
- h-k. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the 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 ~~105~~ 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. Any development proposal must avoid any impacts on Local Wildlife sites. However there are no specially identified natural designations within the site and it does not contain any assets of heritage value. Danes Moss SSSI lies within 1km to the south east of the site. Any development proposal should consider the indirect impacts on the SSSI and Natural England would be required to be consulted on any planning application.

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.

15.169a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 ‘Indoor and Outdoor Sports Facilities’.

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 will be delivered during the middle part of the plan period (2020-2025)
- ~~• 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.~~

Table 15.14 Land ~~Between at Congleton Road and Chelford Road~~ Policy Context

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	<u>Strategic Housing Land Availability Assessment, draft Macclesfield Town Strategy, Development Strategy, Green Belt Assessment, Employment Land Review Site Selection Report; Strategic Housing Land Availability Assessment, draft Macclesfield Town Strategy, Development Strategy, Green Belt Assessment Update Cheshire East Housing Development Study, Employment Land Review; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.</u>
Strategic Priorities	<p>Priority 1: Promoting economic prosperity by creating conditions for business growth.</p> <p>Priority 2: To create sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided.</p> <p>Priority 3: Environmental quality should be protected and enhanced.</p> <p>Priority 4: To reduce the need to travel, where possible, facilitate and promote more sustainable modes of transport, manage car use and improve the road network.</p>
SCS Priorities	<p>Priority 1: Nurture strong communities</p> <p>Priority 2: Create conditions for business growth</p> <p>Priority 5: Ensure a sustainable future</p>

Site CS 40: Land south of Chelford Road, Macclesfield

15.169b The area lies to the west of Macclesfield to the south of Chelford Road. Surrounding uses include mainly residential and agricultural land.

15.169c Allocation of this site will require an adjustment to the Green Belt boundary.

Site CS 40 **Land south of Chelford Road, Macclesfield**

The development of land off Chelford Road over the Local Plan Strategy period will be achieved through:

1. The delivery of around 200 new dwellings;
2. Provision of new road junction to Chelford Road, and construction of an access road to the southern perimeter of the site;
3. Incorporation of Green Infrastructure and public open space;
4. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities;

5. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities.
6. A master plan should be submitted so the site may be planned in a co-ordinated and comprehensive manner. Development must be in accordance with an agreed masterplan which must detail how a recognisable green belt boundary would be reinforced that will endure in the long term.

Site Specific Principles of Development

- a) The development would be expected to contribute towards off-site road infrastructure improvements in the central and western 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. The provision of a south west green route would link with existing north to south routes in the form of the Macclesfield Canal and Middlewood 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) A desk based archaeological assessment is required for the site, with targeted evaluation and appropriate mitigation being carried out, if required.
- g) Any application would need to be supported by a full ecological appraisal. Mitigation would be required to address any impacts on protected species. Any woodland, orchards and other priority habitats or habitats of local wildlife site quality on the site should be retained and buffered by areas of open space/habitat creation. A 30m undeveloped buffer must be provided around the ancient woodland within and adjacent to the site at Cock Wood and deliver complimentary and/or compensatory habitats on the site as required.
- h) Any development proposals must avoid any impacts on Local Wildlife Sites. This should include indirect impacts resulting from changes in hydrology, hydrochemistry, air pollution and recreational impacts.
- i) A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site

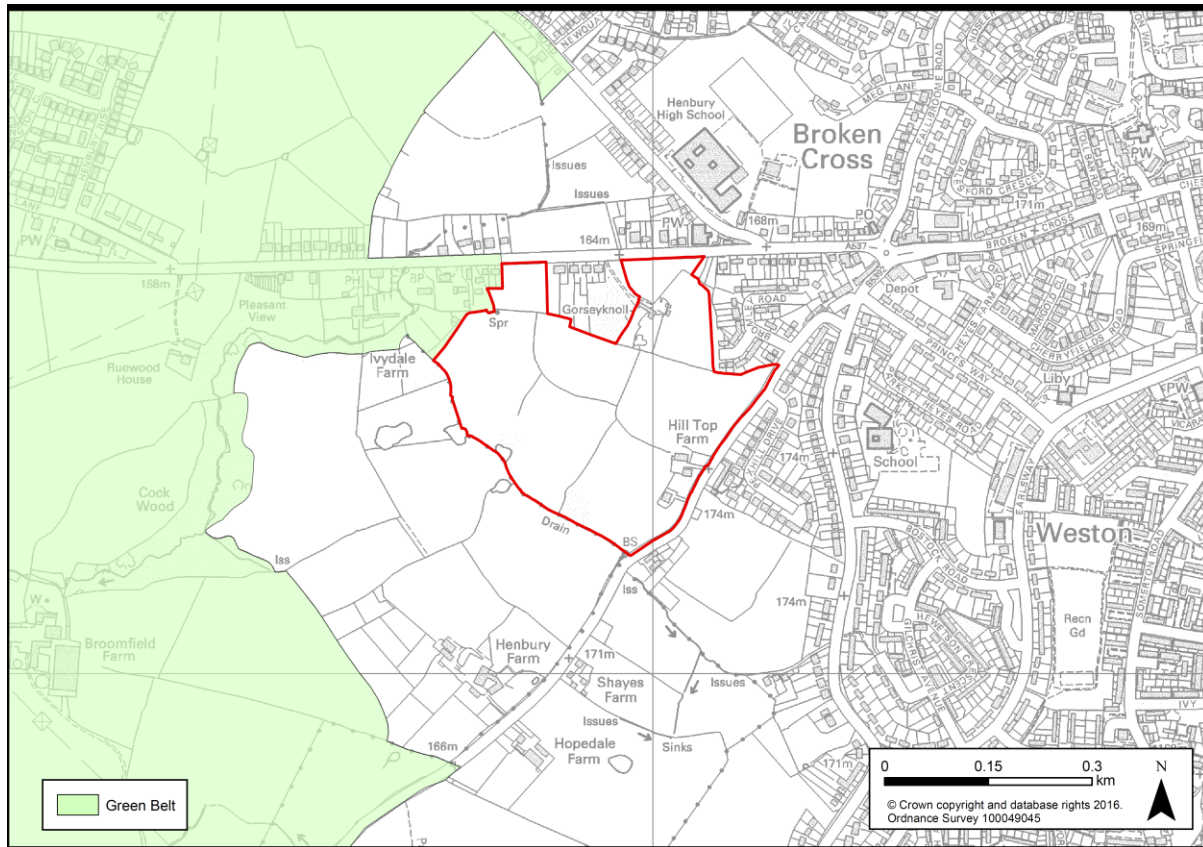


Figure 15.16a Land off Chelford Road, Macclesfield

Justification

15.169d Located to the 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 western part of the town.

15.169e Through delivery of 200 new homes 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 link with the safeguarding of land for the future growth of Macclesfield beyond the plan period (Site reference CS 32).

15.169f 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. Any development proposal must avoid any impacts on Local Wildlife sites.

15.169g 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 will all ensure the site is delivered in a way which integrates into the existing settlement and local landscape.

15.169h Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC2 'Indoor and Outdoor Sports Facilities'."

Table 15.14a Land south of Chelford Road, Macclesfield

<u>Policy Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 20, 21, 34, 35, 38, 41, 47, 50, 52, 56, 69, 70, 83, 85, 100, 109, 112, 117 and 120</u>
<u>Local Evidence</u>	<u>Site Selection Report; Strategic Housing Land Availability Assessment, draft Macclesfield Town Strategy, Development Strategy, Green Belt Assessment Update Cheshire East Housing Development Study; Employment Land Review; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.</u>
<u>Strategic Priorities</u>	<u>Priority 1: Promoting economic prosperity by creating conditions for business growth.</u> <u>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.</u> <u>Priority 3: Environmental quality should be protected and enhanced.</u> <u>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.</u>
<u>SCS Priorities</u>	<u>Priority 1: Nurture strong communities</u> <u>Priority 2: Create conditions for business growth</u> <u>Priority 5: Ensure a sustainable future</u>

Site CS 11: Gaw End Lane, Macclesfield

15.170 This area lies to the south of Macclesfield beyond the Lyme Green Business Park and incorporating land to the north and south of Gaw End Lane. 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. The new Green Belt boundary can use physical features that are readily recognisable. These are London Road (A523), the Macclesfield Canal and the wooded boundary to Rayswood Nature Reserve.

Site CS 11 Gaw End Lane, Macclesfield

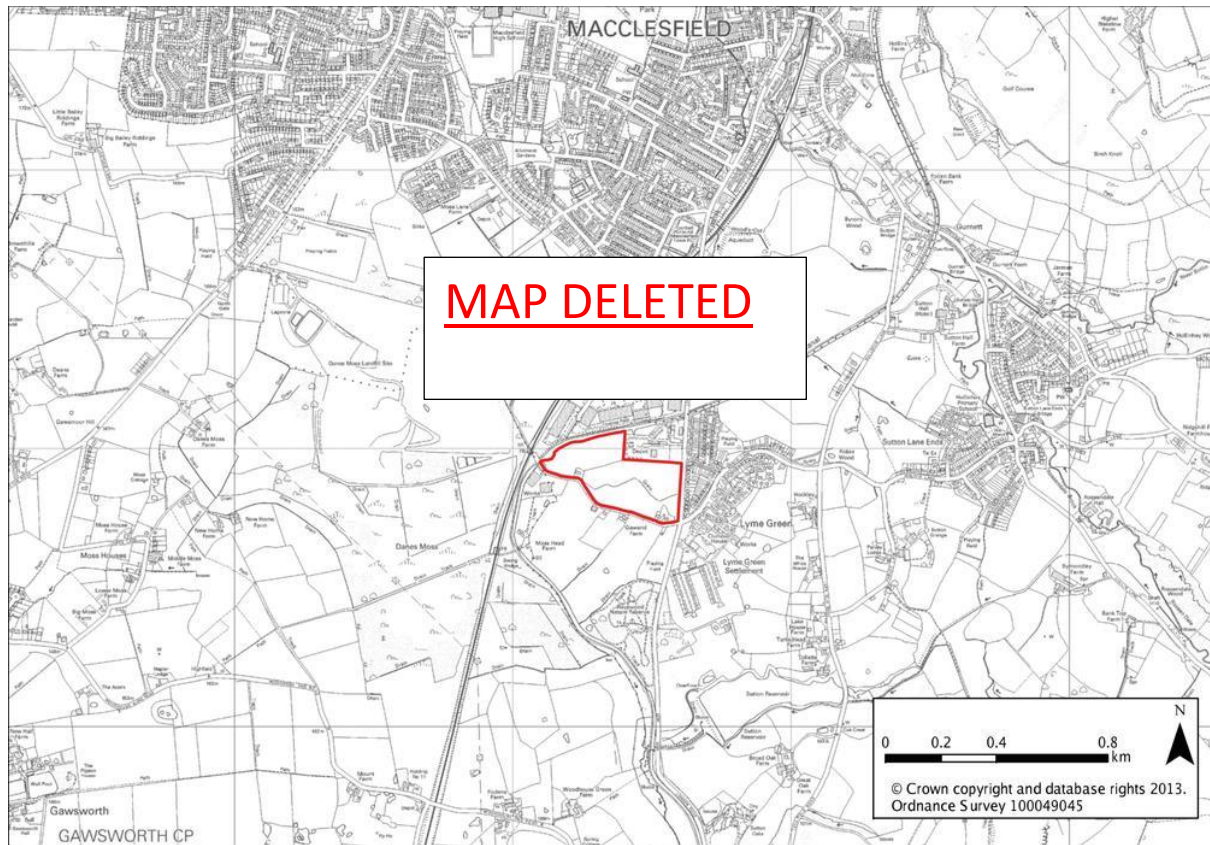
The development of Gaw End Lane over the Local Plan Strategy period will be achieved through:

1. The delivery of around 300~~150~~ homes;
2. Incorporation of Green Infrastructure which should include the following;
 - a) Green linkages to the wider footpath network, habitats and site CS8 including links to the north/south strategic link of the Macclesfield Canal. Land to the southwest of the site adjacent to the canal should remain undeveloped and is allocated for open space within site CS11 as shown on Figure 15.17
 - b) New public open space
 - c) Green buffers to London Road/Leek Road and Macclesfield Canal
 - ~~2-d)~~ An area of protected open space adjacent Rayswood Nature Reserve as shown on the proposals map
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.
The retention of open space on the western edge of the site would help safeguard the immediate context from urbanising development up to the canal edge, where it would most dramatically affect views and the sense of openness within the bend in the canal. Regarding the setting of Toll Bar cottage the impact could be lessened in the approach taken to the site's planning, by retaining the mature boundary landscaping opposite the property and also by using this south easterly part of the site as a pedestrian gateway into the scheme, with associated open space.
- 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)~~
- e. The site will be developed only where it can be demonstrated that there is no significant harm on the Danes Moss SSSI, particularly in relation to changes in water levels and quality and recreational pressures. This should include a full assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure protection of the SSSI
- f. Any application would need to be supported by a full ecological appraisal. Ecological mitigation would be required to address any adverse impacts.

- g. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.



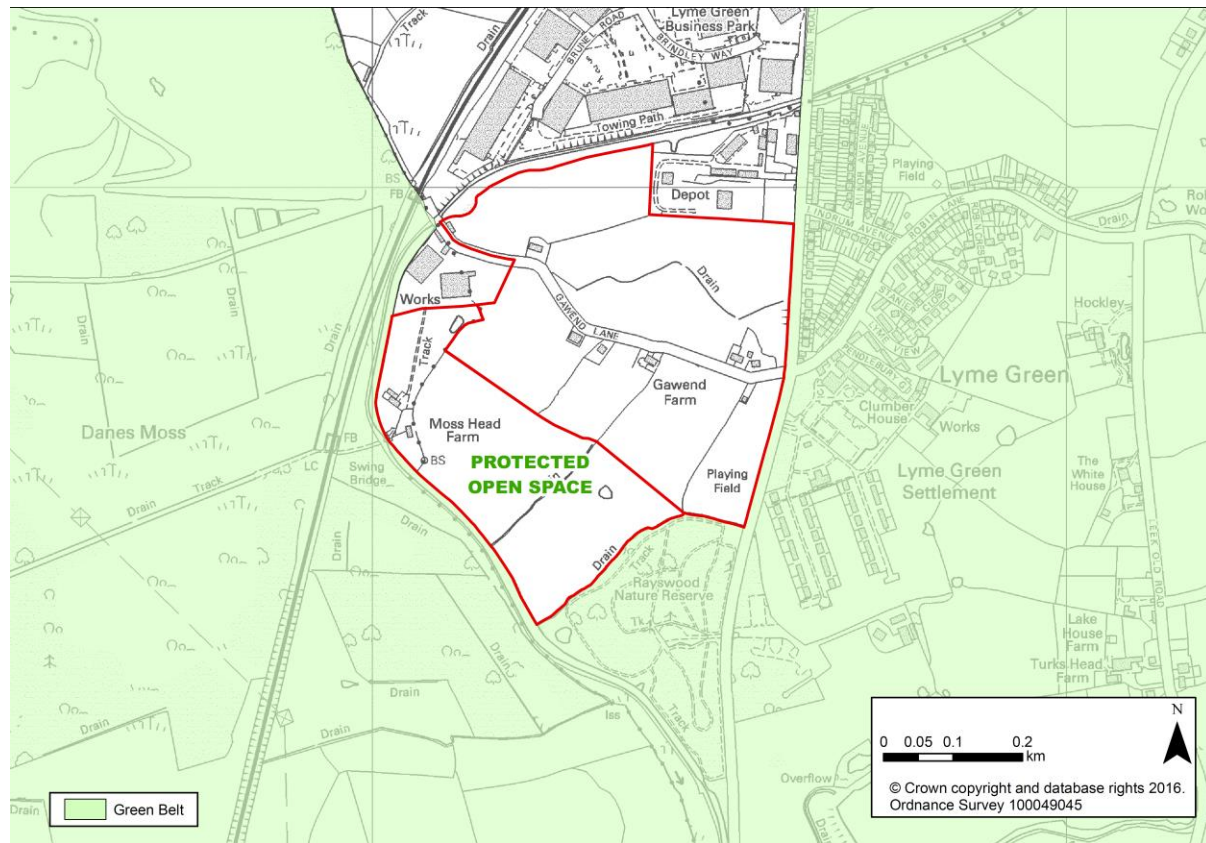


Figure 15.17 Gaw End Lane Site

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 **15300** 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. The area of protected open space (as shown on the Figure 15.17) will also act as a buffer to the woodland area of Rayswood Nature.

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.

15.179a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC2 'Indoor and Outdoor Sports Facilities'.

15.179b The Council expects that the following are considered in the context of the ecological value of the site due to its proximity to the Danes Moss SSSI:

- Impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site
- Impact on water resources
- Impact on water chemistry
- Impacts on nutrient status
- Risks from pollution during construction (e.g., spillages or minor pollution incidents and the storage of oils and fuels)
- Impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- Impacts from dust generated during the construction work
- Impact of increased foot traffic on the sensitive fen meadow vegetation

Indicative Site Delivery

~~150 homes towards the end of the Plan period (2025-2030)~~

Table 15.15 Policy Context: Gaw End Lane Site

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. <u>Site Selection Report Strategic Housing Land Availability Assessment, draft Macclesfield Town Strategy Development Strategy, Green Belt Assessment Update,</u>

	<u>Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Macclesfield Canal Conservation Area appraisal; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment; Heritage Impact Assessment .</u>
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

Site CS41: Land between Chelford Road and Whirley Road, Macclesfield

15.179c [The area lies to the west of Macclesfield to the north of Chelford Road and to the South West of Whirley Road forming the south eastern corner of the area of land stretching between Macclesfield and Henbury. Surrounding uses include mainly residential and agricultural land. Whirley Primary School lies to the north.](#)

15.179d [Allocation of this site will require an adjustment to the Green Belt boundary. The Green Belt boundary would be defined by using Chelford Road and existing development curtilage on Whirley Road. A new defensible green belt boundary will need to be created along the western boundary through screening and landscaping.](#)

Site CS 41

Land between Chelford Road and Whirley Road, Macclesfield

[The development of land off Chelford Road and Whirley Road over the Local Plan Strategy period will be achieved through:](#)

- [1. The delivery of around 150 new dwellings;](#)
- [2. Provision of public open space and green linkages to existing footpaths and rights of way](#)
- [3. The incorporation of natural features such as trees, the existing pond and landform features into any development proposal](#)
- [4. Creating a readily recognisable green belt boundary, that will endure in the long term, along the western edge by tree planting and landscaping along the existing hedge line extending north-eastwards to the existing pond;](#)
- [5. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities;](#)
- [6. 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, western and southern/south western Macclesfield area.
- b) The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- c) The line of the existing sewer should be protected.
- d) The site should be developed so as to facilitate any junction improvements that may be necessary for a future road link between Chelford Road and Congleton Road.

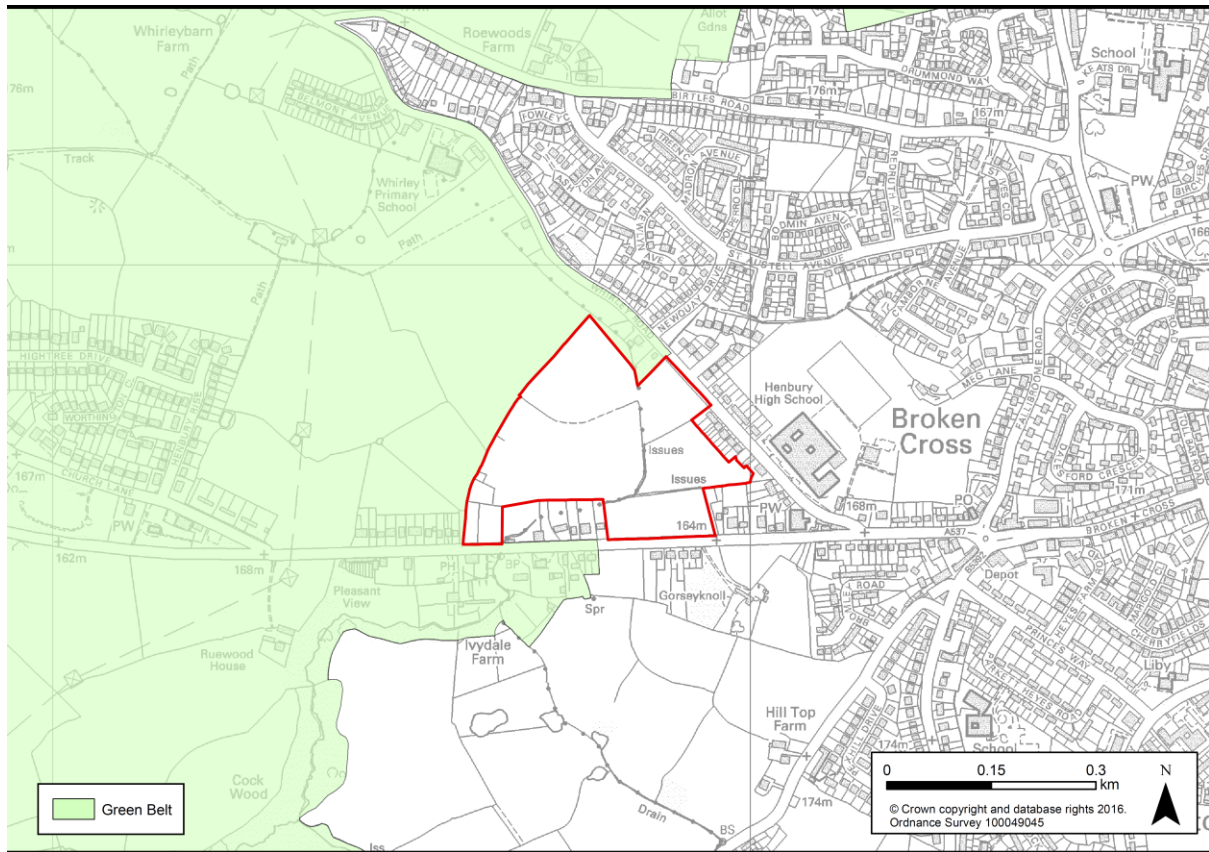


Figure 15.17a Land between Chelford Road and Whirley Road

Justification

15.179e Located to the west of Macclesfield, the site is well connected to the exiting urban edge of the settlement.

15.179f Through delivery of around 150 new homes the site will contribute 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 but the amount of land released is limited to respect the important area between Macclesfield and Henbury.

15.179g The site comprises agricultural land, with some important natural features including trees, hedgerows and a large pond and marshy areas. However there are no specially identified natural designations within the site and it does not contain any assets of heritage value.

15.179h The incorporation of green infrastructure, pedestrian and cycle links to new and existing residential areas and contributions to wider community needs and infrastructure will create a sustainable development.

15.179i Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC2 ‘Indoor and Outdoor Sports Facilities’.

15.179j Land adjacent to this site, south of Chelford Road, is allocated for development which will include the start of a road capable of linking Chelford road with Congleton Road. A small portion of this site may be required for the construction of a new roundabout to serve this road. The development should be designed to facilitate and accommodate this new junction.

Table 15.15a Policy Context: Land between Chelford Road and Whirley Road, Macclesfield

<u>Policy Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 20, 21, 34, 35, 38, 41, 47, 50, 52, 56, 69, 70, 83, 85, 100, 109, 112, 117 and 120</u>
<u>Local Evidence</u>	<u>Site Selection Report, Strategic Housing Land Availability Assessment, draft Macclesfield Town Strategy, Green Belt Assessment Update, Employment Land Review, Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report, Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.</u>
<u>Strategic Priorities</u>	<u>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.</u> <u>Priority 3: Environmental quality should be protected and enhanced.</u> <u>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</u>
<u>SCS Priorities</u>	<u>Priority 1: Nurture strong communities</u> <u>Priority 2: Create conditions for business growth</u> <u>Priority 5: Ensure a sustainable future</u>

Safeguarded Land

15.179j1 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'.

15.179j2 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.

15.179j3 Safeguarded land is required around the larger settlements that are inset into the Green Belt .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.

Site CS 32 (Safeguarded): South West Macclesfield

15.179k The area lies to the south west of Macclesfield and incorporates a large greenfield area around Penningtons Lane, Gawsworth Road and Pexhill Road. The land is adjacent to the Local Plan Strategy Sites (CS10 and CS40). 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.

15.179l Safeguarding this site will require an adjustment to the Green Belt boundary.

Site CS 32 (Safeguarded) **South West Macclesfield**

1. 103 hectares of Safeguarded Land

Principles of Development

- This site is not allocated for development at the present time.

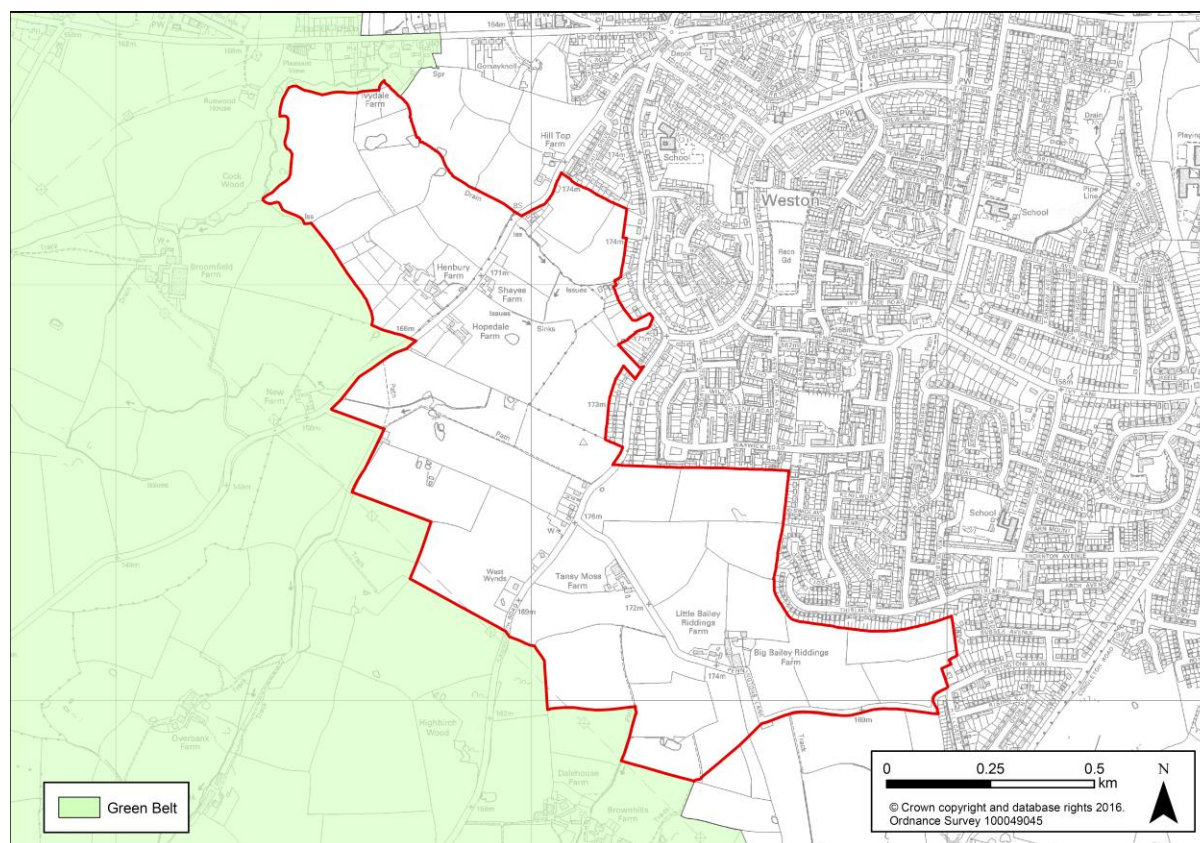


Figure 15.17b Safeguarded Land - South West Macclesfield

Justification

15.179m Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.

15.179m 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.

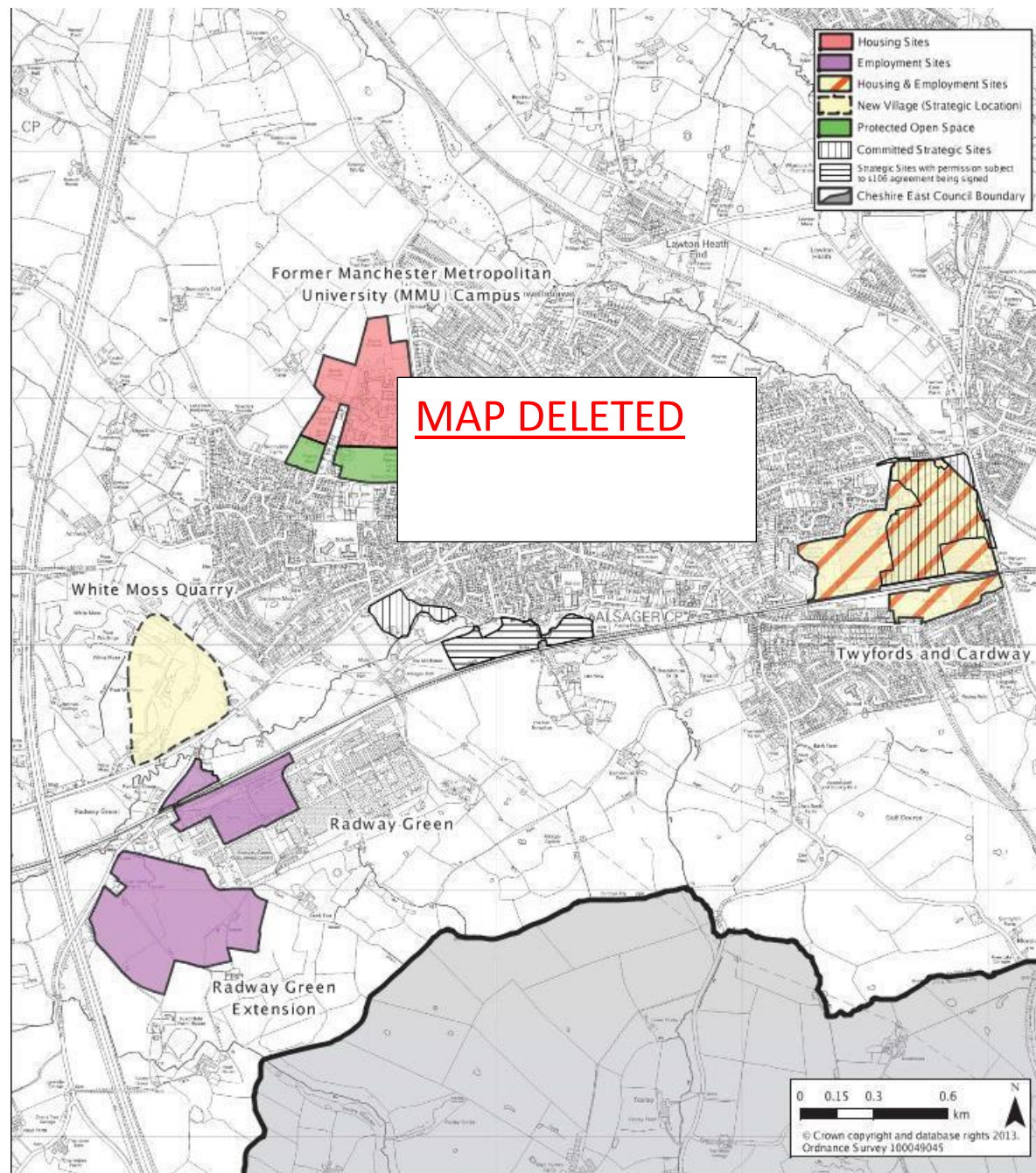
Table 15.43 Policy Context: South West Macclesfield Safeguarded Land

<u>Policy Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91</u>
<u>Local Evidence</u>	<u>Site Selection Report; Development Strategy, Draft Macclesfield Town Strategy, Strategic Housing, Land Availability Assessment, Green Belt Assessment Update; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; ; Local Plan Strategy Submission Version; Sustainability Appraisal;</u>

	<u>Habitats Regulations Assessment.</u>
<u>Strategic Priorities</u>	<u>Priority 1: Promoting economic prosperity</u> <u>Priority 2: To create sustainable communities</u> <u>Priority 3: Environmental quality should be protected and enhanced</u>
<u>SCS Priorities</u>	<u>Priority 1: Nurturing strong communities</u> <u>Priority 2: Creating conditions for business growth</u> <u>Priority 5: Ensuring a sustainable future</u> <u>Priority 7: Driving out the causes of poor health</u>

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.



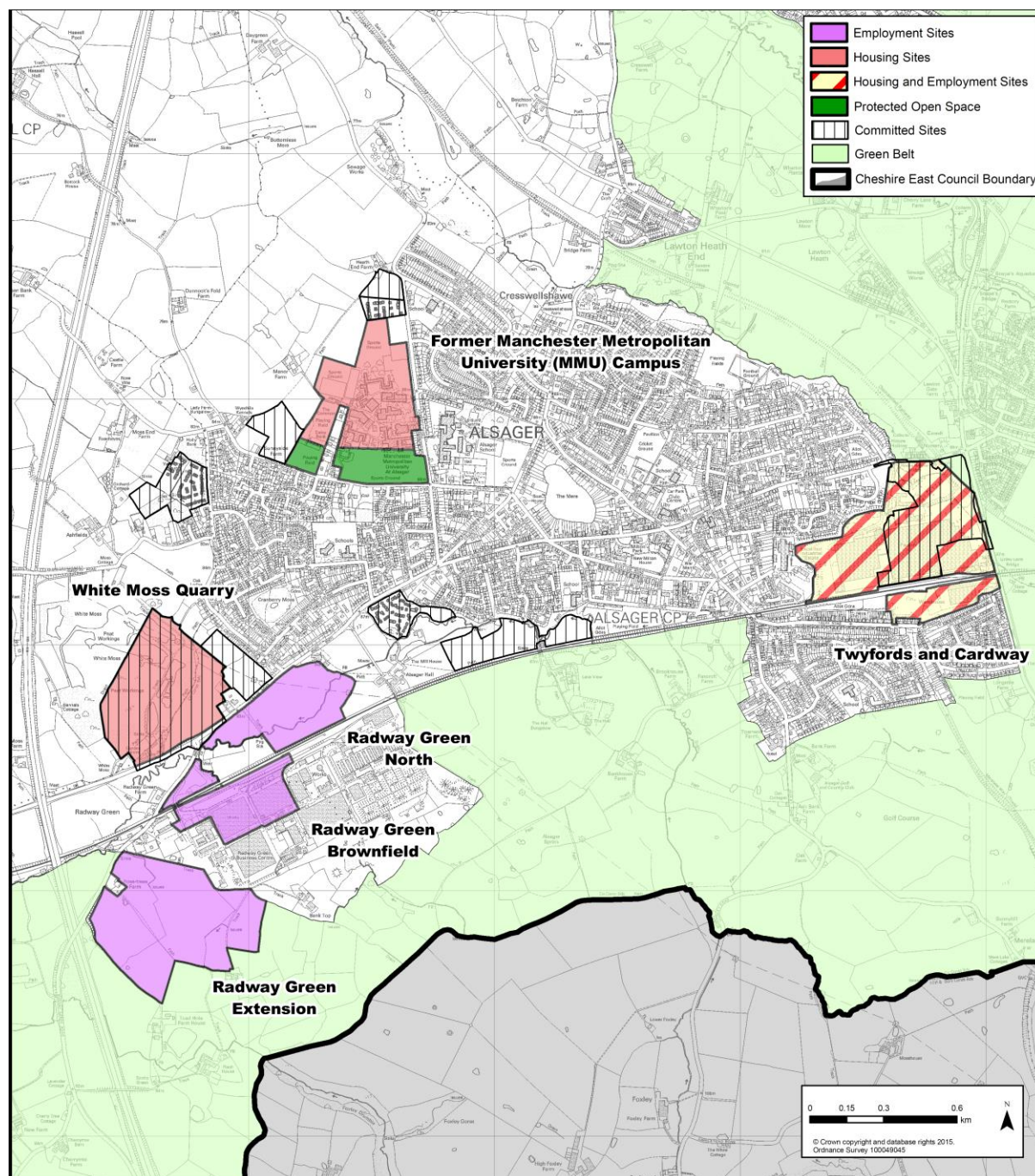


Figure 15.18 Alsager Town Map

15.181 Further information about each of the identified Local Plan Strategy Sites ~~and Strategic Locations~~ can be found below:

Strategic Location SL5 Site CS42: White Moss Quarry, Alsager

15.182 The White Moss Quarry ~~site 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 ~~G~~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~~

Site CS42

White Moss Quarry, Alsager

The development of White Moss Quarry over the Local Plan Strategy period will be achieved through:

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.
 - iv-v. Open space provision to accommodate the need for enhanced or new indoor and outdoor sports facilities to accommodate the additional demand from the housing. Provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy.

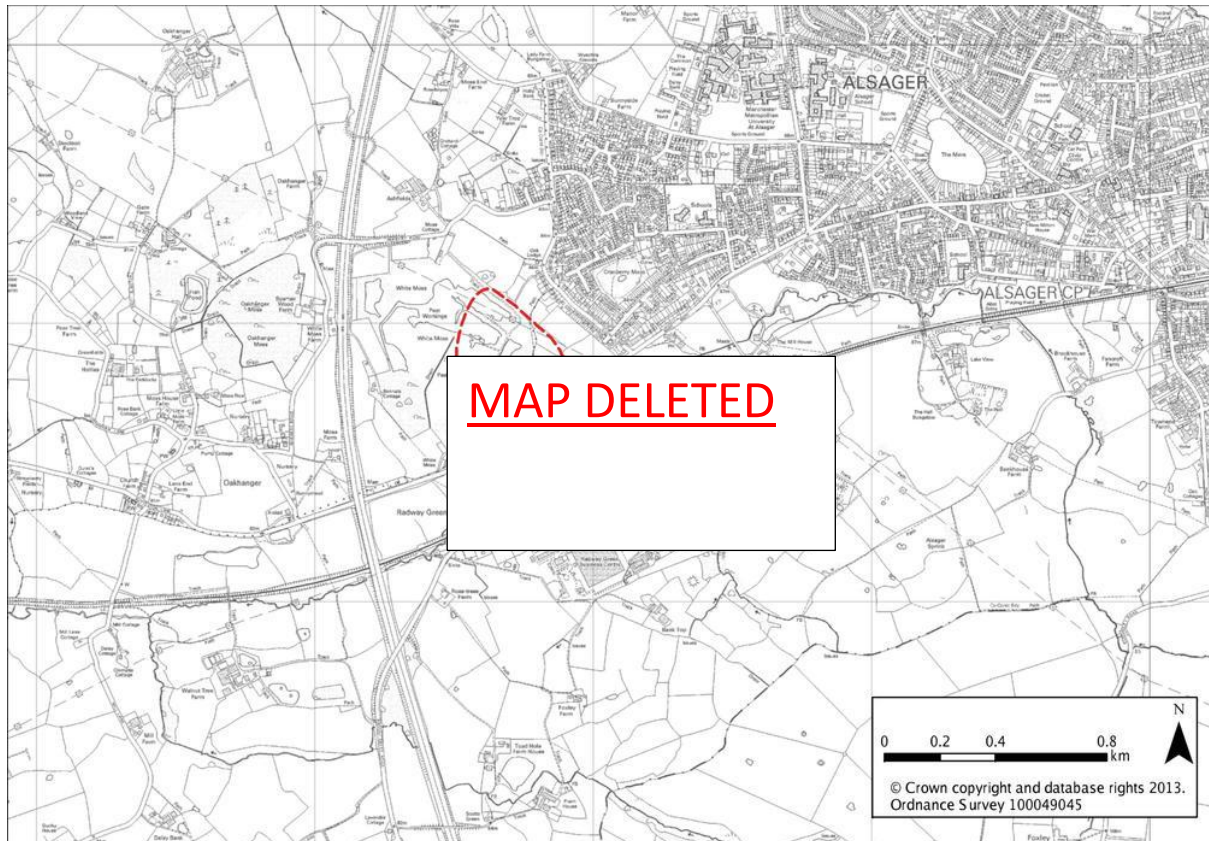
Site Specific Principles of Development

- 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 Local Wildlife Site ~~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).
- ~~i-j. Contributions to highways improvements on Butterson Lane B5077 and B5078 Radway Green Road, and contributions towards or delivery of improvements to junctions within the town.~~
- ~~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.
- p. The site will be developed only where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 2 Ramsar and Oakhanger Moss SSSI particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate avoidance mitigation measures will be required to ensure no adverse effects on the integrity of sites.

g. A site specific Flood Risk Assessment should be prepared.

e-r. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.



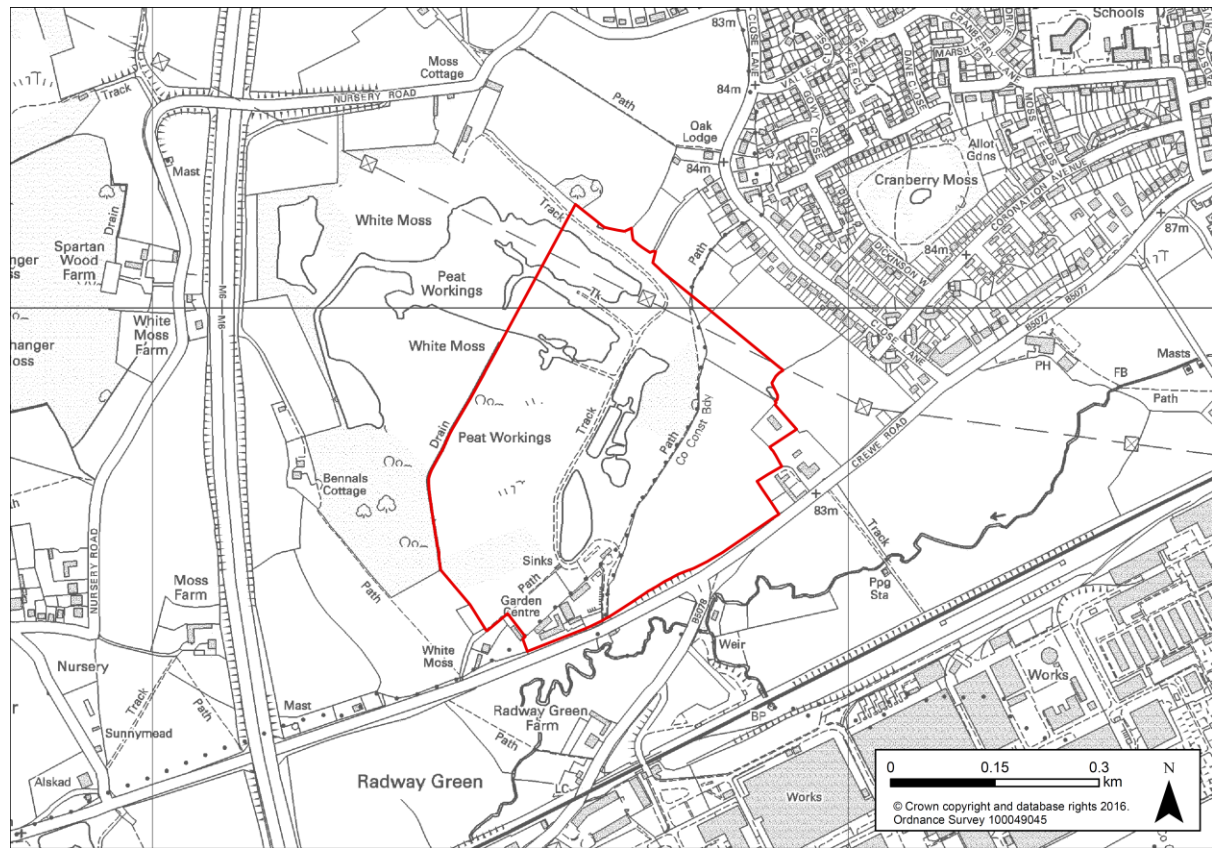


Figure 15.19 White Moss Quarry ~~Strategic Location Site~~

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 a European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).

15.187a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 ‘Indoor and Outdoor Sports Facilities’.

15.187b The Council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site (consisting of either a Special Area of Conservation, Special Protection Areas and / or Ramsar site):

- Impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site
- Impact on water resources
- Impact on water chemistry
- Impacts on nutrient status
- Risks from pollution during construction (e.g., spillages or minor pollution incidents and the storage of oils and fuels)
- Risks from misconnections, misuse of garden chemicals
- Impacts from changes to air quality from construction and ‘end use’ traffic emissions resulting in potential for increased nitrogen deposition
- Impacts from dust generated during the construction work
- Impact of increased foot traffic on the sensitive fen meadow vegetation

15.187c The site has planning permission, with a signed s106 Legal Agreement (planning application ref 13/4132N), for a mix of uses including the provision of up to 350 residential dwellings.

15.187d The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

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)~~

Table 15.16 Policy Context: White Moss Quarry Strategic Location

Policy Context	
National Policy	NPPF (principally paragraphs): 20, 35, 50, 56, 69, 100, 109, 117, 120, 143, 156
Local Evidence	Site Selection Report ; Strategic Housing Land Availability Assessment, Cheshire East Housing Development Study ; Spatial Distribution Update Report ; Cheshire East Green Space Strategy ; Cheshire East Strategic Flood Risk Assessment , Open Spaces Assessment , Pre-Submission Core Strategy, Local Plan Strategy Submission Version ; Sustainability Appraisal ; Habitats Regulations Assessment
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

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.

6-7. Open space provision to accommodate the need for enhanced or new indoor and outdoor sports facilities to accommodate the additional demand from the housing. Provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy.

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 substantially retained ~~(not built upon)~~ and improved or improvements made to the overall open space provision in Alsager.
- c. Retention and incorporation in any development of the woodland areas to the north and east of the site.
- d. Further archaeological investigation on the site shall be carried out in relation to the heritage asset in the north east area of the site.
- e. Contributions towards or delivery of improvements to to junctions within the town, B5077 Crewe Road / B5078 Sandbach Road North Junction, Linley Lane / Crewe Road Junction improvements bus services and public transport facilities to and from the site, including bus stops, and a new or extended Alsager town centre bus service to and from the site..
- 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)
- h. Contributions towards improvements to the public right of way and informal path to Alsager Railway Station.
- i. The site will be developed only where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 2 Ramsar and Oakhanger Moss SSSI particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of sites.
- g-j. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

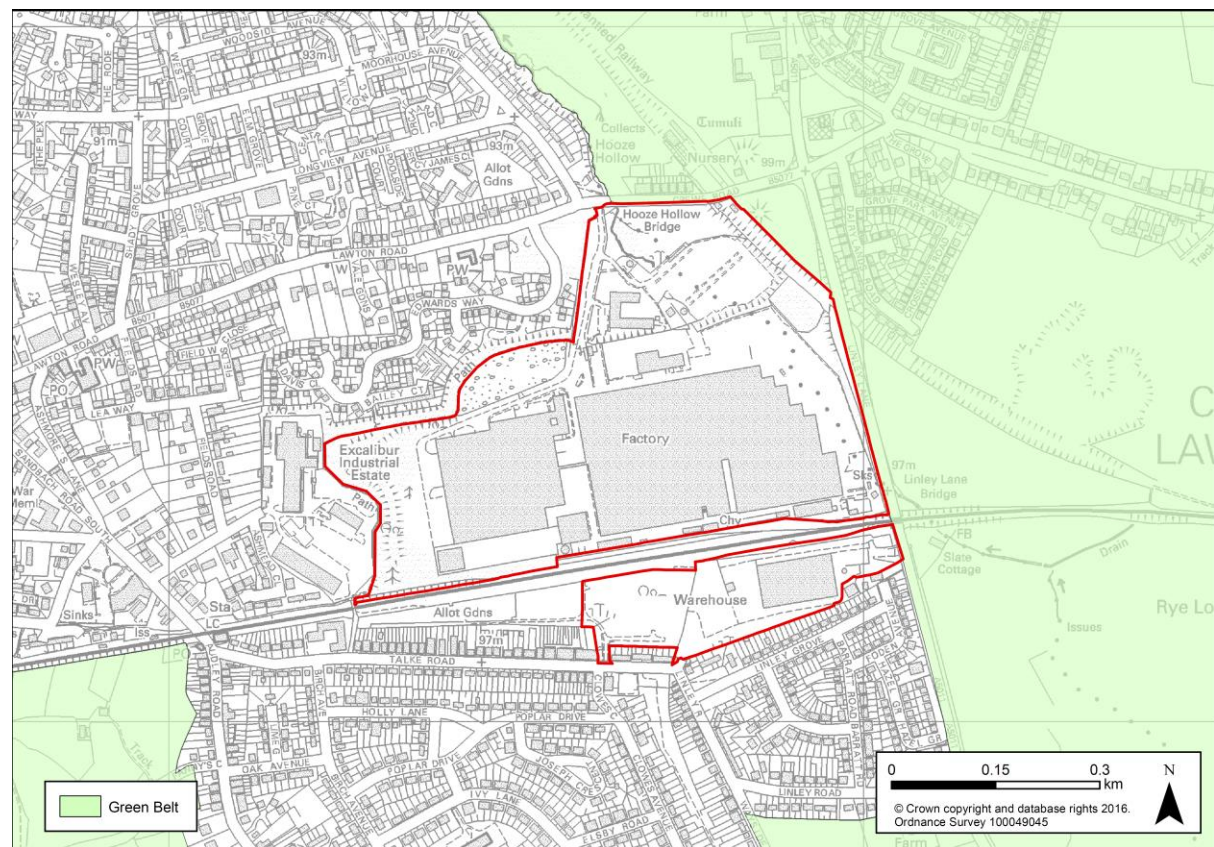
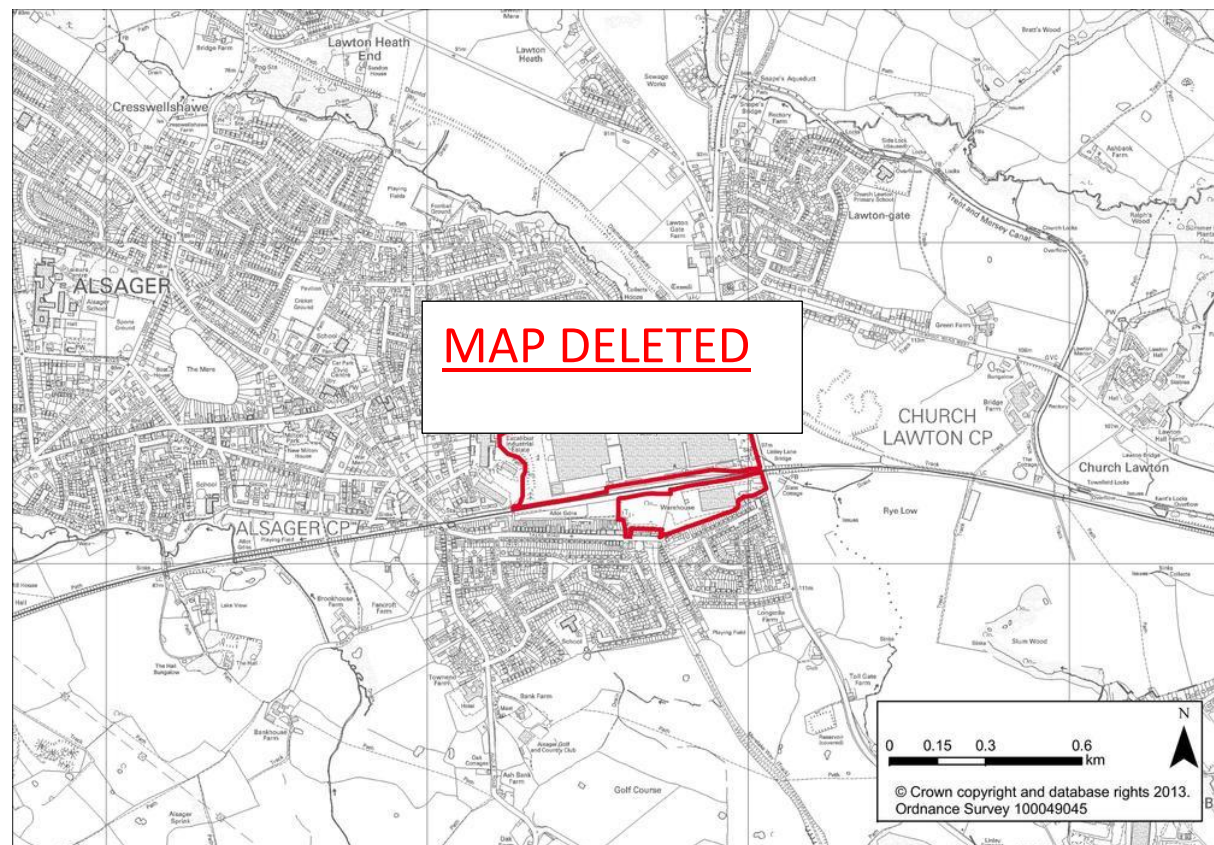


Figure 15.20 Twyford and Cardway Site

Justification

15.190 This site is comprised of the former Twyfords bathroom headquarters and the premises of Cardway Cartons; the sites are separated by a railway line in active use. 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 ~~dis~~mantled~~used~~ 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 Twyfords site has outline planning permission for 335 dwellings (planning application ref 11/4109C). The Cardway site has outline permission for 110 dwellings (planning application ref 15/2101C), subject to the signing of a S106 Agreement.

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 Twyfords 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.

15.196a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.196b The Council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site (consisting of either a Special Area of Conservation, Special Protection Areas, and/or Ramsar site):

- Impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site
- Impact on water resources

- Impact on water chemistry
- Impacts on nutrient status
- Risks from pollution during construction (e.g. spillages or minor pollution incidents and the storage of oils and fuels)
- Risks from misconnections, misuse of garden chemicals
- Impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- Impacts from dust generated during the construction work
- Impact of increased foot traffic on the sensitive fen meadow vegetation

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.

Table 15.17 Policy Context: Twyfords and Cardway Site

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	<u>Site Selection Report</u> , Employment Land Review, Strategic Housing Land Availability Assessment, <u>Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report</u> , Alsager Town Strategy, Development Strategy, <u>Open Spaces Assessment</u> , <u>Cheshire East Green Space Strategy</u> , Pre-Submission Core Strategy, <u>Cheshire East Strategic Flood Risk Assessment; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment</u>
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	Priority 1: Nurturing strong communities

Priorities	<p>Priority 2: Creating conditions for business growth</p> <p>Priority 5: Ensuring a sustainable future</p> <p>Priority 6: Prepare for an increasingly older population</p>
------------	---

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. The site has particular value as an existing sports facility for the local community.

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~~400 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 to B5077 Crewe Road / Hassall Road junctions, and B5078 Sandbach Road North Junction Improvements, Hassall Road / Church Road / Dunnocksfold Road Junctions Improvements.
- d. Contributions to education and health infrastructure.
- e. Recording of the surviving WWII buildings on site and the archaeological investigation of the former site of Daisybank Farm, 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).
- g. The retention and/or replacement of the indoor and outdoor sports facilities should be in accordance with the findings of an adopted, up to date and robust needs assessment.
- h. The site will be developed only where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 2 Ramsar and Oakhanger Moss SSSI particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of sites.
- i. A proposal needs to be put forward and agreed with Sport England that replaces the playing fields to an equivalent or better quantity and quality in a suitable location.
- j. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- f.k. The protected trees shall be retained and incorporated into any development.

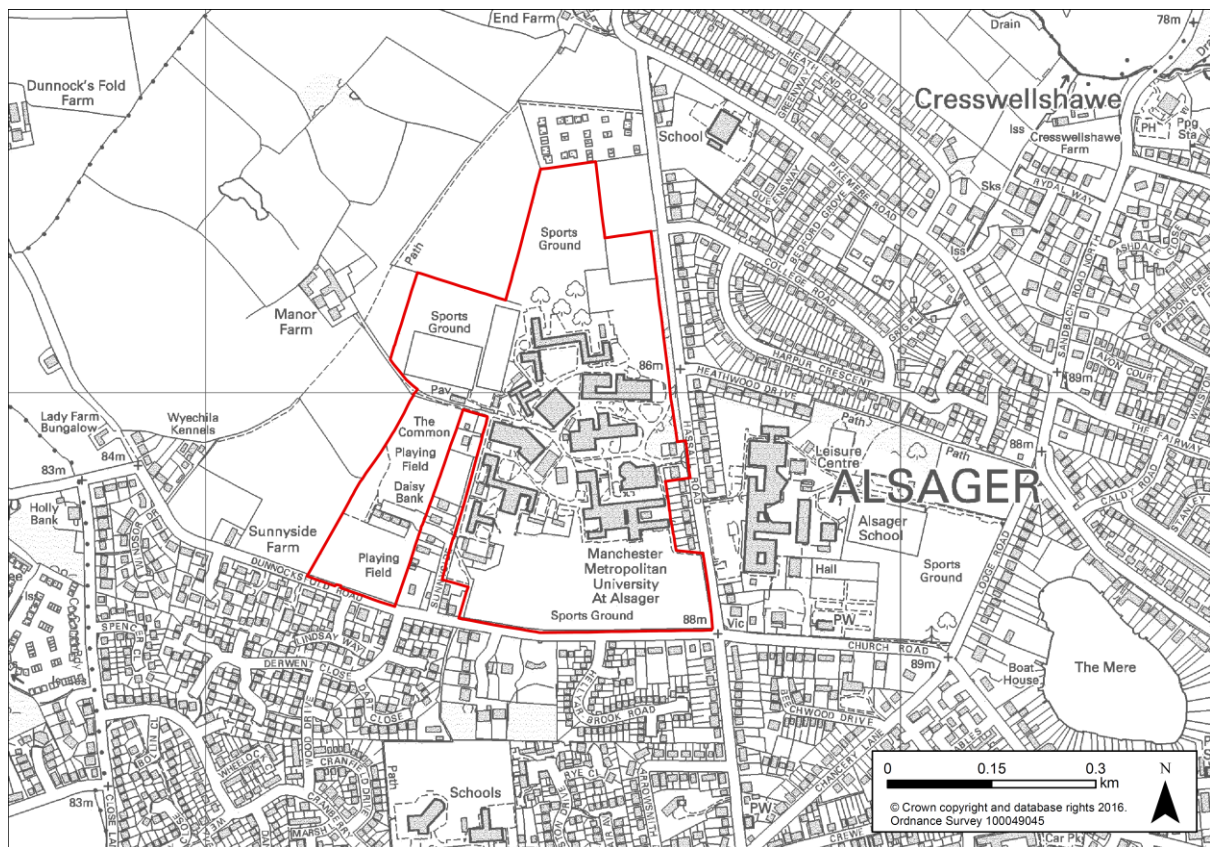
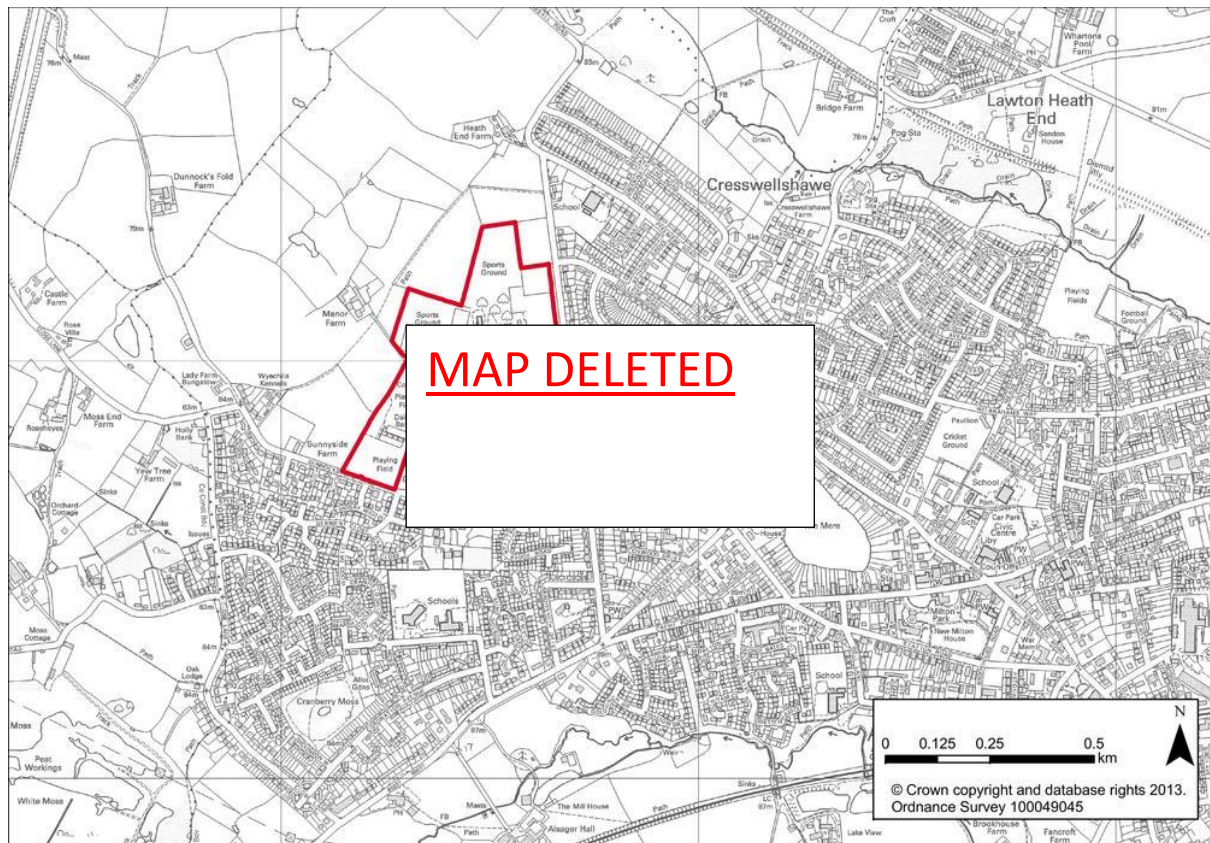


Figure 15.21 Former Manchester Metropolitan University Campus Site

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)~~ 408 homes and sports pitches (15/5222C).

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).

15.205a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.205b The Council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site (consisting of either a Special Area of Conservation, Special Protection Areas and / or Ramsar site):

- Impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site

- [Impact on water resources](#)
- [Impact on water chemistry](#)
- [Impacts on nutrient status](#)
- [Risks from pollution during construction \(e.g., spillages or minor pollution incidents and the storage of oils and fuels\)](#)
- [Risks from misconnections, misuse of garden chemicals](#)
- [Impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition](#)
- [Impacts from dust generated during the construction work](#)
- [Impact of increased foot traffic on the sensitive fen meadow vegetation](#)

15.205c The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

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)~~

Table 15.18 Policy Context: Manchester Metropolitan University Campus Site

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	<u>Site Selection Report</u> , Strategic Housing Land Availability Assessment, <u>Cheshire East Housing Development Study</u> ; <u>Spatial Distribution Update Report</u> , Alsager Town Strategy, Development Strategy, Playing Pitch Assessment, <u>Open Spaces Assessment</u> , <u>Cheshire East Green Space Strategy</u> ; <u>Cheshire East Strategic Flood Risk Assessment</u> ; Pre-Submission Core Strategy, <u>Local Plan Strategy Submission Version</u> ; <u>Sustainability Appraisal</u> ; <u>Habitats Regulations Assessment</u>
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

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

~~b. Contributions to improvements to the town centre street scene.~~

~~e.b. Investigation of potential contamination on the site and remediation as necessary. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation and remediation as necessary, may be required at a pre-planning stage, depending on the nature of the site.~~

~~d.c. Contributions to M6 Junction 16 Improvements and the railway level crossing on Radway Green Road.~~

~~d. A desk based Archaeological desk-based assessment required, shall be carried out to determine if any future evaluation/mitigation will be needed.~~

e. The site will be developed only where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 2 Ramsar and Oakhanger Moss SSSI particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, with appropriate mitigation measures will be required to ensure no adverse effects on the integrity of sites.

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.

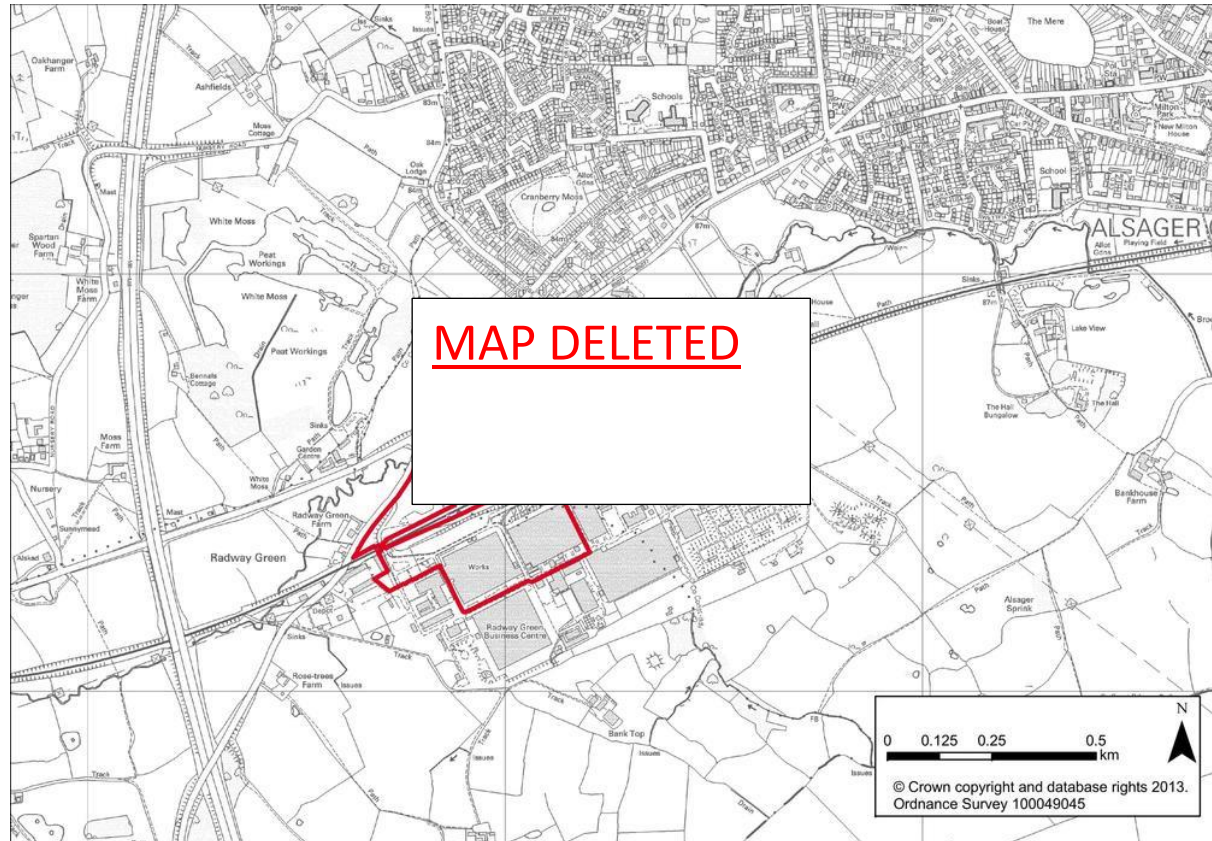
15.211 An archaeological assessment will be required, to ensure that there will not be an impact on undesignated heritage assets.

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 a European Site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar Sites).

15.212a The Council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site (consisting of either a Special Area of Conservation, Special Protection Areas and / or Ramsar site):

- Impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site
- Impact on water resources
- Impact on water chemistry
- Impacts on nutrient status
- Risks from pollution during construction (e.g., spillages or minor pollution incidents and the storage of oils and fuels)
- Risks from misconnections, misuse of garden chemicals
- Impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- Impacts from dust generated during the construction work
- Impact of increased foot traffic on the sensitive fen meadow vegetation

15.212b Any development proposal should take into consideration the policy requirements set out in Policy CO 2 (Enabling Business Growth Through Transport Infrastructure), and the need to improve sustainable travel options particularly in the wider cross border context.



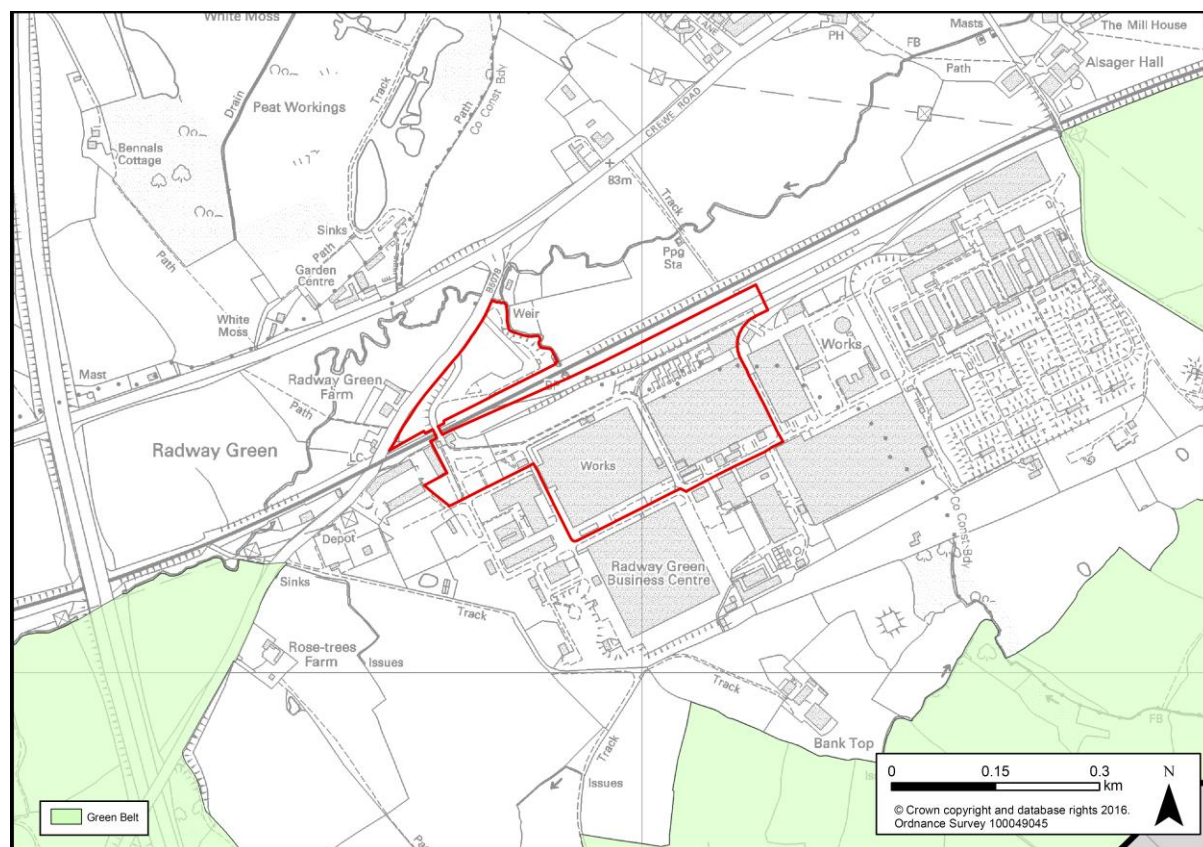


Figure 15.22 Radway Green Brownfield Site

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)

Table 15.19 Policy Context: Radway Green Brownfield Site

Policy Context	
National Policy	NPPF (principally paragraphs): 19, 22, 30, 32, 56, 95, 100, 103, 109, 110, 111
Local Evidence	Site Selection Report , Employment Land Review, Alignment of Economic, Employment and Housing Strategies ; Spatial Distribution Update Report , Alsager Town Strategy, Development Strategy, Pre-Submission Core Strategy, Cheshire East Strategic Flood Risk Assessment ; Local Plan strategy Submission Version ; Sustainability Appraisal ; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth

SCS Priorities	Priority 2: Creating conditions for business growth
-------------------	---

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

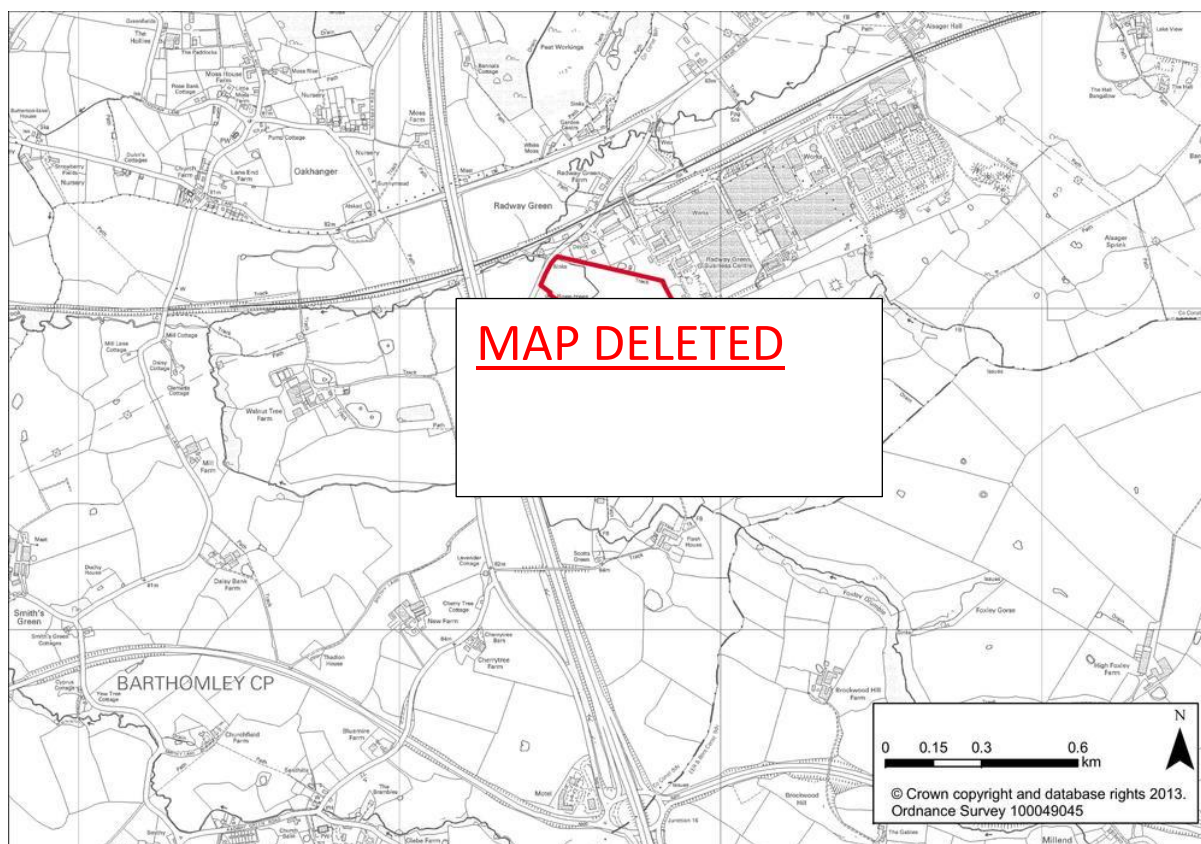
The development of Radway Green Extension over the Local Plan Strategy period and beyond will be ~~delivered~~ achieved through:

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~~ Contributions to M6 Junction 16 Improvements and the railway level crossing on Radway Green Road;
- 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. A desk based archaeological ~~desk-based~~ assessment required, shall be carried out 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.~~
- i. The site will be developed only where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 2 Ramsar and Oakhanger Moss SSSI particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of sites.
- j. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- k. Appropriate boundary treatments should be implemented to provide a clearly defined Green Belt boundary that is likely to endure.



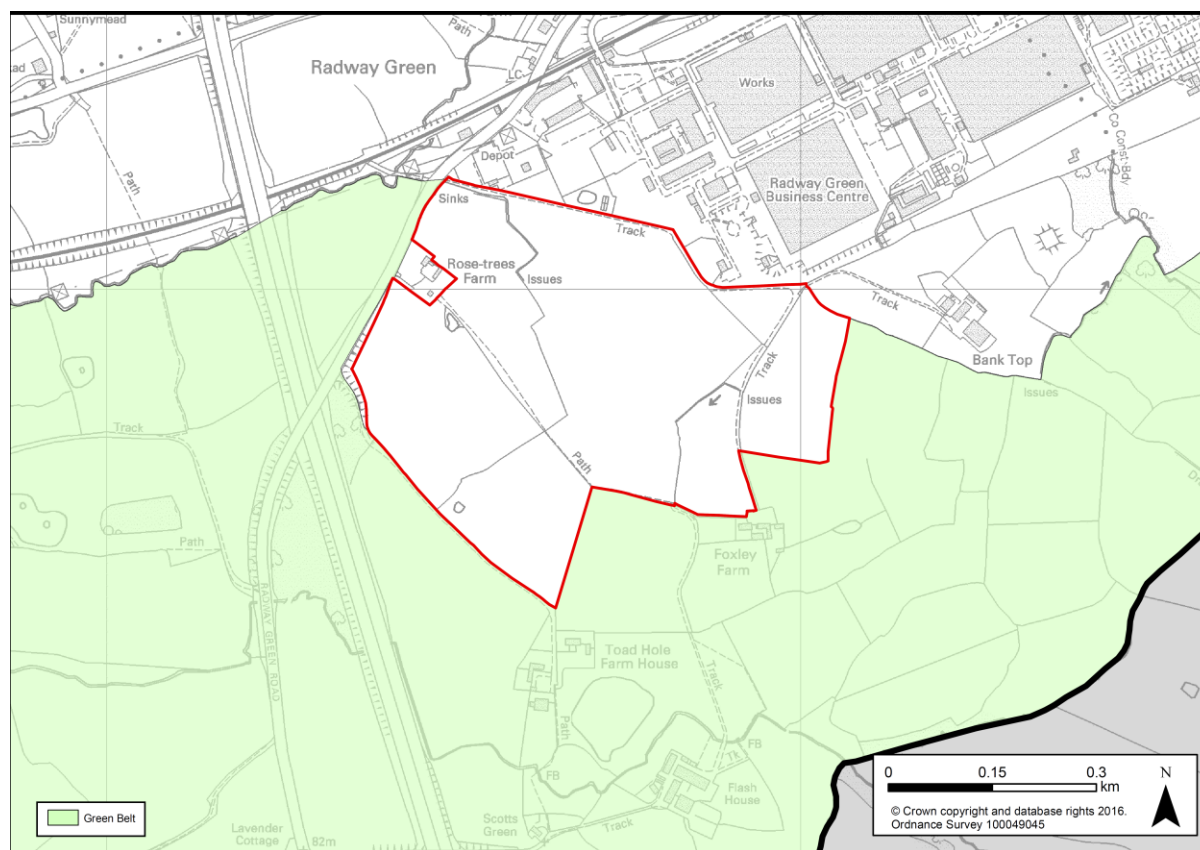


Figure 15.23 Radway Green Extension Site

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 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. The access should also be constructed so as to facilitate access to the wider Radway Green Site. A new access at this point will avoid conflict with the constrained railway crossing and enhance the attractiveness and efficiency of the site as a whole. 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~~380 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).

15.224a Boundary treatments should be reinforced so as to ensure a strong long term perimeter to the Green Belt.

15.224b The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.224c The Council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site (consisting of either a Special Area of Conservation, Special Protection Areas, and/or Ramsar site):

- Impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site
- Impact on water resources
- Impact on water chemistry
- Impacts on nutrient status
- Risks from pollution during construction (e.g. spillages or minor pollution incidents and the storage of oils and fuels)

- Risks from misconnections, misuse of garden chemicals
- Impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- Impacts from dust generated during the construction work
- Impact of increased foot traffic on the sensitive fen meadow vegetation

15.224d Any development proposal should take into consideration the policy requirements set out in Policy CO 2 (Enabling Business Growth Through Transport Infrastructure), and the need to improve sustainable travel options particularly in the wider cross border context.

Indicative Site Delivery

- Expected during the latter part of the plan period (i.e. 2025-2030) and continuing beyond 2030 13 ha expected during the middle part of the plan period (2020-2025)
- 12 ha expected during the latter part of the plan period (2025-2030)-

Table 15.20 Policy Context: Radway Green Extension Site

Policy Context	
National Policy	NPPF (principally paragraphs): 18, 19, 20, 21, 83, 110, 120, 126, and 156
Local Evidence	<u>Site Selection Report</u> , Employment Land Review, Green Belt Assessment, <u>Update</u> ,; <u>Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report</u> ; <u>Cheshire East Strategic Flood Risk Assessment</u> , Development Strategy, All Change for Crewe, Pre-Submission Core Strategy, <u>Local Plan Strategy Submission Version</u> , <u>Sustainability Appraisal</u> , <u>Habitats Regulations Assessment</u>
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

Site CS 43: Radway Green North, Alsager

15.224e The proposed strategic employment allocation has the potential to provide for around 12 hectares of employment land.

Site CS 43

Radway Green North, Alsager

The development of Radway Green North over the Plan period will be achieved through:

- 1) The provision of around 12ha of employment land.

Site specific principles of development

- a. The provision of Green Infrastructure, including:
 - i. The retention of the stream and formation of a buffer of open space/semi-natural habitats around it.
 - ii. The creation of wildlife habitats
 - iii. Sustainable drainage
 - iv. Structural landscape proposals
- b. Contributions to improvements to existing and the provision of new public transport links to Alsager Town Centre and local villages;
- c. A desk based archaeological assessment shall be carried out, to determine if any further evaluation/mitigation will be needed;
- d. Contributions to M6 Junction 16 Improvements and the railway level crossing on Radway Green Road.
- e. A Phase 1 Preliminary Risk Assessment should be carried out to demonstrate that the site is, or could be made, suitable for use with regards to land contamination.
- f. A site specific Flood Risk Assessment should be prepared.
- g. Proposed development within Flood Zones 2 or 3 shall be subject to the Sequential and Exception Tests.
- h. New development will be expected to respect any flooding constraints on the site and, where necessary, provide appropriate mitigation.
- i. The watercourse should be retained and an undeveloped 8 metre wide buffer zone should be provided alongside it.
- j. Provision of new pedestrian and cycle links to new and existing residential areas, and shops; and
- k. The site will be developed only where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 2 Ramsar and Oakhanger Moss SSSI particularly in relation to changes in water levels and quality and

recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of sites.

- l. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

Justification

15.224f The site is located on the B5077 to the south west of Alsager close to the Radway Green Industrial Estate, a mature employment area developed in open countryside around a former munitions factory during the post war period.

15.224g 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. This will also assist in enhancing the environment of the local area, and improving the health and wellbeing of employees.

15.224h The principal access to the site will be via the existing Crewe Road (B5077) 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.

15.224i 380 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.

15.224j An archaeological assessment will be required, to ensure that there will not be an impact on undesignated heritage assets.

15.224k Habitat for protected species, if required, will be provided.

15.224l Part of the site is located in an area of flood risk of Valley Brook, and as such it should be demonstrated that the proposed development would be safe from fluvial flooding, and would not increase the risk of flooding elsewhere. As with any development adjacent to a main river an undeveloped buffer zone, at least 8 metre wide alongside the watercourse, should be provided. The buffer zone needs to be 8 metres zone wide measured from bank top for the whole extent of the watercourse. Bank top is defined as the point at which the bank meets normal land levels.

15.224m The buffer zone scheme shall be free from built development including lighting, domestic gardens, formal landscaping, footpaths etc; and could form a vital part of green infrastructure provision. The buffer zone would also serve the purpose of protecting the Brook from the adverse impacts of any development, as there may be grass snakes present on this site and the Brook is likely

to have nature conservation value (in its own right and also potentially for grass snakes), and should be retained.

15.224m 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.

15.224n The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation

15.224o 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.

15.224p The Council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site (consisting of either a Special Area of Conservation, Special Protection Areas, and/or Ramsar site):

- Impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site
- Impact on water resources
- Impact on water chemistry
- Impacts on nutrient status
- Risks from pollution during construction (e.g. spillages or minor pollution incidents and the storage of oils and fuels)
- Risks from misconnections, misuse of garden chemicals
- Impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- Impacts from dust generated during the construction work
- Impact of increased foot traffic on the sensitive fen meadow vegetation

15.224q Any development proposal should take into consideration the policy requirements set out in Policy CO 2 (Enabling Business Growth Through Transport Infrastructure), and the need to improve sustainable travel options particularly in the wider cross border context.

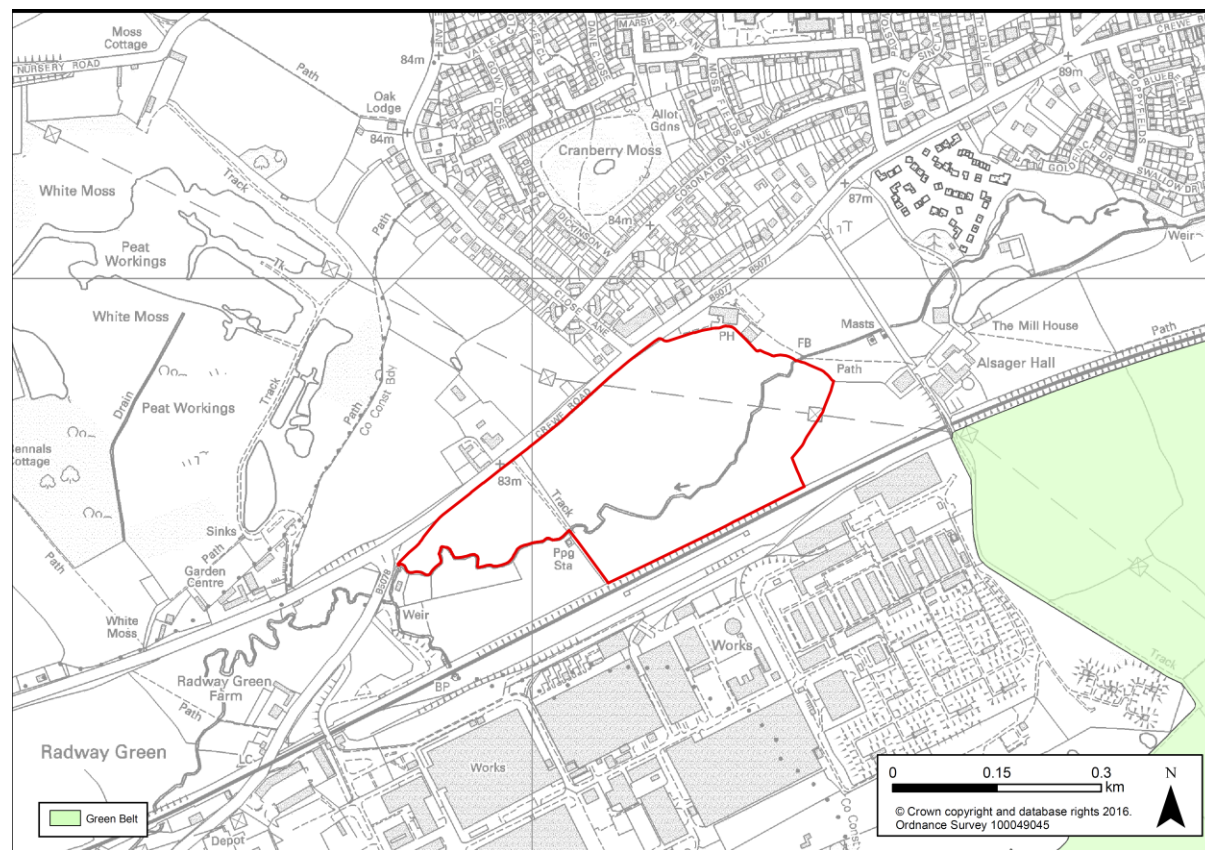


Figure 15.23a Radway Green North

Indicative Site Delivery

- 5 ha expected during the middle part of the plan period (2020-2025)
- 7 ha expected during the latter part of the plan period (2025-2030)

Table 15.19 Policy Context: Radway Green North, Alsager

<u>Policy Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 18, 19, 20, 21, 110, 120, 126, and 156</u>
<u>Local Evidence</u>	<u>Site Selection Report; Employment Land Review; Cheshire East Strategic Flood Risk Assessment; Alignment of Economic, Employment and Housing Strategies; Cheshire East Strategic Flood Risk Assessment; Spatial Distribution Update Report; Local Plan Strategy Submission Version; Sustainability Appraisal, Habitats Regulations Assessment</u>
<u>Strategic Priorities</u>	<u>Priority 1: Promoting economic prosperity by creating conditions for business growth</u> <u>Priority 4: Improving the road network</u>

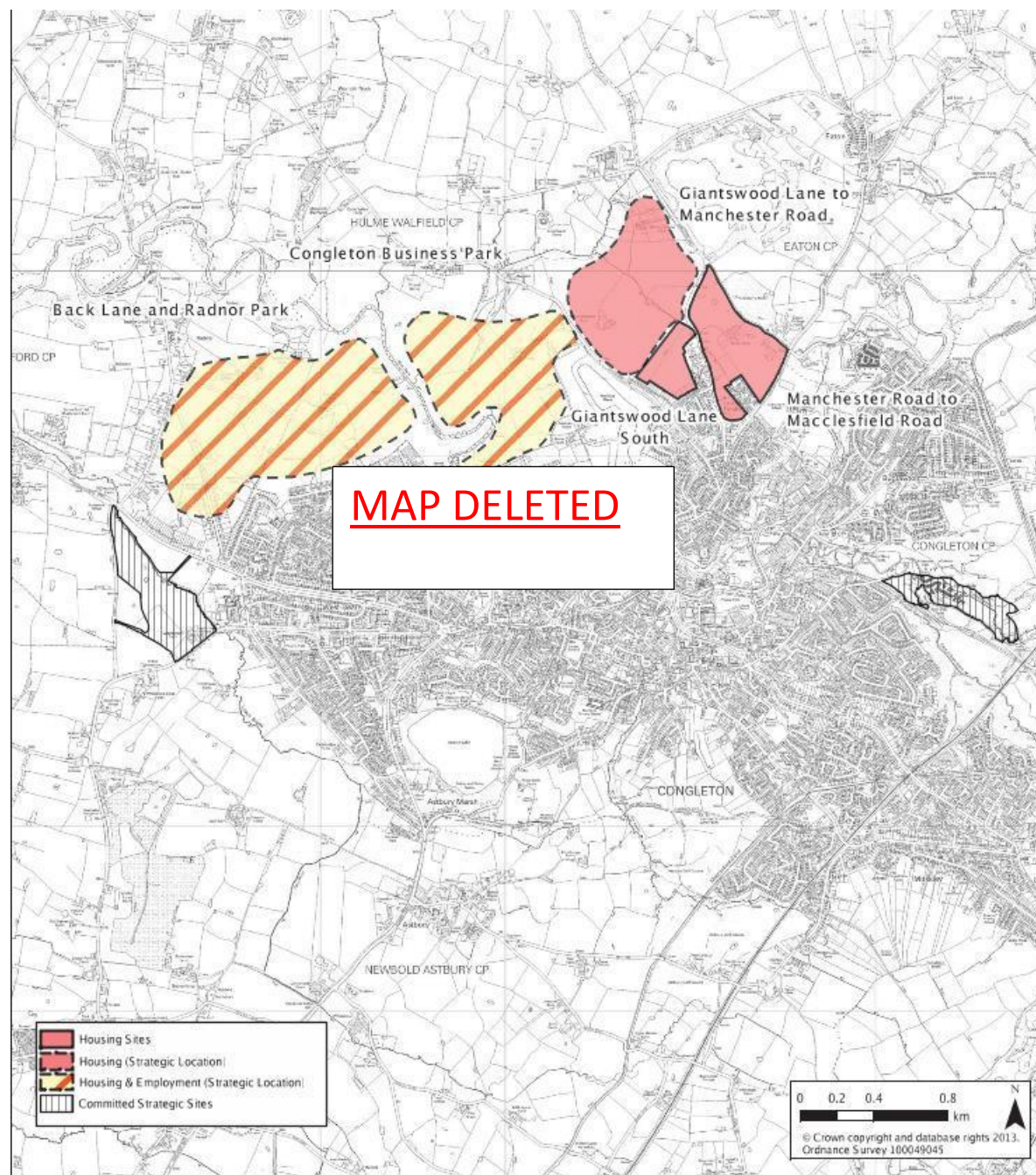
Cheshire East Local Plan Strategy – Proposed Changes (Committee Report Publication Document)

<u>SCS</u>	<u>Priority 2: Creating conditions for business growth</u>
<u>Priorities</u>	<u>Priority 7: Driving out the causes of poor health</u>

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.



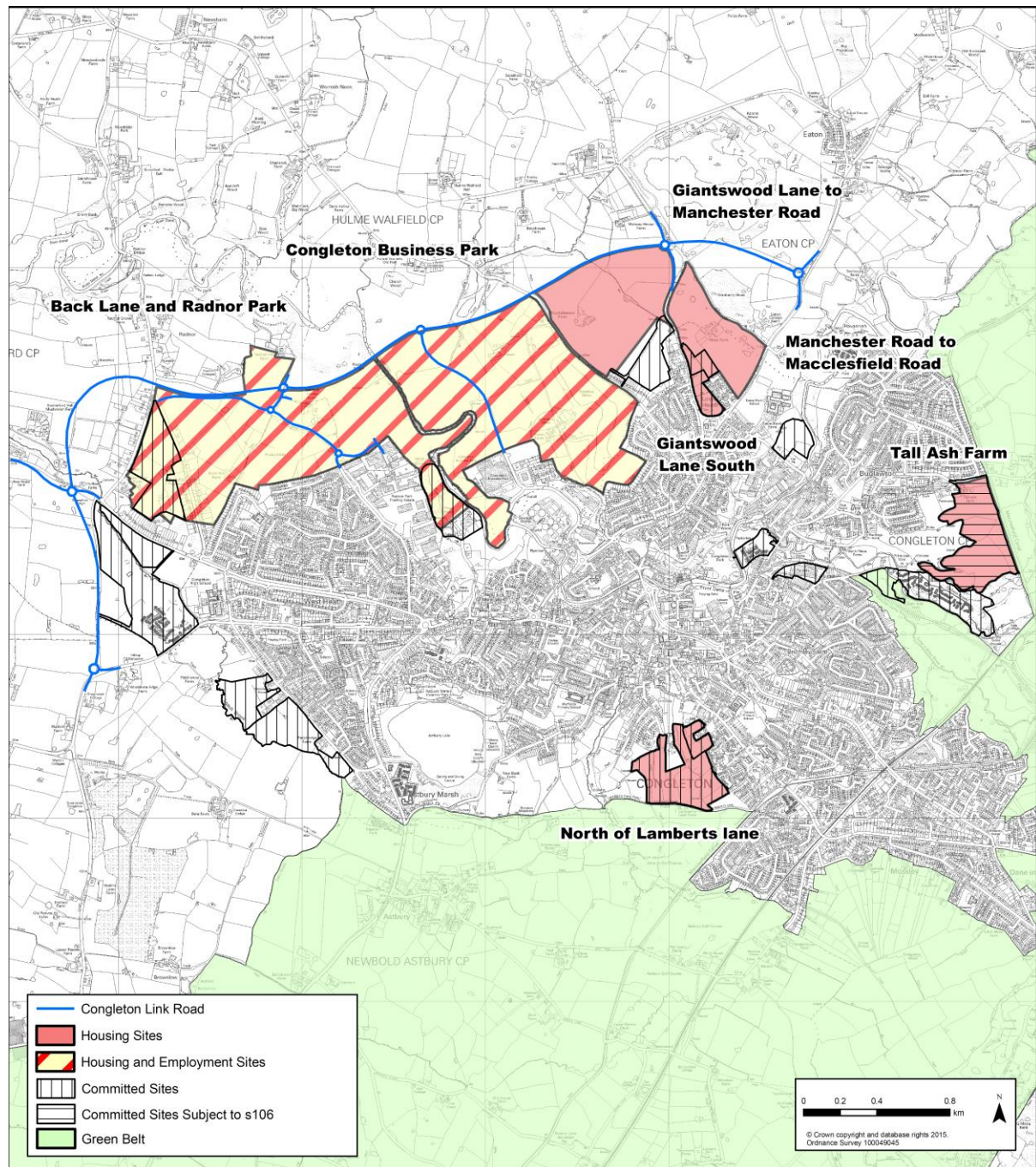


Figure 15.24 Congleton Town Plan

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. A proposed route for the Congleton Link Road has now been identified within a Planning Application submitted in 2015 (15/4480C). To facilitate this key public infrastructure, no development will be permitted on the land required for the delivery of the Link Road.~~

15.230 ~~The layout and extent of the sites to the north of Congleton have been informed by the proposed route for the Congleton Link Road. The North Congleton Masterplan has been prepared to inform the allocation of land and provide further guidance on the following sites:~~

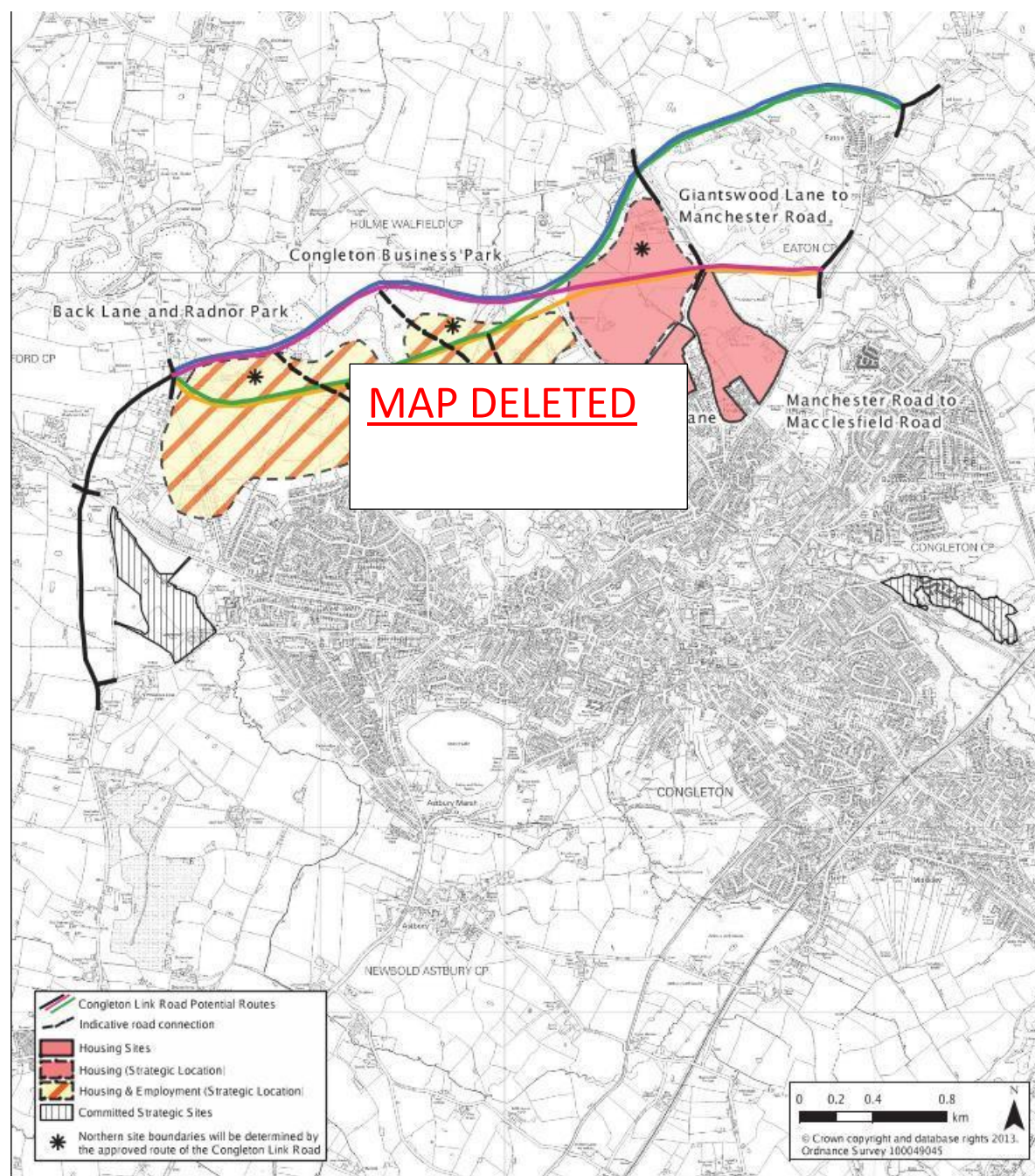
- ~~Back Lane and Radnor Park (CS 44)~~
- ~~Congleton Business Park (CS 45)~~
- ~~Giantswood Lane to Manchester Road (CS 46)~~
- ~~Giantswood Lane South (CS 16)~~
- ~~Manchester Road to Macclesfield Road (CS 17)~~

~~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 land uses anticipated alongside the extent of Link Road options for the Congleton Link Road:



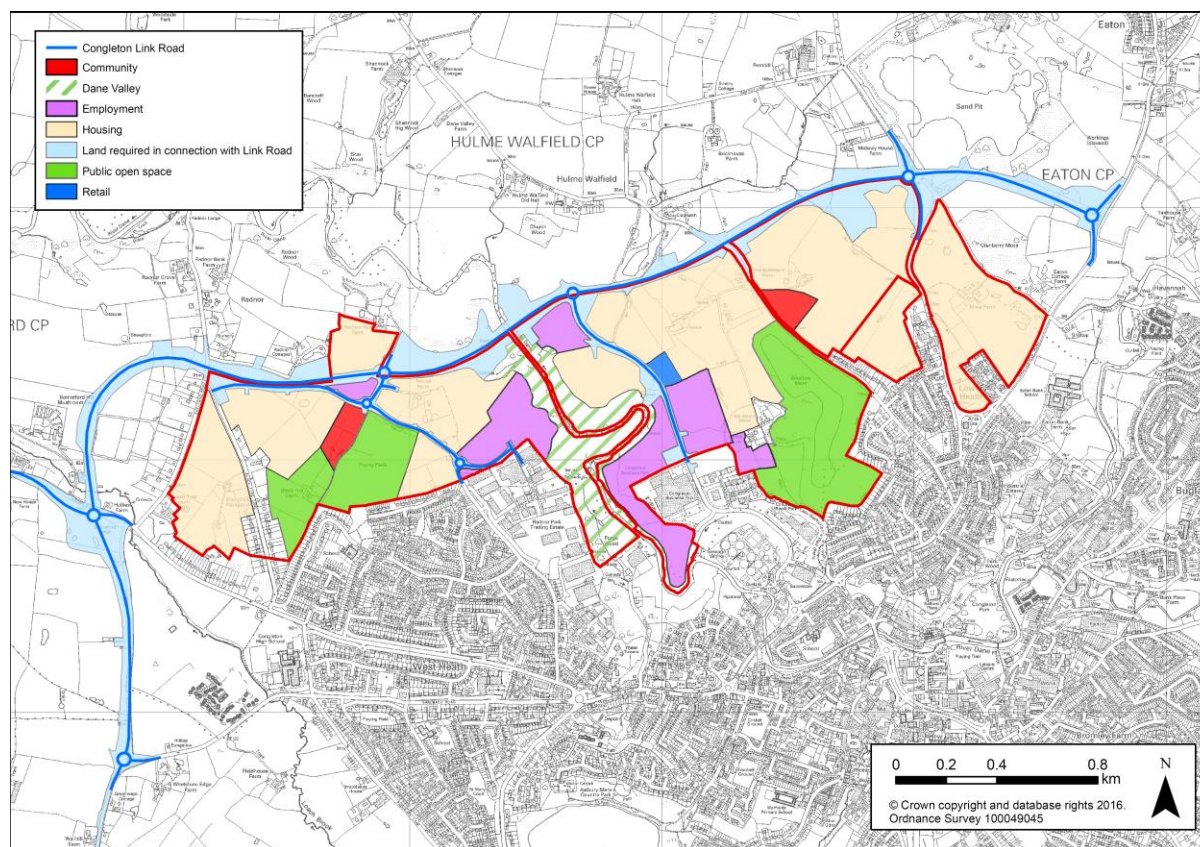


Figure 15.25 Congleton Link Road Corridor of Interest

15.233 Further information about each of the identified Local Plan Strategy Sites ~~and Strategic Locations~~ can be found below:

~~Strategic Location SL-6~~ Site CS 44: Back Lane / Radnor Park, Congleton

15.234 The Back Lane and Radnor Park ~~site strategic location~~ to the northwest of the town ~~presents a~~ ~~is~~ significant ~~strategic location~~ in scale ~~extending~~ 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~~ Site CS 44

Back Lane / Radnor Park, Congleton

The ~~development Strategic Location at of~~ 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 capacity improvements to the existing A34 corridor;
2. The delivery of ~~500~~ 750 new homes (at approximately 30 dwellings per hectare) as set out in Figure 15.2515.26 of the LPS;
3. The delivery of up to 7 ~~10~~ hectares of employment land adjacent to Radnor Park Trading Estate as set out in Figure 15.2515.26 of the LPS;
- ~~4.~~ The delivery of up to 1 hectare of employment or commercial development adjacent to the Congleton Link Road Junction as identified in Figure 15.2515.26 of the LPS.
- ~~4.5.~~ The retention and enhancement of Back Lane Playing Fields which has Village Green status;
- ~~5.6.~~ The delivery of improved recreational facilities linked to Back Lane Playing fields and the proposed primary school site. ~~The delivery of a leisure hub of up to 10 hectares adjacent to Back Lane Village Green including new sports and leisure facilities;~~
- ~~6.7.~~ The provision of appropriate retail space to meet local needs;
8. ~~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;
9. ~~The~~ provision of a new country park; as set out in Figure 15.2515.26 of the LPS;
- ~~7.10.~~ The provision of children's play facilities;
- ~~8.11.~~ The provision of a new primary school with linked community use, as set out in Figure 15.2515.26 of the LPS; and
12. ~~Contributions to new health infrastructure.~~
- ~~9.13.~~ The provision of land required in connection with the Congleton Link Road as set out in Figure 15.26

Site Specific Principles of Development

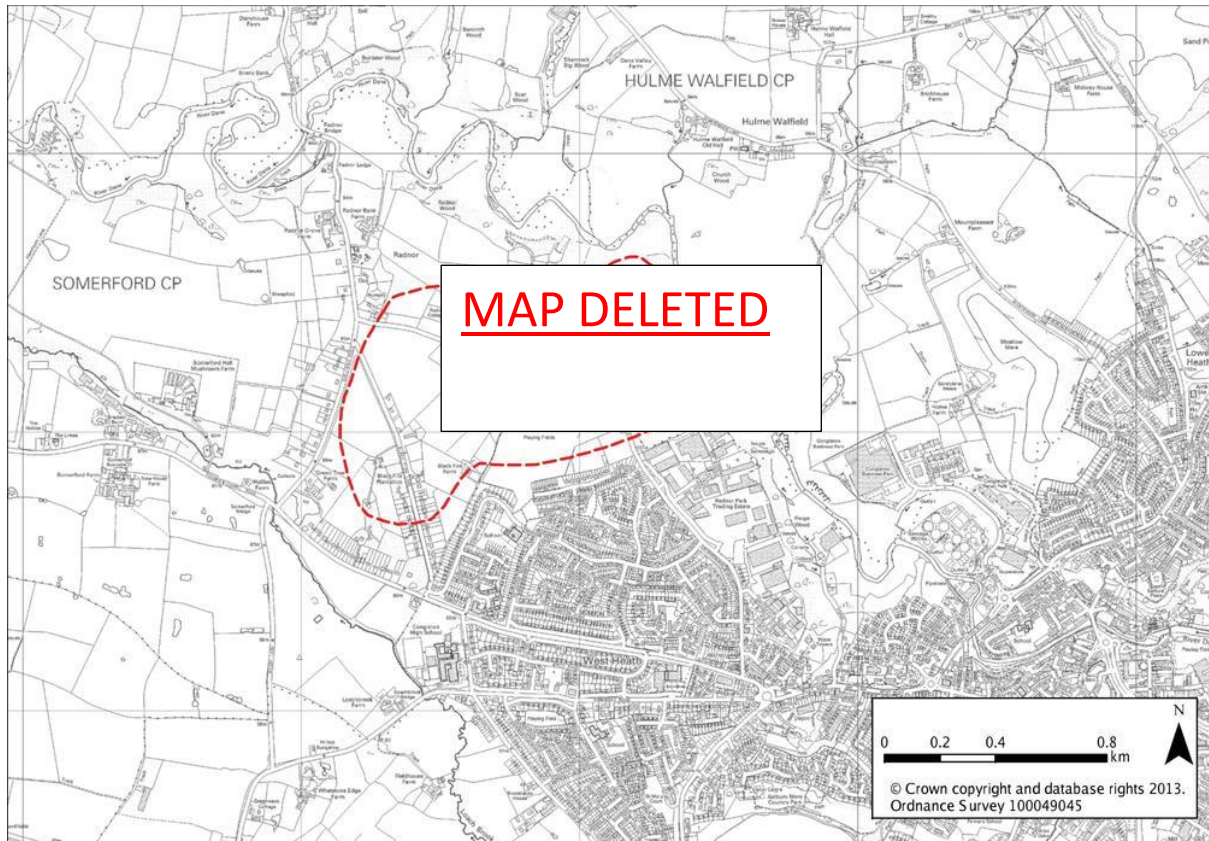
- a. Contributions towards ~~complementary the Congleton Link Road / complementary~~ highway measures on the existing highway network.
- b. The provision of a network of open spaces for nature conservation and recreation, including access to and enhancement of the River Dane Valley Corridor as shown on Figure 15.26 of the LPS. Development should retain and enhance areas of landscape quality / sensitivity
- 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. Planning applications for all phases of development should~~ The site should be developed comprehensively ~~be~~ consistent with the allocation of uses set out in Figure ~~15.25~~ 15.26 and the principles of the North Congleton Masterplan. 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~~ provision 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 any future application on this site 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 development~~ 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).
- l. In order to ensure a sustainable, mixed use scheme is delivered on the site, the Council will require all housing proposals to demonstrate, through the execution of an s106 Agreement or appropriate alternative, how the delivery of employment land as an extension to the Radnor Park Trading Estate in tandem with housing development will be assured.
- m. The Visual, Noise and Pollution assessment of development should be undertaken with the assumption that the Link road is in situ and suitable screening / mitigation provided accordingly. Noise and visual mitigation measures should be provided between future and existing employment / residential areas. This could include separation distances, acoustic fencing, earth mounding, tree planting and building orientation.
- n. Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC2 'Indoor and Outdoor Sports Facilities'
- o. Future development should provide an appropriate buffer with the Ancient Woodland along the River Dane Corridor
- p. Future development should provide an east to west Greenway with pedestrian and cycle links across the site linking together proposed and existing leisure uses, local retail and other community facilities at this site with other sites to the north of Congleton. This should include a footbridge over the River Dane for pedestrian / cycle use.
- q. The Congleton Link Road will form the boundary for development; except for a single area shown in Figure ~~15.25~~ 15.26

r. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

~~k.~~—The proposed route of the Congleton Link Road is as shown in Figure 15.2515.26. Development should be undertaken with the assumption that the link road is in situ. The land required for the construction and delivery of the Congleton Link Road will be safeguarded from development.



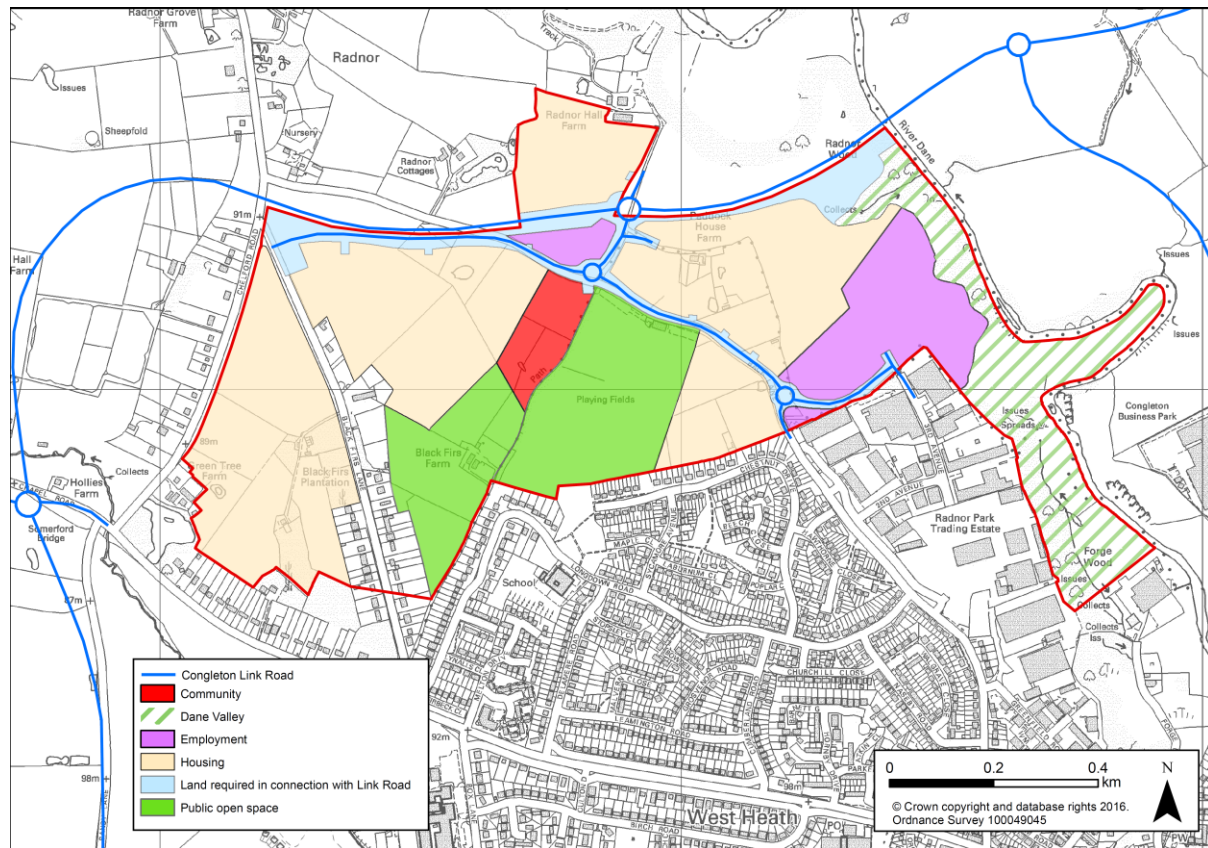


Figure 15.26 Back Lane and Radnor Park Strategic Location

Justification

15.235a The Council's stated aims for the delivery of the sites to the north of Congleton are that they should be delivered on a comprehensive basis in line with the North Congleton Masterplan. The site cannot be comprehensively delivered without additional highways capacity provided by the proposed Congleton Link Road and, as such, the Council will seek to ensure appropriate contributions to the Congleton Link Road. The Council will be mindful of the costs of bringing the site forward in such circumstances and will consider alternative affordable housing provision where it is demonstrated through robust viability evidence that 30% affordable housing would render the development of the site unviable (in line with paragraph 7 of LPS policy SC5 (Affordable Homes). The Council's expectation is the site is delivered on a comprehensive basis in the form of outline planning application(s), in line with the North Congleton Masterplan, to secure appropriate contributions towards the delivery of the Congleton Link Road.

15.236 Future development should prioritise pedestrian and cyclist permeability and achieve a Green Infrastructure network across the site to improve / integrate networks, and improve connectivity and provide safe direct access to the Town Centre and surrounding areas.

~~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 Local Wildlife 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. Adjoining developments should include proposals for either complementary recreational facilities or improvement measures at the Playing fields or proposed Country Park. A new Primarynew Primary School is proposed off Back Lane. This will form a key focus for future community life. The school should be designed either to allow convenient dual use for community events or with a stand alone community facility.

15.239 Future ~~development 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. This should include a surface water drainage strategy to consider measures such as attenuation ponds / detention basins and other measures. The provision of green and blue infrastructure ~~should be~~ will be key to the future master planning of this site.

15.239a Average residential density should be 30 dwellings per hectare across the site. A varied density profile across the site may be necessary in response to site characteristics including visual sensitivity, topography, landform and the existing character of the 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~~170 dwellings, public open space, green infrastructure and associated works now has planning approval. ~~has been submitted and relates to a section of land identified as part of the Strategic Location.~~

15.240a The site has potential for contamination to be present therefore initially a Phase 1 Preliminary Risk Assessment for contaminated land is required.

15.240b Any development proposal should take into consideration the policy requirements set out in Policy CO 2 (Enabling Business Growth Through Transport Infrastructure), and the need to improve sustainable travel options particularly in the wider cross border context.

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.

Table 15.21 Policy Context: Back Lane and Radnor Park ~~Site~~ strategic Location

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	Site Selection Report , Strategic Housing Land Availability Assessment, Congleton Town Strategy, Development Strategy, Employment Land Review, Pre-Submission Core Strategy, Cheshire East Strategic Flood Risk Assessment, Housing Development Study , Spatial Distribution Update Report , Sustainability Appraisal , Habitats Regulations Assessment , Alignment of Economic, Employment and Housing Strategies , North Congleton Masterplan
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

~~Strategic Location SL 7~~ Site CS45: Congleton Business Park Extension

15.241 The Congleton Business Park Extension ~~strategic location~~ to the north of the town presents a significant ~~site 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~~

~~Site CS45~~

Congleton Business Park Extension

The ~~site 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 [/ capacity improvements to the existing A34 corridor](#);
2. The delivery of ~~625~~450 new homes (at approximately 30 dwellings per hectare) [as set out in Figure 15.2515.27](#);
3. The delivery of 10 hectares of land for employment and commercial uses adjacent to Congleton Business Park [as set out in Figure 15.2515.27](#);
- ~~3.4.~~ The delivery of up to 3 hectares of land for employment and commercial uses adjacent to [the Congleton Link Road Junction as set out in Figure 15.2515.27](#);

- 5. The provision of appropriate retail space to meet local needs;
- 4-6. The provision of Children’s Play facilities;
- 5-7. Pedestrian and cycle links set in green infrastructure to new and existing employment, residential areas, shops, schools, health facilities the town centre; and
- 8. Contributions to health and education infrastructure.
- 6-9. The provision of land required in connection with the Congleton Link Road as set out in Figure 15.27

Site Specific Principles of Development

- a. Provision for highway linkage to Giantswood Lane, enabling connection through to Strategic Site CS 46 Giantswood Lane and allowing through traffic to travel between Hulme Walfield and Viking Way. Contributions will also be sought towards the Congleton Link Road/ complementary 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 Valley Corridor as set out in Figure 15.27. Development should retain and enhance areas of landscape quality / sensitivity.
- 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. Planning applications for all phases of development should be~~The site should be developed comprehensively consistent with the allocation of uses set out in Figure 15.2515.27 and the principles of the North Congleton Masterplan. 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 ~~provision~~vision of pedestrian and cycle routes to provide clear and safe links to surrounding communities including the adjacent Strategic Site CS46 Giantswood Lane.
- h. A ~~pre-determination~~ desk based archaeological assessment will be required for this site. ~~strategic location~~
- i. The ~~site Strategic Location~~ will provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- j. Future ~~masterplanning development~~ 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).
- l. In order to ensure a sustainable, mixed use scheme is delivered on the site, the Council will require all housing proposals to demonstrate, through the execution of a s106 Agreement or appropriate alternative, how the delivery of employment land as an extension to the Congleton Business Park in tandem with housing development will be assured.
- m. The Visual, Noise and Pollution assessment of development should be undertaken with the assumption that the Link road is in situ and suitable screening / mitigation provided accordingly. Noise and visual mitigation measures should be provided between future and existing employment / residential areas. This could include separation distances, acoustic fencing, earth mounding, tree planting and building orientation.
- n. Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC2 'Indoor and Outdoor' Sports Facilities
- o. Future development should provide an east to west greenway with pedestrian and cycle links across the site linking together proposed and existing leisure uses, local retail and other community facilities at this site with other sites to the north of Congleton. This should include a footbridge over the River Dane for pedestrian / cycle use.
- p. The Congleton Link Road will form the northern boundary of the site
- q. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- j. The proposed route of the Congleton Link Road is as shown in Figure 15.25-15.27. Development should be undertaken with the assumption that the link road is in situ. The land required for the construction and delivery of the Congleton Link Road will be safeguarded from development.

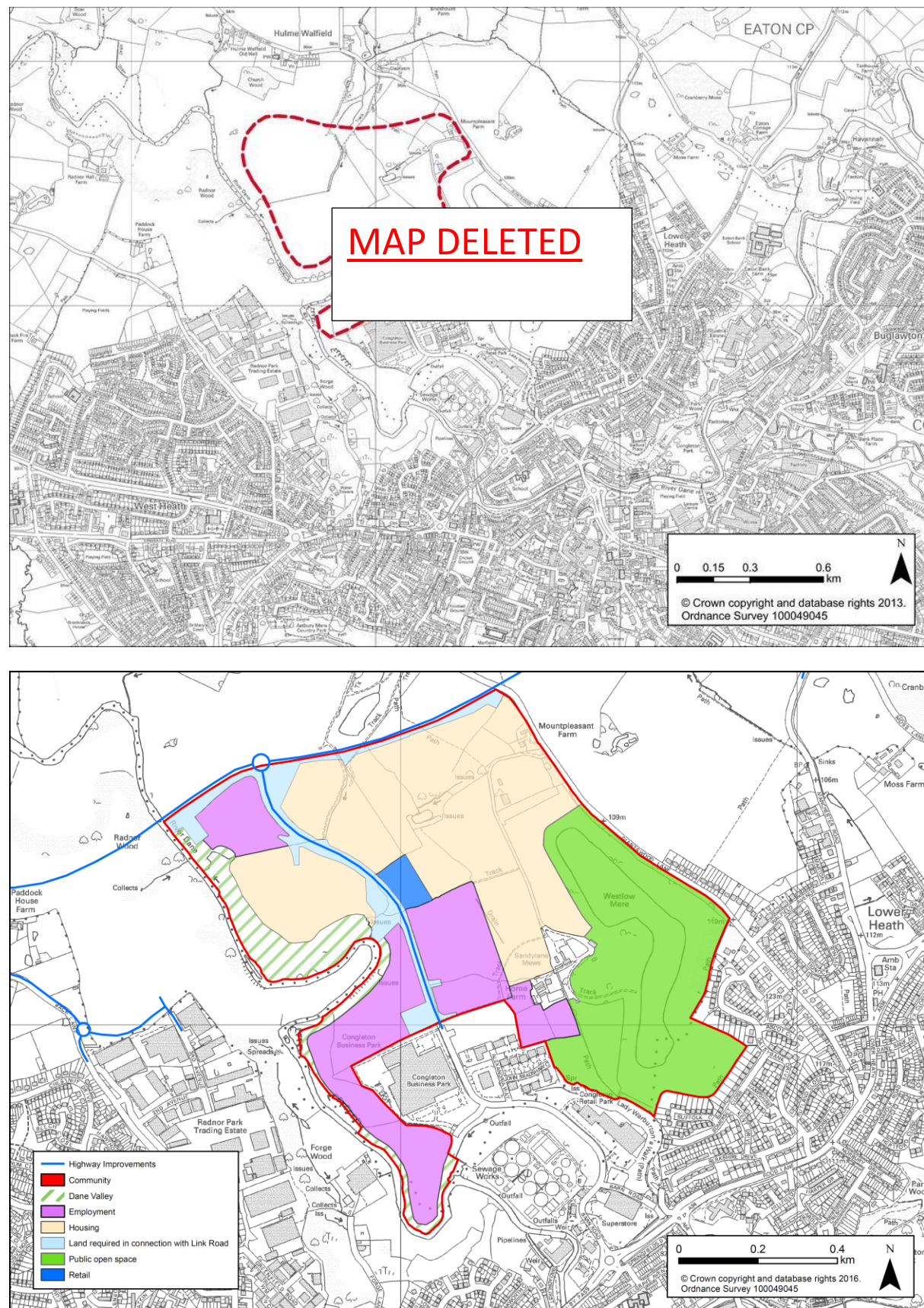


Figure 15.27 Congleton Business Park Extension Strategic Location

Justification

15.241a The Council's stated aims for the delivery of the sites to the north of Congleton are that they should be delivered on a comprehensive basis in line with the North Congleton Masterplan. The site cannot be comprehensively delivered without additional highways capacity provided by the proposed Congleton Link Road and as such the Council will seek to ensure appropriate contributions to the Congleton Link Road. The Council will be mindful of the costs of bringing the site forward in such circumstances and will consider alternative affordable housing provision where it is demonstrated through robust viability evidence that 30% affordable housing would render the development of the site unviable (in line with paragraph 7 of LPS policy SC5 (Affordable Homes). The Council's expectation is the site is delivered on a comprehensive basis in the form of outline planning application(s), in line with the North Congleton Masterplan, to secure appropriate contributions towards the delivery of the Congleton Link Road.

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 development~~ 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. This should include a surface water drainage strategy to consider measures such as attenuation ponds / detention basins and other measures. The provision of green and blue infrastructure ~~should be~~ will be key to the future master planning of this site.

15.244a Future development should consider a movement strategy and the importance of a Green Infrastructure network across the site to improve and integrate networks and improve connectivity and safe direct access to the Town Centre and surrounding areas.

15.244b The site has potential for contamination to be present therefore initially a Phase 1 Preliminary Risk Assessment for contaminated land is required.

15.244c Average residential density should be 30 dwellings per hectare across the site. A varied density profile across the site may be necessary in response to site characteristics including visual sensitivity, topography, landform and the existing character of the site.

15.244d Any development proposal should take into consideration the policy requirements set out in Policy CO 2 (Enabling Business Growth Through Transport Infrastructure), and the need to improve sustainable travel options particularly in the wider cross border context.

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.

Table 15.22 Policy Context: Congleton Business Park Extension ~~Site~~Strategic Location

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	Site Selection Report , Strategic Housing Land Availability Assessment, Employment Land Review, Congleton Town Strategy, Development Strategy, Pre-Submission Core Strategy, Cheshire East Strategic Flood Risk Assessment, Housing Development Study , Spatial Distribution Update Report , Sustainability Appraisal , Habitats Regulations Assessment , Alignment of Economic, Employment and Housing Strategies , North Congleton Masterplan
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

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:

- 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 or capacity improvements to the existing A34 corridor.
- b. Contributions towards complementary 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, including retention and improvement of the existing footpath on the site.
- 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. Planning applications for all phases of development should be~~The site should be developed comprehensively consistent with the allocation of uses set out in Figure 15.25 and the principles of the North Congleton Masterplan. 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 ~~will is expected to~~ provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- j. Future ~~masterplanning development~~ 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.
- n. The Visual, Noise and Pollution assessment of development should be undertaken with the assumption that the Link road is in situ and suitable screening / mitigation provided accordingly.
- o. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

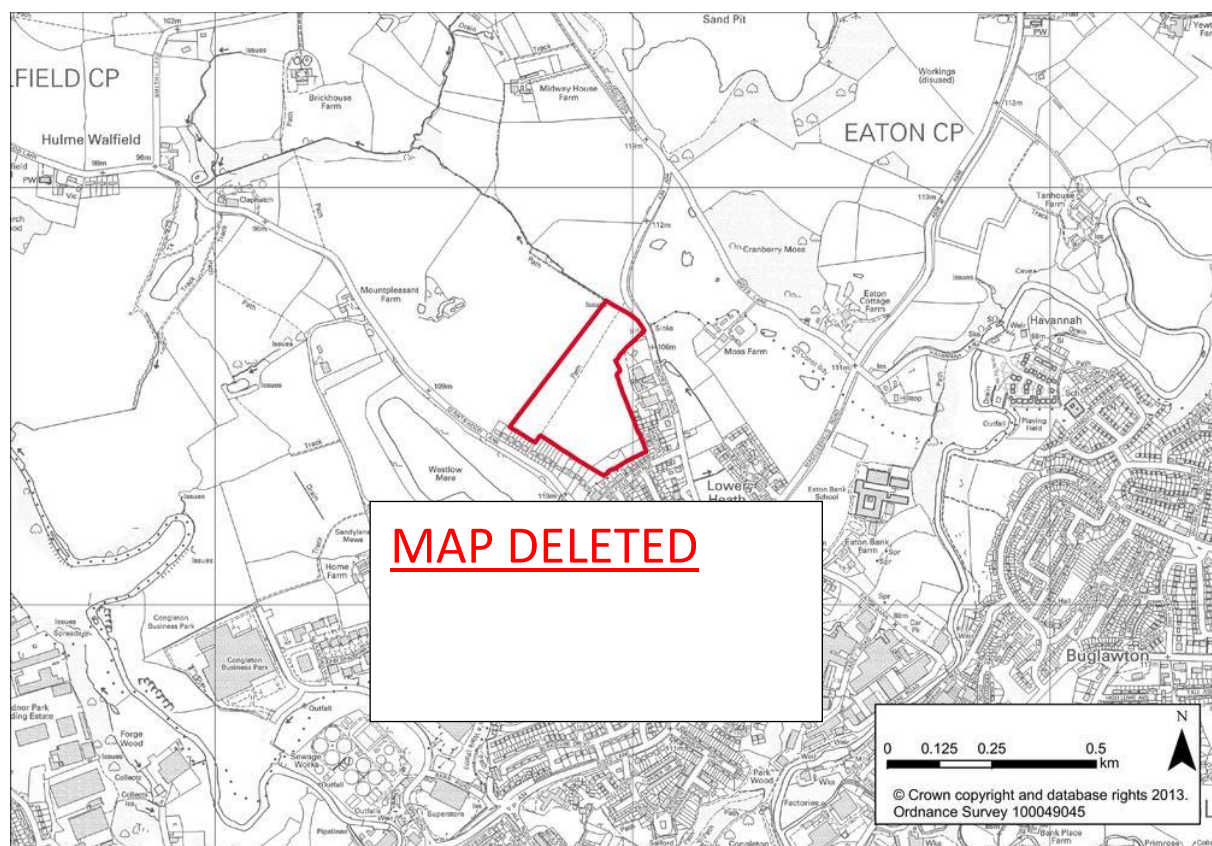
p. Future development should support an east to west greenway with pedestrian and cycle links across the site linking together proposed and existing leisure uses, local retail and other community facilities at this site with other sites to the north of Congleton.

m-g. Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC2 'Indoor and Outdoor Sports Facilities'.

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.



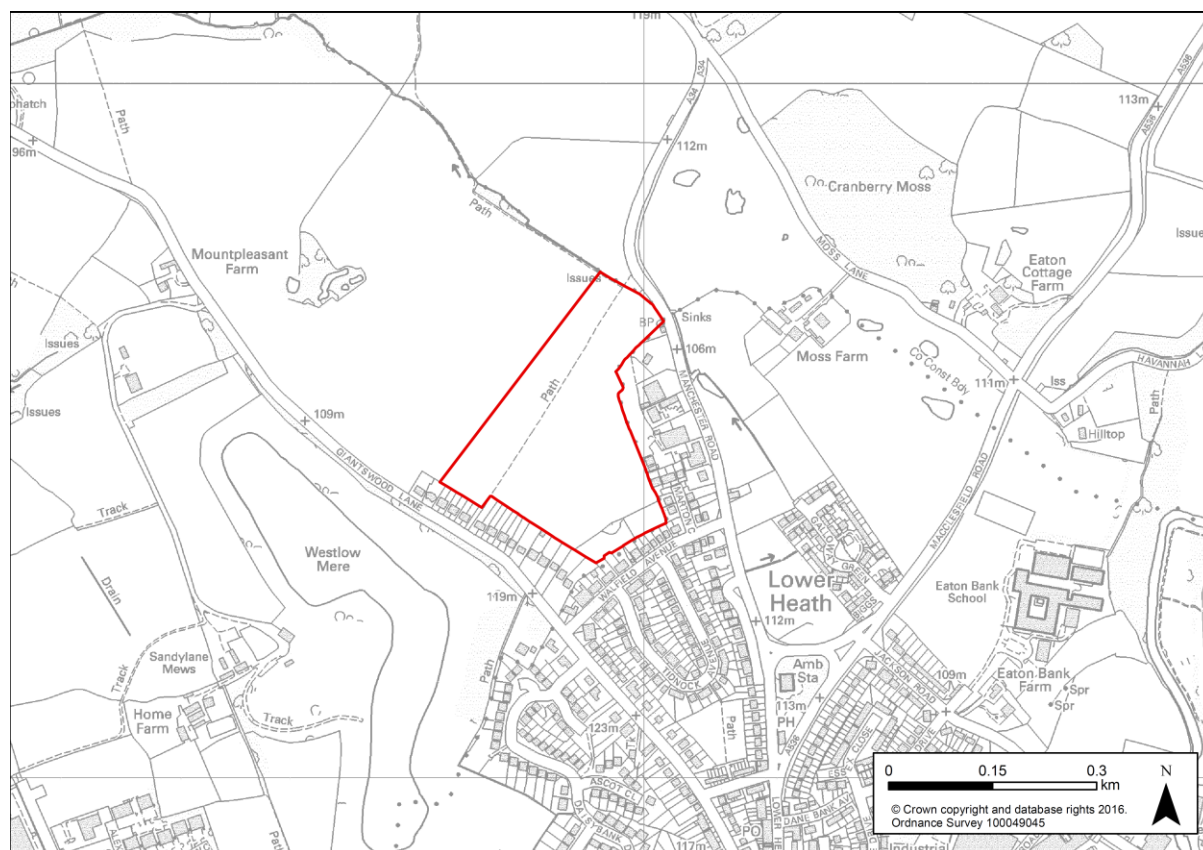


Figure 15.28 Giantswood Lane South Site

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. This should include a surface water drainage strategy to consider measures such as attenuation ponds / detention basins and other measures. The provision of green and blue infrastructure ~~should be~~ is key to the future master planning of this site.

15.249a Outline planning approval has been granted for 96 dwellings on part of the site (Planning Reference 14/1680C)

Indicative Site Delivery

- ~~80 homes expected during the early part of the plan period (2015–2020)~~
- ~~70 homes expected during the middle part of the plan period (2020–2025)~~

Table 15.23 Policy Context

Policy Context	
National Policy	NPPF (principally paragraphs): 47, 50, 56, 58, 83, 99, 109, 112, 117
Local	<u>Site Selection Report</u> , Strategic Housing Land Availability Assessment, Congleton Town

Evidence	Strategy, Development Strategy, Pre-Submission Core Strategy , Housing Development Study, Spatial Distribution Update Report, Sustainability Appraisal, Habitats Regulations Assessment, Alignment of Economic, Employment and Housing Strategies, North Congleton Masterplan.
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

~~Strategic Location SL8~~Site CS46: Giantswood Lane to Manchester Road, Congleton

15.250 The Giantswood Lane to Manchester Road ~~site 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~~ Site CS46

Giantswood Lane to Manchester Road, Congleton

The ~~site Strategic Location~~ at Giantswood Lane to Manchester Road over the Local Plan Strategy period will be achieved through:

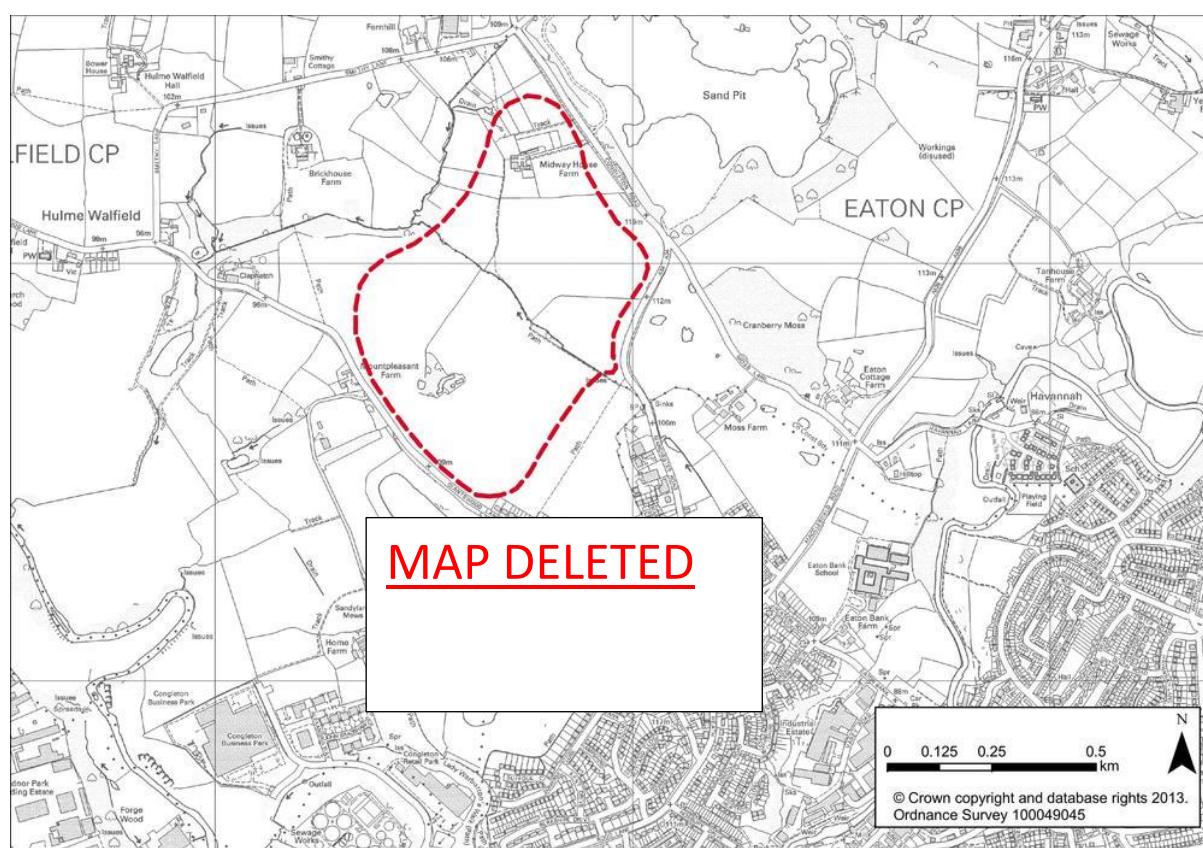
1. The delivery of, or a contribution towards, the Congleton Link Road ~~/~~ [complementary highway measures on the existing highway network;](#)
2. The delivery of ~~500~~550 new homes (at approximately 30 dwellings per hectare) [as set out in Figure 15.29;](#)
3. The provision of appropriate retail space to meet local needs;
4. The provision of a new primary school [as set out in figure 15.29;](#) ~~and~~
5. [Vehicular,](#) Pedestrian and cycle links set in green infrastructure to new and existing employment, residential areas, shops, schools, health facilities the town centre;
6. [The provision of Children’s play facilities.](#)

5.7. The provision of land required in connection with the Congleton Link Road as set out in Figure 15.29

Site Specific Principles of Development

- a. Provision should be made for managed vehicular linkage through the site between Manchester Road and Giantswood Lane, together with connection through to Strategic Site CS 45 Congleton Business Park. Contributions will also be sought towards the Congleton Link Road ~~contributions towards~~
- a. (a) Complementary highway measures on the existing highway network including the management of traffic on Giantswood Lane.
- b. The Provision of the new school and associated localised retailing should be made in an accessible location capable of serving adjacent developments. Contributions should be made to health infrastructure.
- c. The provision of a network of open spaces for nature conservation and recreation. This should include enhancement of the proposed habitat area defined by the Congleton Link Road.
- 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. Landscape features should be retained whilst defining landscaped spaces and key movement choices.
- 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. Planning applications for all phases of development~~ The site should be developed comprehensively should be consistent with the allocation of uses set out in Figure 15.25 15.29 and the principles of the North Congleton Masterplan. 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 provision~~ vision of pedestrian and cycle routes to provide clear and safe links to surrounding communities including adjacent Strategic Site CS 45 Congleton Business Park. Future development should provide an east to west greenway with pedestrian and cycle links across the site linking together proposed and existing leisure uses, local retail and other community facilities at this site with other sites to the north of Congleton.
- i. The ~~site 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 development~~ 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. The Visual, Noise and Pollution assessment of development should be undertaken with the assumption that the Link road is in situ and suitable screening / mitigation provided accordingly. Noise and visual mitigation measures should be provided between future and existing employment / residential areas. This could include separation distances, acoustic fencing, earth mounding, tree planting and building orientation.
- n. Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC2 'Indoor and Outdoor Sports Facilities'
- o. The Congleton Link Road will form the northern boundary to this site
- p. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site
- l.—The proposed route of the Congleton Link Road is as shown in figure 15.2515.29. The land required for the construction and delivery of the Congleton Link Road will be safeguarded from development.



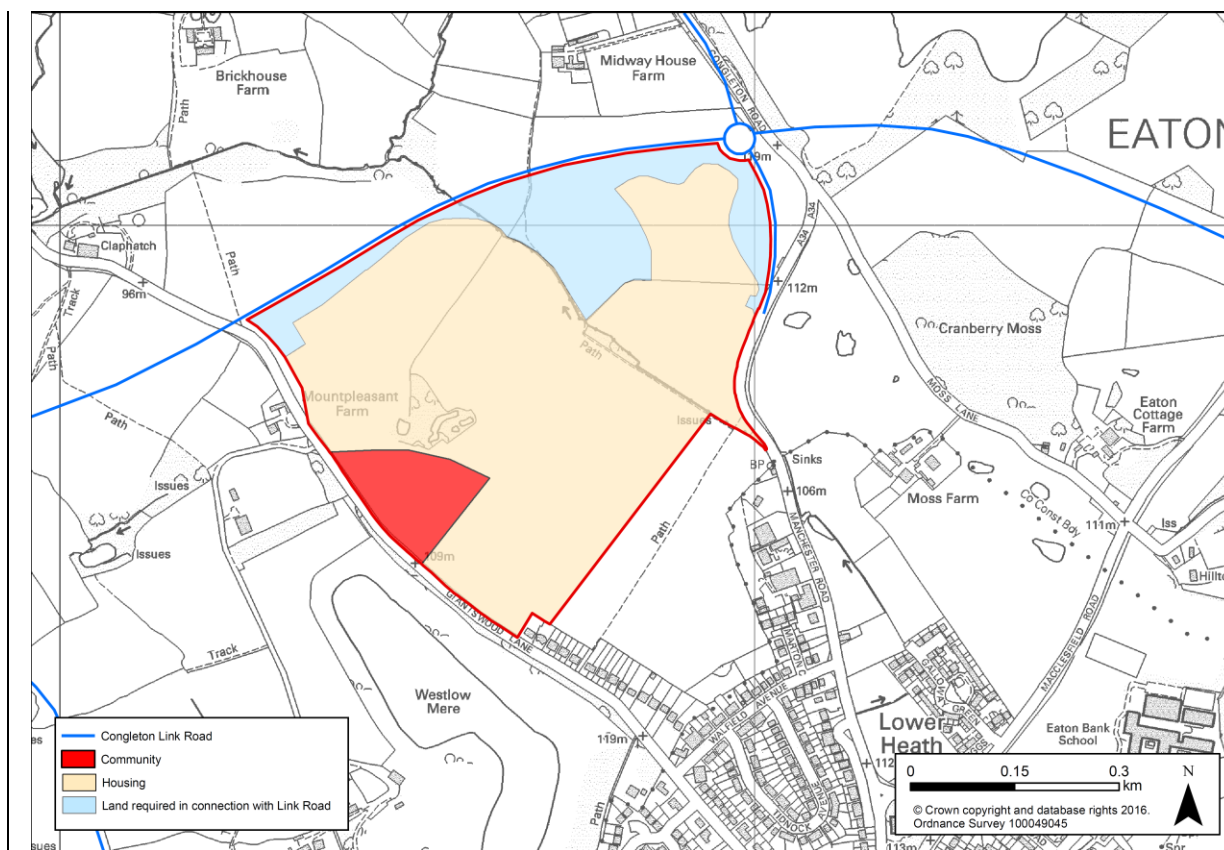


Figure 15.29 Giantswood Lane to Manchester Road Site Strategic Location

Justification

15.251a The Council's stated aims for the delivery of the sites to the north of Congleton are that they should be delivered on a comprehensive basis in line with the North Congleton Masterplan. The site cannot be comprehensively delivered without additional highways capacity provided by the proposed Congleton Link Road and as such the Council will seek to ensure appropriate contributions to the Congleton Link Road. The Council will be mindful of the costs of bringing the site forward in such circumstances and will consider alternative affordable housing provision where it is demonstrated through robust viability evidence that 30% affordable housing would render the development of the site unviable in line with paragraph 7 of LPS policy SC5 (Affordable Homes). The Council's expectation is the site is delivered on a comprehensive basis in the form of outline planning application(s), in line with the North Congleton Masterplan, to secure appropriate contributions towards the delivery of the Congleton Link Road.

15.252 Development should provide green links to the River Dane Local Wildlife Site-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 development should include SUDs, where possible, to manage surface runoff and reduce the amount of surface water entering the combined network. This should include a surface water drainage strategy to consider measures such as attenuation ponds /

detention basins and other measures. The provision of green and blue infrastructure ~~is should be~~ key to the future master planning of this site.

15.253a A new Primary School is proposed within the site. This is likely to serve a broad area across the north of Congleton and will form a key focus for future community life. The school should be designed either to allow convenient dual use for community events or with a stand alone community facility. There is the opportunity to link the school with localised retailing.

15.253b Future development should consider a movement strategy and the importance of a Green Infrastructure network across the site to improve and integrate networks and improve connectivity and safe direct access to the Town Centre and surrounding areas.

15.253c Average residential density should be 30 dwellings per hectare across the site. A varied density profile across the site may be necessary in response to site characteristics including visual sensitivity, topography, landform and the existing character of the site.

15.253d The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

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)

Table 15.24 Policy Context: Giantswood Lane to Manchester Road Site Strategic Location

Policy Context	
National Policy	NPPF (principally paragraphs): 30, 37, 38, 47, 50, 56, 58, 69, 70, 72, 83, 100, 109, 112, 117
Local Evidence	<u>Site Selection Report</u> , Strategic Housing Land Availability Assessment, Congleton Town Strategy, Development Strategy, Pre-Submission Core Strategy, <u>Housing Development Study</u> , <u>Spatial Distribution Update Report</u> , <u>Sustainability Appraisal</u> , <u>Habitats Regulations Assessment</u> , <u>Alignment of Economic, Employment and Housing Strategies</u> , <u>North Congleton Masterplan</u> .
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
--	---

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 ~~450~~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 complementary 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. This should include the retention of existing Public Rights of Way into a landscaped corridor to provide enhanced pedestrian connectivity.
- d. Contributions to education and health infrastructure.
- e. The provision of a network of open spaces for nature conservation and recreation. Development should retain and enhance areas of landscape quality / sensitivity.
- 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. Planning applications for all phases of development should be~~ The site should be developed comprehensively consistent with the allocation of uses set out in Figure 15.25 and the principles of the North Congleton Masterplan. 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 ~~willis expected to~~ provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- k. Future ~~masterplanning development~~ 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.
- n. Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC2 'Indoor and Outdoor Sports Facilities'
- o. Future development should provide an east to west greenway with pedestrian and cycle links across the site linking together proposed and existing leisure uses, local retail and other community facilities at this site with other sites to the north of Congleton.
- m-p. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

Justification

15.254a The Council's stated aims for the delivery of the sites to the north of Congleton are that they should be delivered on a comprehensive basis in line with the North Congleton Masterplan. The site cannot be comprehensively delivered without additional highways capacity provided by the proposed Congleton Link Road and as such the Council will seek to ensure appropriate contributions to the Congleton Link Road. The Council will be mindful of the costs of bringing the site forward in such circumstances and will consider alternative affordable housing provision where it is demonstrated through robust viability evidence that 30% affordable housing would render the development of the site unviable (in line with paragraph 7 of LPS policy SC5 (Affordable Homes) The Council's expectation is the site is delivered on a comprehensive basis in the form of outline planning application(s), in line with the North Congleton Masterplan, to secure appropriate contributions towards the delivery of the Congleton Link Road.

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.

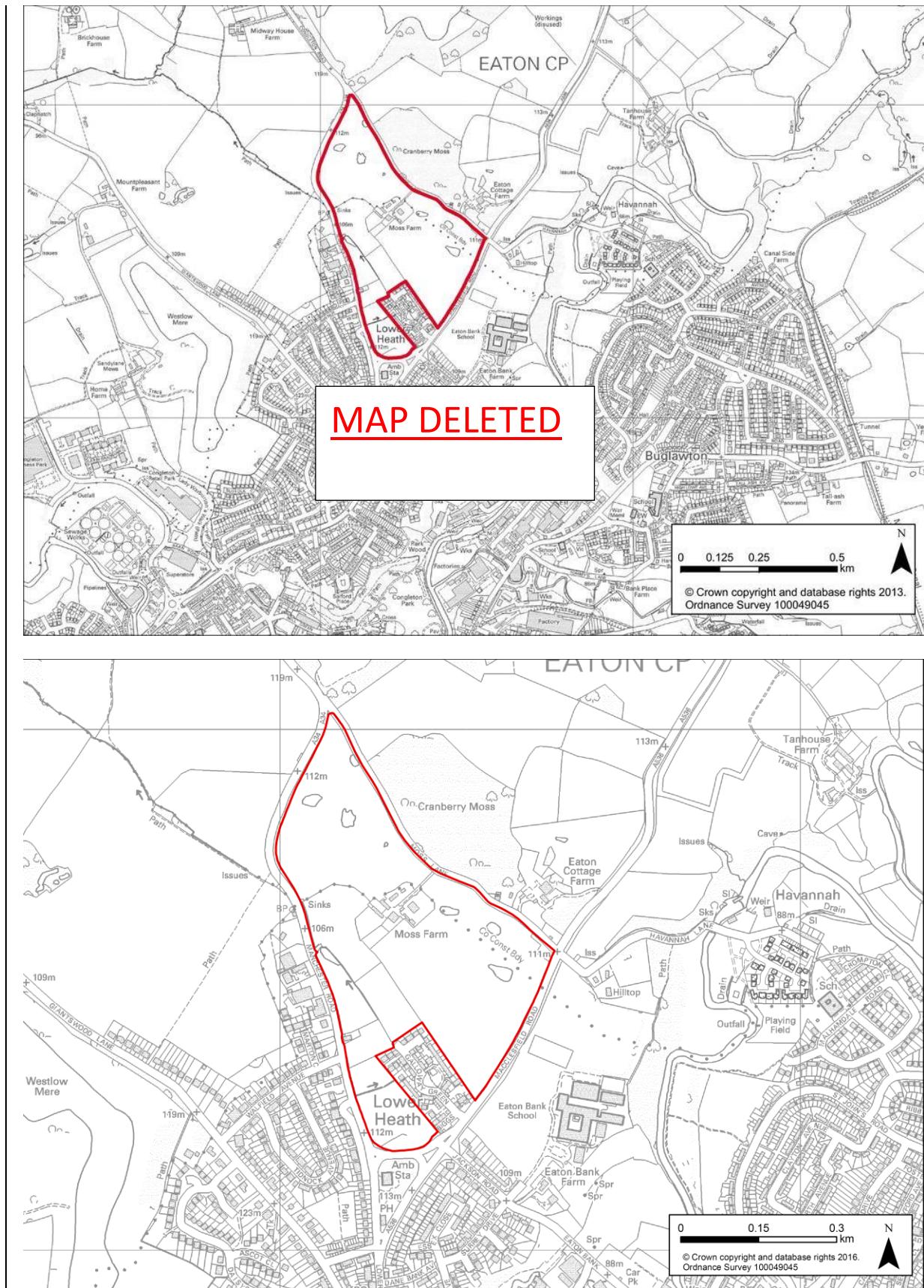


Figure 15.30 Manchester Road to Macclesfield Road Site

15.256 Future ~~master planning development~~ should include SUDs, where possible, to manage surface runoff and reduce the amount of surface water entering the combined network. This should include a surface water drainage strategy to consider measures such as attenuation ponds / detention basins and other measures. The provision of green and blue infrastructure ~~is~~ should be key to the future master planning of this site.

15.256a Future development should consider a movement strategy and the importance of a Green Infrastructure network across the site to improve and integrate networks and improve connectivity and safe direct access to the Town Centre and surrounding areas.

15.256b Average residential density should be 30 dwellings per hectare across the site. A varied density profile across the site may be necessary in response to site characteristics including visual sensitivity, topography, landform and the existing character of the site.

15.256c The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

Indicative Site Delivery

- ~~337 homes expected during the early part of the plan period (2015-2020)~~
- ~~213 homes expected during the middle part of the plan period (2020-2025)~~

Table 15.25 Policy Context: Manchester Road to Macclesfield Road Site

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	<u>Site Selection Methodology</u> , Strategic Housing Land Availability Assessment, Congleton Town Strategy, Development Strategy, Pre-Submission Core Strategy, <u>Housing Development Study, Spatial Distribution Update Report, Sustainability Appraisal, Habitats Regulations Assessment, Alignment of Economic, Employment and Housing Strategies, North Congleton Masterplan</u>
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

Site CS 47 Tall Ash Farm, Congleton.

The development of Tall Ash Farm over the Local Plan Strategy period will be achieved through:

1. The delivery of around 225 new homes
2. Provision of pedestrian and cycle links set in green infrastructure to new and existing employment, residential areas, shops, schools, health facilities the town centre.
3. Provision of an appropriate buffer zone to the eastern boundary of the site adjacent to the Macclesfield Canal and Ancient Woodland to the south of the site at Bath Vale Woods;

Site Specific Principles of Development

- a) Contributions towards the delivery of the Congleton link Road/ capacity improvements to A34;
- b) The Local Plan Strategy site will provide affordable housing in line with policy requirements set out in Policy SC5 (Affordable Homes);
- c) Contributions towards health and education provision;
- d) Contributions towards Macclesfield Canal Towpath improvements;
- e) Contributions towards Public Rights of Way and Public Realm improvements;
- f) Contributions towards improvement to 2 no. bus stops;
- g) Provision of electric vehicle infrastructure (charging points);
- h) A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made; suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- i) The provision of a Travel Plan in line with Policy CO4 of the Local Plan Strategy;
- j) 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.
- k) Development should integrate with the adjacent existing and proposed uses, particularly through sustainable transport, pedestrian and cycle links.
- l) A desk based archaeological assessment will be required for this site
- m) Protected species have been recorded on and near the site, additional ecological survey's and mitigation will be required on the site. New development will be expected to respect any existing ecological constraints on site and where necessary provide appropriate mitigation.
- n) Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC2 'Indoor and Outdoor Sports Facilities'.

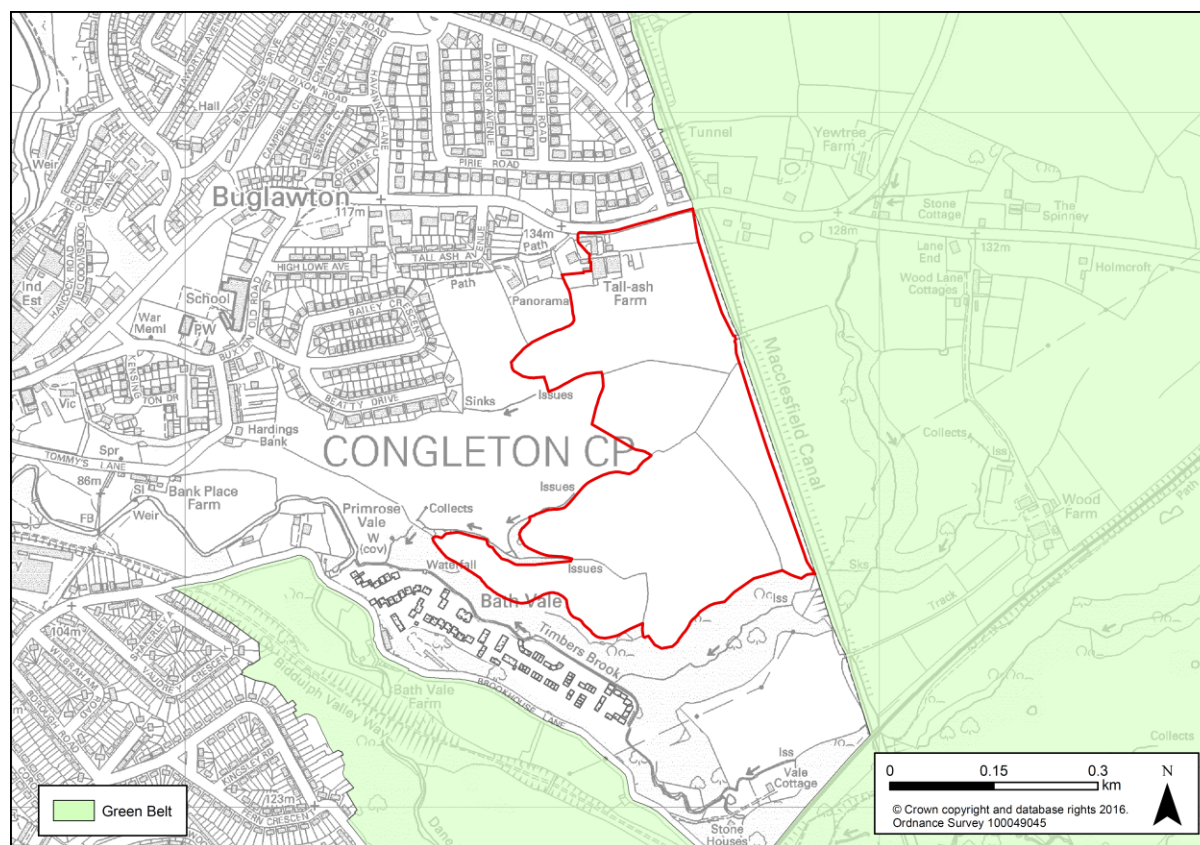


Figure 15.30a : Tall Ash Farm Site

Justification

15.256d The site has a resolution to grant outline planning permission (ref 15/2099C) for 236 dwellings (subject to a S.106 agreement) following Strategic Planning Board meeting of the 18th November 2015 – subsequent to the base date of this document on the 30th September 2015. A Heritage Impact Assessment has been prepared for this site, on the request of Historic England.

15.256e Protected species are known to be present on the site; it is important that appropriate habitat for protected species, if required, is retained/provided within the site.

15.256f It is important that appropriate buffering planting, along the boundaries of the site, is provided in such a way that a clear edge to the development is provided and that visual impacts are mitigated.

15.256g An archaeological assessment will be required, to ensure that there will not be an impact on undesignated heritage assets.

15.256h The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

Table 15.25a Policy Context: Tall Ash Farm, Congleton

<u>Policy Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 19, 30, 47, 50, 57, 69, 73, 75, 109, 112, 117</u>
<u>Local Evidence</u>	<u>Site Selection Methodology, Strategic Housing Land Availability Assessment, Congleton Town Strategy, Development Strategy, Pre-Submission Core Strategy, Housing Development Study, Spatial Distribution Update Report, Sustainability Appraisal, Habitats Regulations Assessment, Alignment of Economic, Employment and Housing Strategies, Heritage Impact Assessment</u>
<u>Strategic Priorities</u>	<u>Priority 2: To create sustainable communities</u> <u>Priority 3: Protecting and enhancing environmental quality</u> <u>Priority 4: Reduce the need to travel</u>
<u>SCS Priorities</u>	<u>Priority 1: Nurture Strong Communities</u> <u>Priority 3: Unlock the potential of our towns</u> <u>Priority 5: Ensure a sustainable future</u>

Site CS 48 North of Lamberts Lane, Congleton.

The development of North of Lamberts Lane over the Local Plan Strategy period will be achieved through:

1. The delivery of around 225 new homes
2. Provision of 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) The provision of a network of open space for nature conservation and recreation purposes.
- b) 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. This should include consider careful consideration of issues including building scale, mass and materiality to minimise any impact on St Peters Church (Grade I listed Building) and its setting and the Moody Street Conservation Area.
- c) Development should integrate with the adjacent existing and proposed uses, particularly through sustainable transport, pedestrian and cycle links to link new and existing residential areas, employment areas, shops, schools and health facilities.
- d) A desk based archaeological assessment will be required for this site
- e) Development should maintain and enhance Congleton Bridleway 4 and Bridleway 1 (Lamberts Lane) and improve pedestrian connectivity across the site set in green infrastructure and into the wider footpath network.

- f) Future Development should consider the use of SUDs to manage surface run off from the site.
- g) A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made; suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- h) The Local Plan Strategy site will provide affordable housing in line with policy requirements set out in Policy SC5 (Affordable Homes)
- i) The delivery of off-site highway measures including improvements to Albert Place / High Street / Lawton Street Junction
- j) The provision of electric vehicle infrastructure (charging points)
- k) The provision of 2 No. Quality Bus Stops on Canal Road
- l) The provision of a Travel Plan in line with Policy CO4 of the Local Plan Strategy
- m) The retention, where possible, of hedgerows and trees and the inclusion of appropriate planting and buffering along the boundaries of the site, to provide a clear edge to the development and reduce the visual impact of the development on the surrounding countryside.
- n) Protected species have been recorded on and near the site, additional ecological survey's and mitigation will be required on the site. New development will be expected to respect any existing ecological constraints on site and where necessary provide appropriate mitigation.
- o) A buffer zone (at least 5 metres wide) should be provided alongside any watercourse running through the site.
- p) Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC2 'Indoor and Outdoor Sports Facilities'.

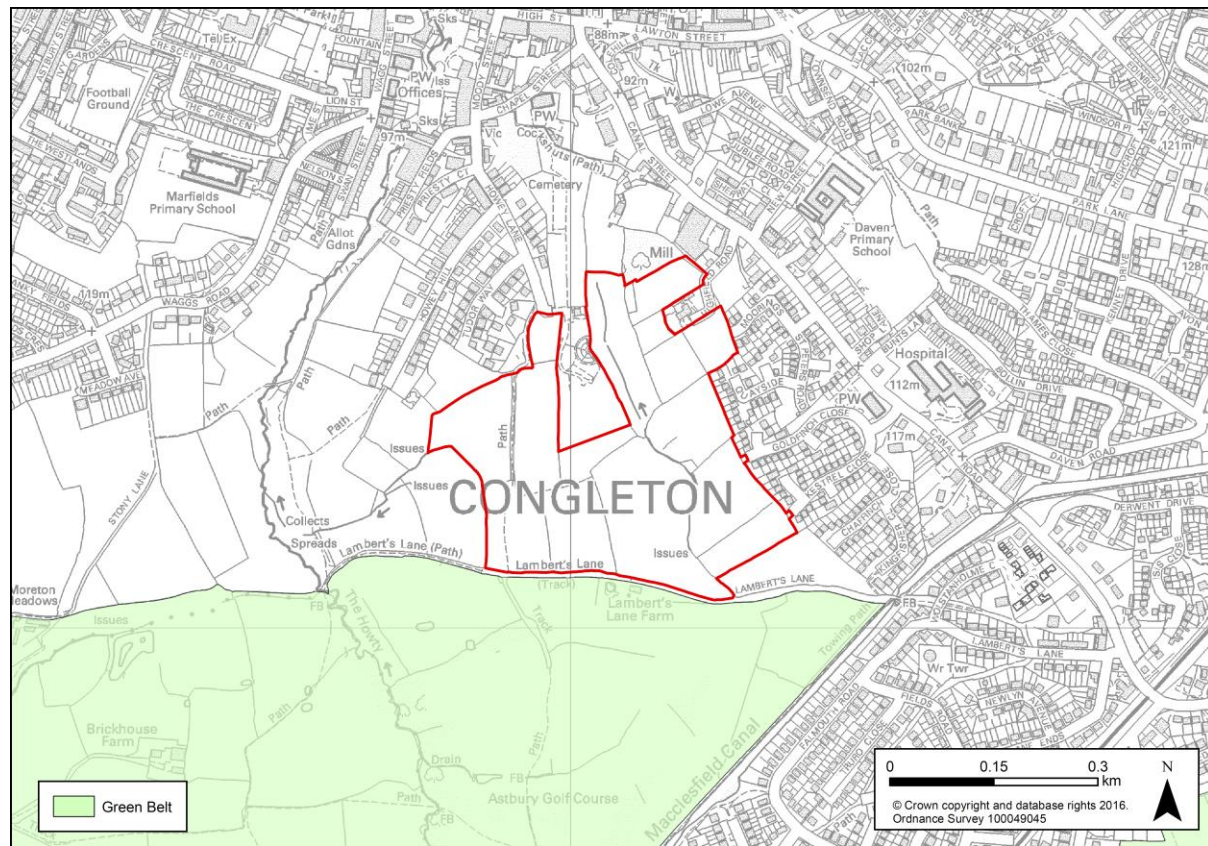


Figure 15.30b : Land North of Lamberts Lane site

Justification

15.256i The site has outline planning permission for 220 dwellings (planning reference 13/3517C) following the granting of planning permission at appeal on the 14th December 2015. This is after the base date of the Plan of the 30th September 2015. Planning application 13/3517C incorporates two sites;- at the Moorings for 38 dwellings (15/0505C) and 40 dwellings at Goldfinch Close (15/0001C) which now have reserved matters approval (for both applications).

15.256j A Heritage Impact Assessment has been prepared for this site, on the request of Historic England.

15.256k Protected species are known to be present on the site; it is important that appropriate habitat for protected species, if required, is retained/provided within the site.

15.256l It is important that appropriate buffering planting, along the boundaries of the site, is provided in such a way that a clear edge to the development is provided and that visual impacts are mitigated.

15.256m An archaeological assessment will be required, to ensure that there will not be an impact on undesignated heritage assets.

15.256n The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

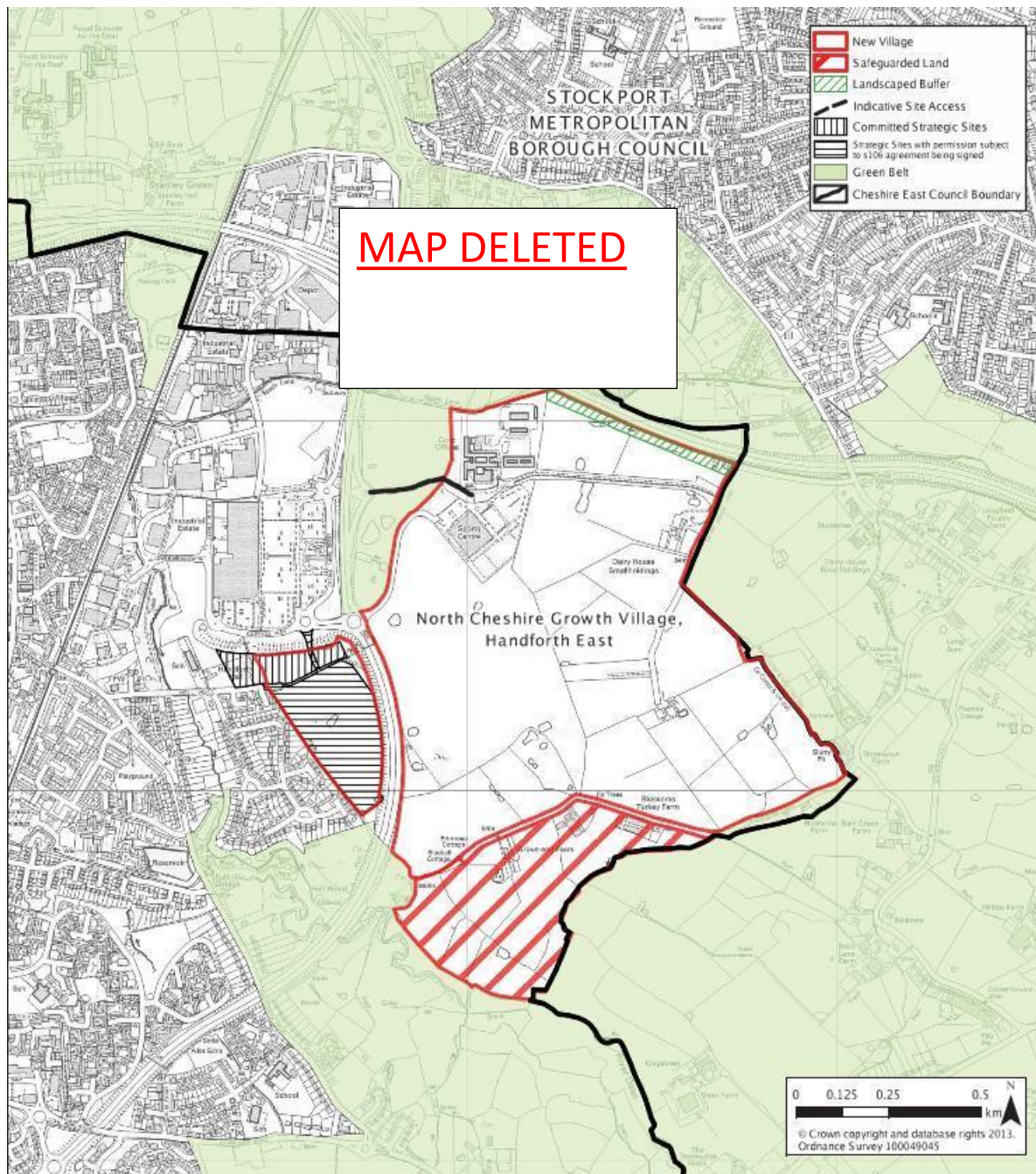
Table 15.25 Policy Context: North of Lamberts Lane, Congleton

<u>Policy Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 19, 30, 47, 50, 57, 69, 73, 75, 109, 112, 117</u>
<u>Local Evidence</u>	<u>Site Selection Methodology, Strategic Housing Land Availability Assessment, Congleton Town Strategy, Development Strategy, Pre-Submission Core Strategy, Housing Development Study, Spatial Distribution Update Report, Sustainability Appraisal, Habitats Regulations Assessment, Alignment of Economic, Employment and Housing Strategies, Heritage Impact Assessment</u>
<u>Strategic Priorities</u>	<u>Priority 2: To create sustainable communities</u> <u>Priority 3: Protecting and enhancing environmental quality</u> <u>Priority 4: Reduce the need to travel</u>
<u>SCS Priorities</u>	<u>Priority 1: Nurture Strong Communities</u> <u>Priority 3: Unlock the potential of our towns</u> <u>Priority 5: Ensure a sustainable future</u>

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. Figure 15.30b (below) identifies Local Plan Strategy sites in and around Handforth for growth in the future and has been identified within the ‘New Settlement’ Section.



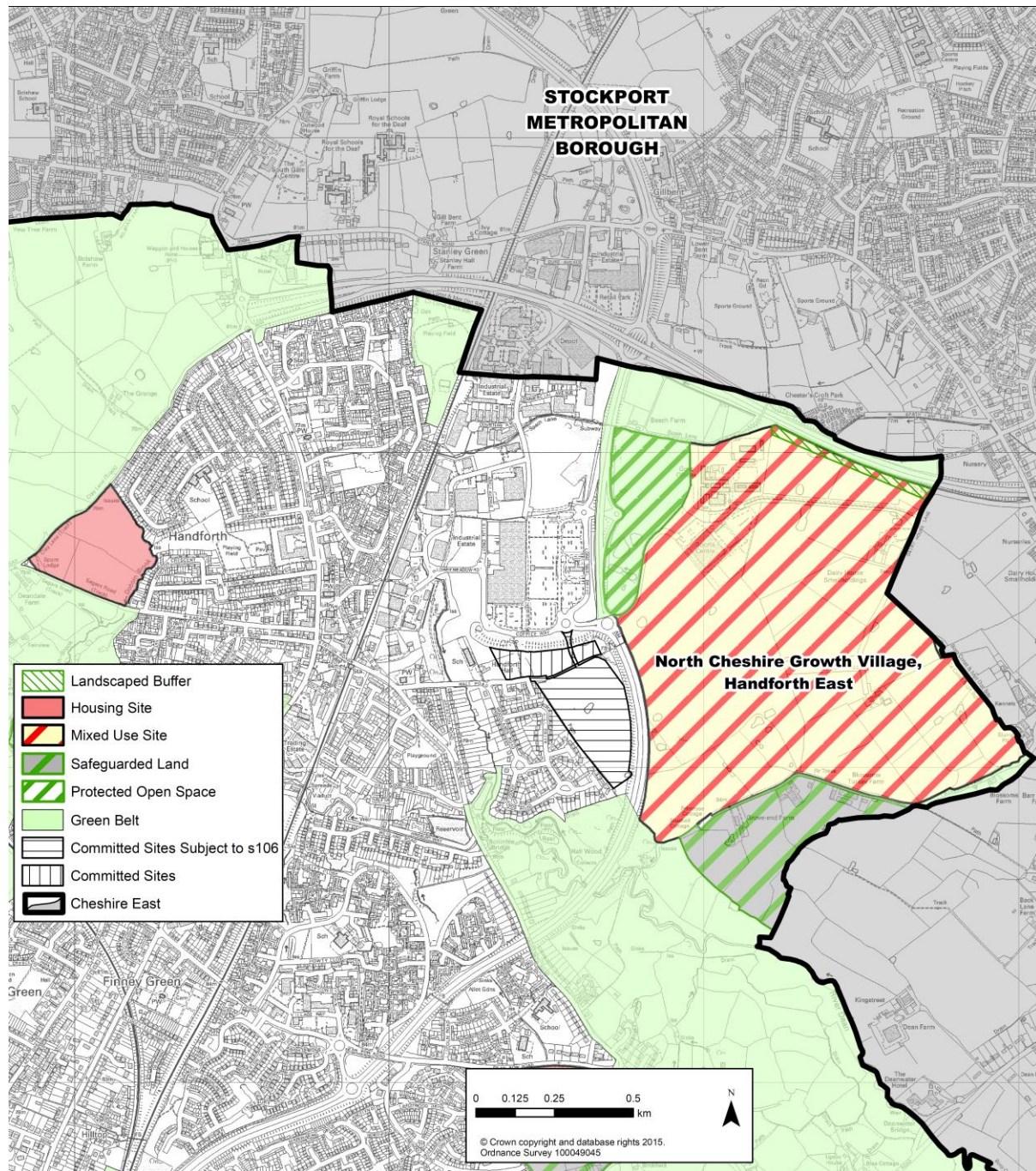


Figure 15.30b New Green Belt boundary at North Cheshire Growth Village Handforth Town Map

Site CS 30: North Cheshire Growth Village, Handforth East

15.258a The North Cheshire Growth Village presents an opportunity to deliver a new high quality, comprehensively masterplanned new settlement, embodying sustainable development principles and incorporating the highest quality of design to represent an exemplar sustainable community, contributing to the identified housing, employment and infrastructure needs of the Borough.

15.258b Situated at the northern edge of the Borough, on the eastern side 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, and is bordered to the south by open countryside, as well as being bordered to the west by residential, retail and industrial development.

15.258c The site is generally level in parts and gently undulating elsewhere. It 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.

15.258d Areas of the site are in current use (MOD offices and Total Fitness) and there are pockets of other built development across the site. A Grade II Listed Building, Dairy House Farm, is located within the site; footpaths and Public Rights of Way traverse the site.

15.258e In order to deliver an exemplar sustainable new settlement which delivers all the infrastructure and facilities required, a comprehensive masterplan for the entire site will be developed and supported by a North Cheshire Growth Village design guide. These documents will be produced in collaboration with stakeholders and following full consultation will be approved and adopted by the Council to guide development of the site.

15.258f 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 an agreed comprehensive masterplan and supported by a North Cheshire Growth Village design guide, including:

1. Phased provision of 1,650 new homes, including a full range of housing types and tenures;
2. Up to 12 hectares of employment land, primarily for B1 uses;
3. New mixed-use local centre(s) including:
 - I. Retail provision to meet local needs;
 - II. Local health facilities where appropriate, or contributions to local health infrastructure;
 - III. Public house / take away / restaurant;
 - IV. Sports and leisure facilities;
 - V. Community centre and other community uses;
 - VI. Children's day nursery;
 - VII. Extra care housing; and
 - VIII. Hotel.

Additional uses or alternatives to those specified will be considered where it can be demonstrated that the local centre will still provide a vital and vibrant centre for the new community;

4. New two form entry primary school and provision of or contributions to secondary school provision to meet projected needs from the. Proposals should consider the potential to include a secondary school on site;
5. The incorporation of Green Infrastructure including:
 - I. Green corridors
 - II. country-park style open spaces
 - III. Public open space including formal sports pitches.
 - IV. Allotments and / or community orchard
6. The provision of or appropriate contributions towards the infrastructure and facilities required to support the development, including 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. Development must be in accordance with an approved and agreed comprehensive masterplan and North Cheshire Growth Village design guide.
- b) A delivery plan will be required showing the phasing of development and timing of provision of the local centre and other community facilities and infrastructure. Supporting facilities and infrastructure must be delivered as early as is feasible to emphasise the new settlement's sustainable credentials in its early years.
- c) All new dwellings should aim to achieve a 'Built for Life' accreditation (or equivalent under a comparable successor scheme) and where possible, dwellings should aim to achieve a 'Built for Life Outstanding' accreditation (or equivalent under a comparable successor scheme).
- d) The provision of apartments above the retail and other facilities in the local centre(s) should be made and should be included in development proposals where feasible and viable.
- e) Features of amenity value including mature trees, hedgerows and ponds must be retained where possible.
- f) Development proposals should take advantage of the existing topography and vegetation on site where possible in order to minimise visual impacts on the surrounding landscape. Significant planting and landscaping buffers must be provided at the eastern boundary to define a readily recognisable, defensible and permanent new boundary to the Green Belt.
- g) Existing Public Rights of Way should be retained and appropriate pedestrian and cycle 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 and district centre.
- h) Improvements must be made to other public transport provision, including where possible direct access to bus services to Handforth district centre and beyond.
- i) Allow for appropriate highway impact mitigation measures to the A34 and A555 corridors.
- j) Site access is primarily to be taken from A34/ Coppice Way roundabout and A34 / Handforth Dean Retail Park 'dumbell' junction. Both of these junctions are to be upgraded as part of the development. Consideration should be given to provision of an additional access point from the A555.

- k) 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. The Green corridors should be designed to support the preservation and enhancement of biodiversity on the site.
- l) A desk based archaeological assessment will be required to determine if any future evaluation or mitigation will be needed.
- m) Development must facilitate the preservation and refurbishment of the Grade II listed Dairy House Farm.
- n) Residential and other sensitive land uses should be located away from main noise and pollution sources and mitigation measures should be incorporated where appropriate.
- o) Any development that would prejudice the future comprehensive development of the adjacent safeguarded land will not be permitted (Site reference CS 34).
- p) The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- q) A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- r) Provision of a management plan to govern the long term use, maintenance and management of community facilities, public open space and public realm.

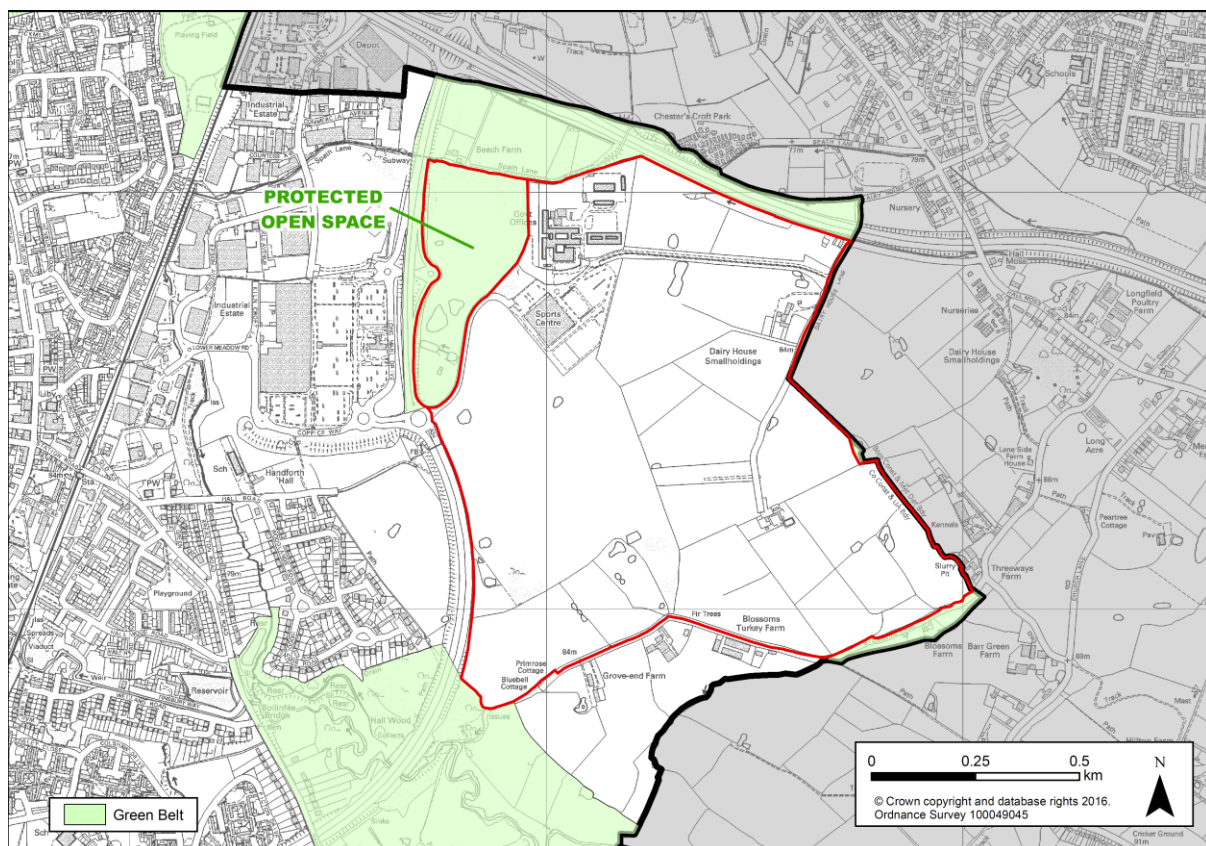


Figure 15.30c: North Cheshire Growth Village Site

Justification

15.258g 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.

15.258h 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.

15.258i 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.

15.258j 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.

15.258k The proposed commercial centre is intended to be 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 is intended to 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. The precise locations of uses will be determined through the comprehensive masterplan. The two form entry primary school provision will be located on site. The secondary school provision to meet projected needs from the site is predicted to be equivalent to 11.5 classrooms and proposals should consider whether a new secondary school can also be accommodated on site.

15.258l The site access strategy has been informed by use of the highway model developed for the A6MARR scheme and the primary site access will be from an upgraded A34/Coppice Way roundabout and an upgraded A34/Handforth Dean Retail Park ‘dumbbell’ junction. Proposals should investigate the possibility of including a complimentary access point from the A555 which would provide increased permeability through the site and deliver wider network benefits in terms of providing an additional connection between the A555 and A34.

15.258m Given the site’s proximity to Handforth, Cheadle Hulme, Bramhall and surrounding settlements, the townscape and vernacular should be considered to inform the character of the development. 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.

15.258n 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 for potential future development adjacent to the site (Site Reference CS34).

15.258o 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.

15.258p To make sure that the North Cheshire Growth Village continues as an exemplar sustainable community in the long term, future management, maintenance and ownership will be addressed from the outset to include a local management organisation comprising representatives of the new community and local authority to allow locally-based long term ownership and management of facilities in perpetuity.

15.258q Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC2 ' Indoor and Outdoor Sports Facilities.

15.258r The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

Table 15.25c Policy Context: North Cheshire Growth Village

<u>Policy Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 18, 29, 38, 47, 50, 52, 56, 57, 58, 69, 70, 72, 74, 75, 83, 85, 100, 109, 112, 117, 126</u>
<u>Local Evidence</u>	<u>Site Selection Report; Strategic Housing Land Availability Assessment; Development Strategy; Handforth Town Strategy; Green Belt Assessment Update, Employment Land Review ; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Cheshire East Housing Development Study; Cheshire East Greenspace Strategy; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment</u>
<u>Strategic Priorities</u>	<u>Priority 1: Promoting economic prosperity</u> <u>Priority 2: To create sustainable communities</u> <u>Priority 3: Protecting and enhancing environmental quality</u> <u>Priority 4: To reduce the need to travel</u>
<u>SCS</u>	<u>Priority 1: Nurture strong communities</u> <u>Priority 2: Create conditions for business growth</u>

Priorities	<p>Priority 3: Unlock the potential of our towns</p> <p>Priority 5: Ensure a sustainable future</p>
------------	---

Site CS49: Land Between Clay Lane and Sagars Road, Handforth

15.258s The land between Clay Lane and Sagars Road presents an opportunity to deliver a high quality, sustainable residential development to contribute to the identified housing requirement for Handforth.

15.258t The site is located to the west of Handforth, bound by Clay Lane (track) to the west, and Sagars Road (track) to the south. Whilst there is open countryside to the west and south, the site adjoins residential development to the north and east. The site is generally flat.

15.258u There are a number of mature trees within and around the site, and the site is separated from the adjoining housing areas by Dobbin Brook. At present, the site is not publicly-accessible and has no footpaths running through the site, although there are tracks to the west and south accessible to the public.

15.258v Allocation of this site will require an adjustment to the Green Belt boundary.

Site CS49

Land Between Clay Lane and Sagars Road

The development of the land between Clay Lane and Sagars Road over the Local Plan Strategy period will be achieved through:

- 1.** The delivery of around 250 dwellings;
- 2.** Provision of a direct cycle and pedestrian link from the site to the west to improve connectivity. A link to the open space to the east should also be provided as part of any development.
- 3.** Retention of trees and woodlands on the edges of the site, with new planting to re-enforce important landscape features and to properly define a new Green Belt boundary.

Site Specific Principles of Development

- a)** The development must be 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 particularly on the perimeter of the site;
- c)** Creation of a new vehicular access to site of sufficient capacity to accommodate the proposed development.
- d)** Improve the connectivity and accessibility into and out of the site to Handforth town centre and the wider local area with the provision of cycle paths and pedestrian linkages;
- e)** Provision should be made for public open space, possibly utilising Dobbin Brook as a focus for green infrastructure. Any new development will be expected to make contributions to playing fields and children's play facilities where these 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 health and education 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).
- i) A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

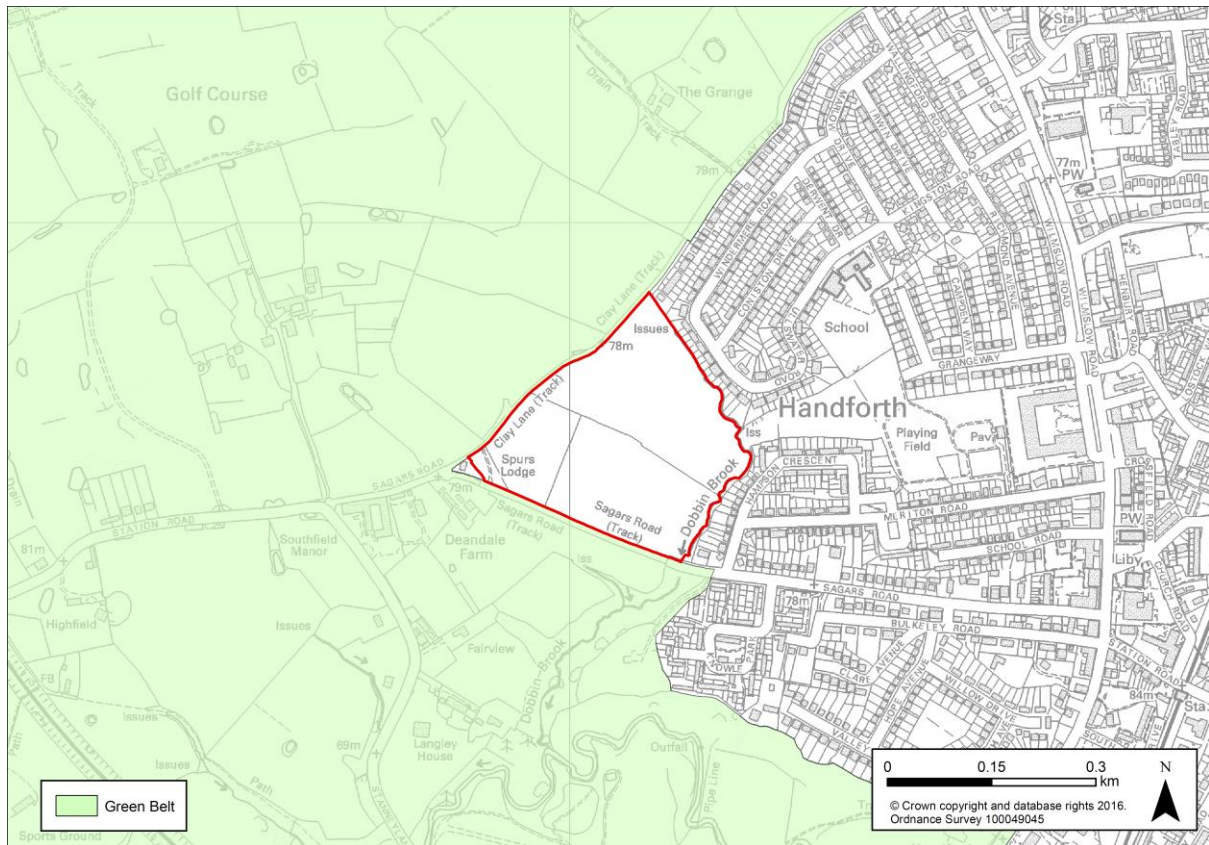


Figure 15.30d: Land Between Clay Lane and Sagars Road

Justification

15.258w The site offers excellent opportunities for a sustainably residential development which will contribute to meeting Handforth's housing requirements.

15.258x The site is reasonably well located to Handforth, with bus routes nearby and is within walking distance to Handforth railway station and shopping centre. There is the opportunity for linkage to and improvement of adjoining rights of way for pedestrians and cyclists.

15.258y With a quality design, the development of the site could respect the character and distinctiveness of the locality with quality design. Green links could be created, improving local connectivity and benefitting new residents as well as the wider area.

15.258z The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

Table 15.25d Policy Context: Land Between Clay Lane and Sagars Road

Policy Context	
National Policy	NPPF (principally paragraphs): 38, 41, 47, 50, 52, 56, 69, 83, 85, 100, 109, 112, 117, 126, 132 & 137
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment, Green Belt Assessment Update; Cheshire East Housing Development Study; Spatial Distribution Update Report; Draft Handforth Town Strategy; Development Strategy; Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment; Heritage Impact Assessment.
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

Safeguarded Land

15.258z1 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'.

15.258z2 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.

Justification

15.258ad Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.

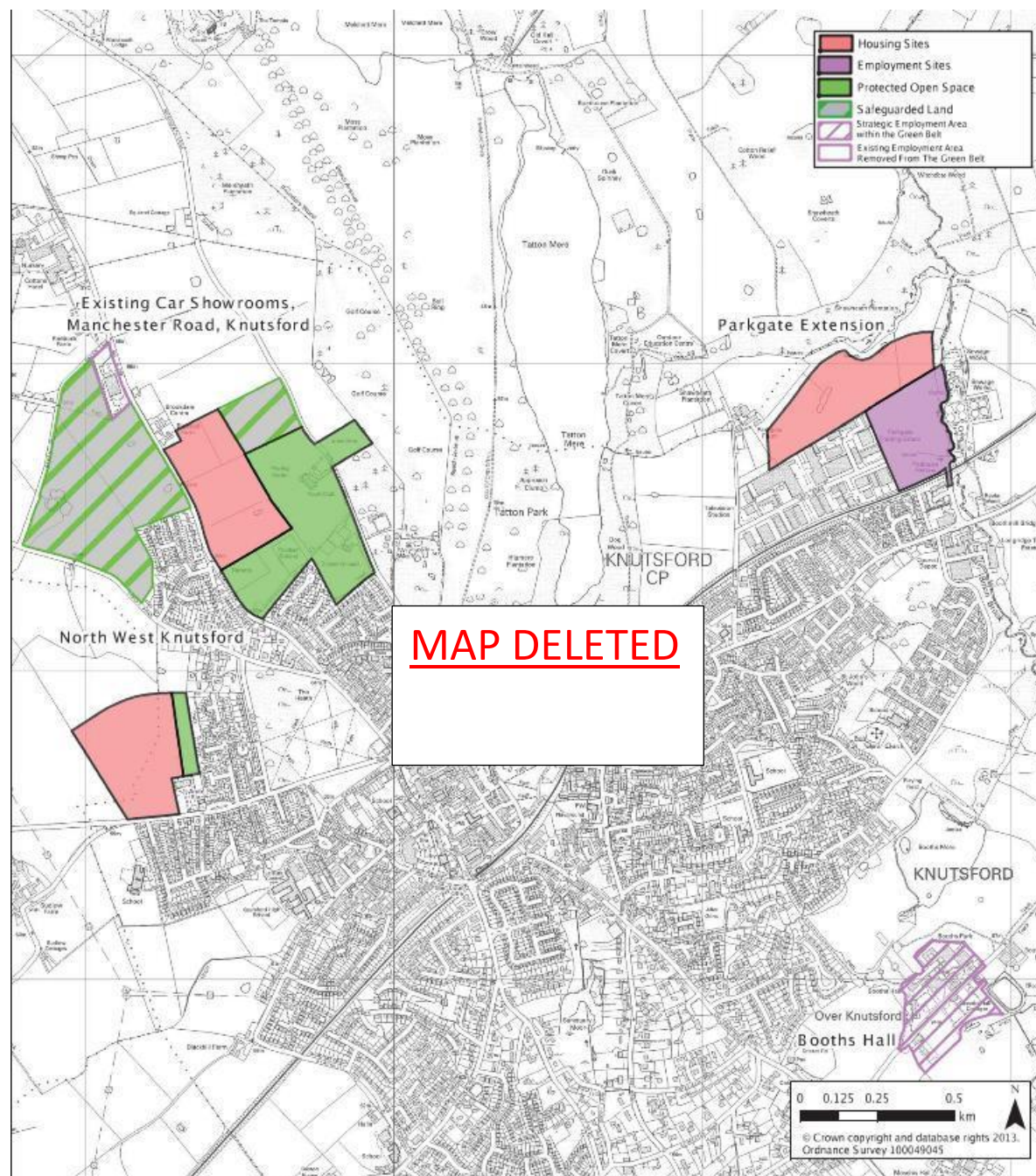
15.258ae A future phase of development at the North Cheshire growth village offers the opportunity to further enhance the sustainability and vitality of the new settlement.

Table 15.25e Policy Context: North Cheshire Growth Village Safeguarded Land

<u>Policy Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91</u>
<u>Local Evidence</u>	<u>Site Selection Report, Development Strategy, Draft Handforth Town Strategy, Strategic Housing Land Availability Assessment, Green Belt Assessment Update, Local Plan Strategy Submission Version, Sustainability Appraisal, Habitats Regulations Assessment.</u>
<u>Strategic Priorities</u>	<u>Priority 1: Promoting economic prosperity</u> <u>Priority 2: To create sustainable communities</u> <u>Priority 3: Environmental quality should be protected and enhanced</u>
<u>SCS Priorities</u>	<u>Priority 1: Nurturing strong communities</u> <u>Priority 2: Creating conditions for business growth</u> <u>Priority 5: Ensuring a sustainable future</u> <u>Priority 7: Driving out the causes of poor health</u>

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.



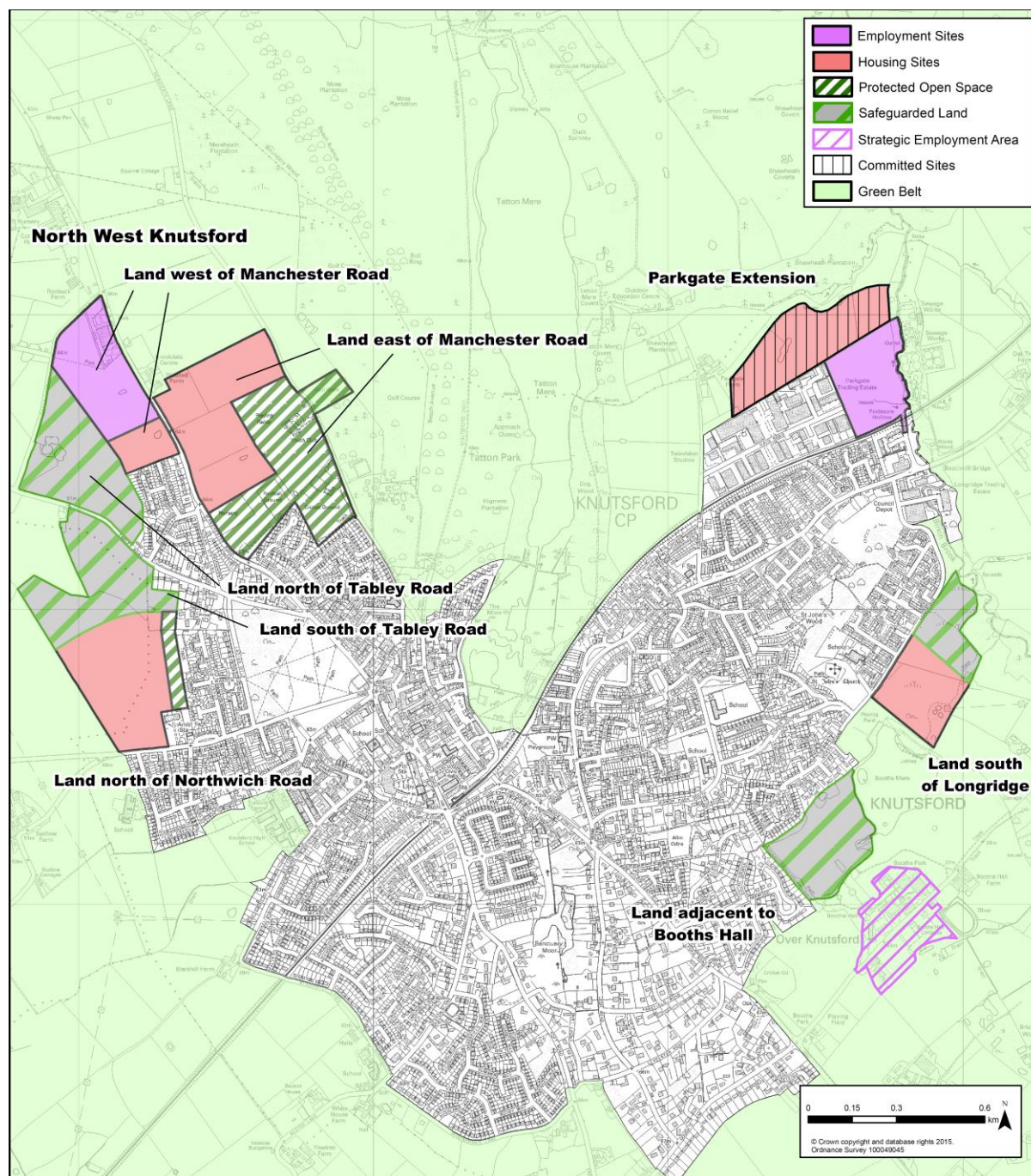


Figure 15.31 Knutsford Town Map

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.~~
North West Knutsford consists of 3 sites which, together, comprise areas of open countryside adjacent to, playing fields, public rights of way, allotments and fishing ponds, limited areas of employment and a number of listed buildings. The sites are adjacent to existing residential development on the North West edge of Knutsford. They present an 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 links to the settlements to the south and east of the sites.

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 3500 new homes and 7.5 hectares of employment within the following sites:
 - CS18 (A) Land North of Northwich Road (175 dwellings);
 - CS18 (B) Land West of Manchester Road (75 dwellings and 7.5 hectares of employment land); and
 - ~~1.~~• CS18 (C) Land East of Manchester Road 250 dwellings;
2. Appropriate retail provision to meet local needs;
 - ~~i. Provision of:~~Appropriate contributions towards education facilities
 - ~~3.~~ii. Appropriate provision of sports and leisure facilities and open space
 - ~~i. new primary school; and~~
 - ~~ii. Sports and leisure facilities and open space~~
- ~~4.~~3. Incorporation of Green Infrastructure, including:
 - i. Allotments; and
 - ii. Community orchard or community gardens; and
4. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities;

~~5.~~ **15.264a** The existing sports grounds situated between Mereheath Lane and Manchester Road to the south of CS18(C) are removed from the Green Belt. These are identified as Protected Open Space within CS18 as shown on Figure 15.32 and will be retained in their entirety as such, and enhanced if possible. The existing allotment gardens to the east of Mereheath Lane remain in the green belt as protected open space.

Site Specific Principles of Development

~~b.~~ a. Retention of existing fishery.

~~c.~~ b. Protection and enhancement of the setting of Tatton Park.

c. The sites will deliver housing which will contribute to the local character of Knutsford through the use of appropriate density, architecture, style, form and materials and reference to CEC most up to date Design Guidance.

~~d.~~ c. (a). a mix of housing types, sizes and tenures to comply with Policy SC4

~~e.~~ 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.
Development adjacent to the Toll House on Northwich Road must be set back from the road by a buffer zone of mature planting to mitigate the visual impact of development of on the Toll House.

~~f.~~ e. Proposals will be expected to undertake a landscape Character Assessment to guide the scale and massing of new development.

~~g.~~ f. Provide a comprehensive landscaping scheme, which retains existing mature trees and hedgerows, where possible, or provide appropriate mitigation.

~~h.~~ g. Retention and enhancement of existing sports and allotments facilities. Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC2 'Indoor and Outdoor Sports Facilities'.

~~i.~~ h. Provision of additional community facilities.

~~j.~~ i. Contributions to health infrastructure.

~~k.~~ j. Improve the connectivity and accessibility into and out of the sites to the town centre and wider local area with the provision of or contribution to cycle paths and pedestrian linkages.

~~l.~~ k. Creation of a network of green infrastructure and accommodation of SuDS requirements.

~~m.~~ l. Provision of high quality landscaping to enhance ecological features.

~~n.~~ m. Provision of new woodland belts within the sites and to create site boundaries.

~~o.~~ 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.

Provision within the site or contributions to a principal access road from Northwich Road to Manchester Road to ensure connectivity within the north west Knutsford sites.

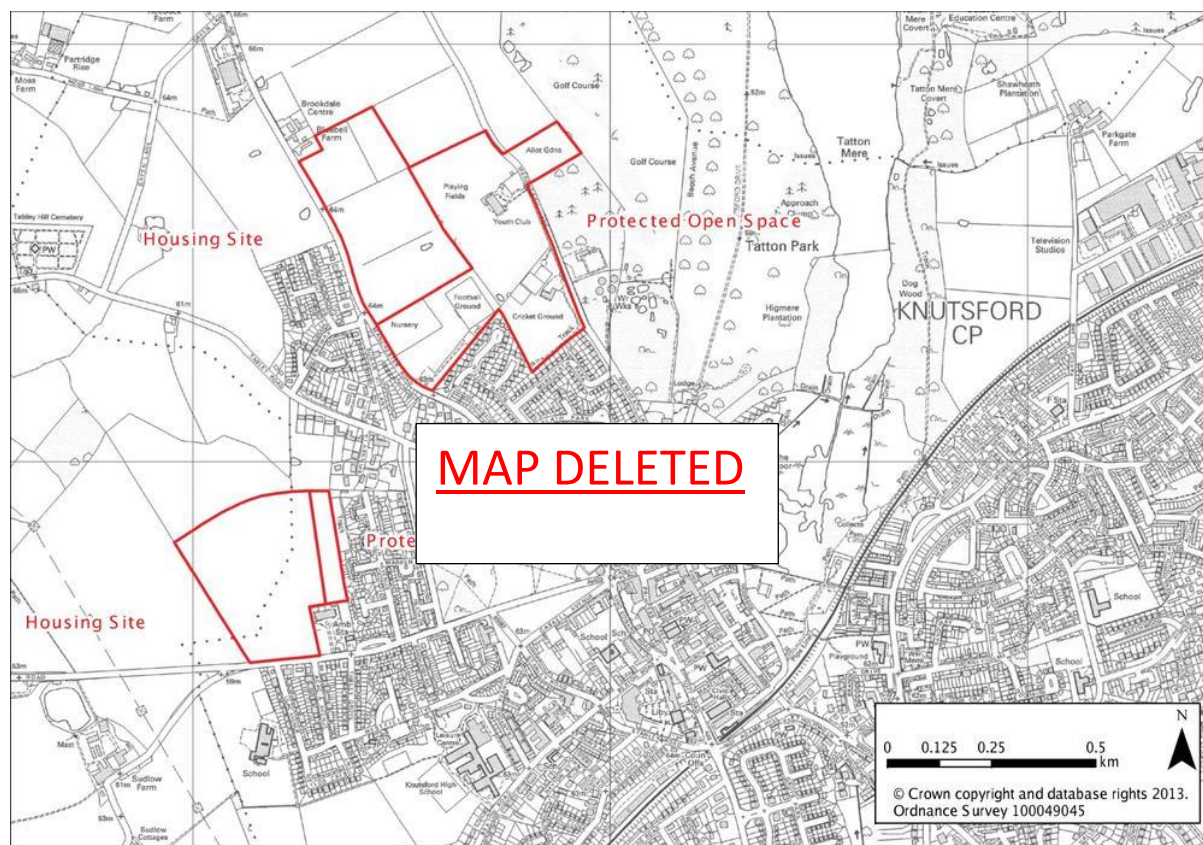
~~p.o.~~ An archaeological pre-determination evaluation will be required for this site in addition to a desk based archaeological assessment.

~~q.p.~~ Any development that would prejudice the future comprehensive development of the adjacent safeguarded land will not be permitted (Site reference CS 33/CS 53).

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).

r. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

r.s. The site will be developed only where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 1 Ramsar, Rostherne Mere Ramsar and Tatton Mere SSSI particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of sites.



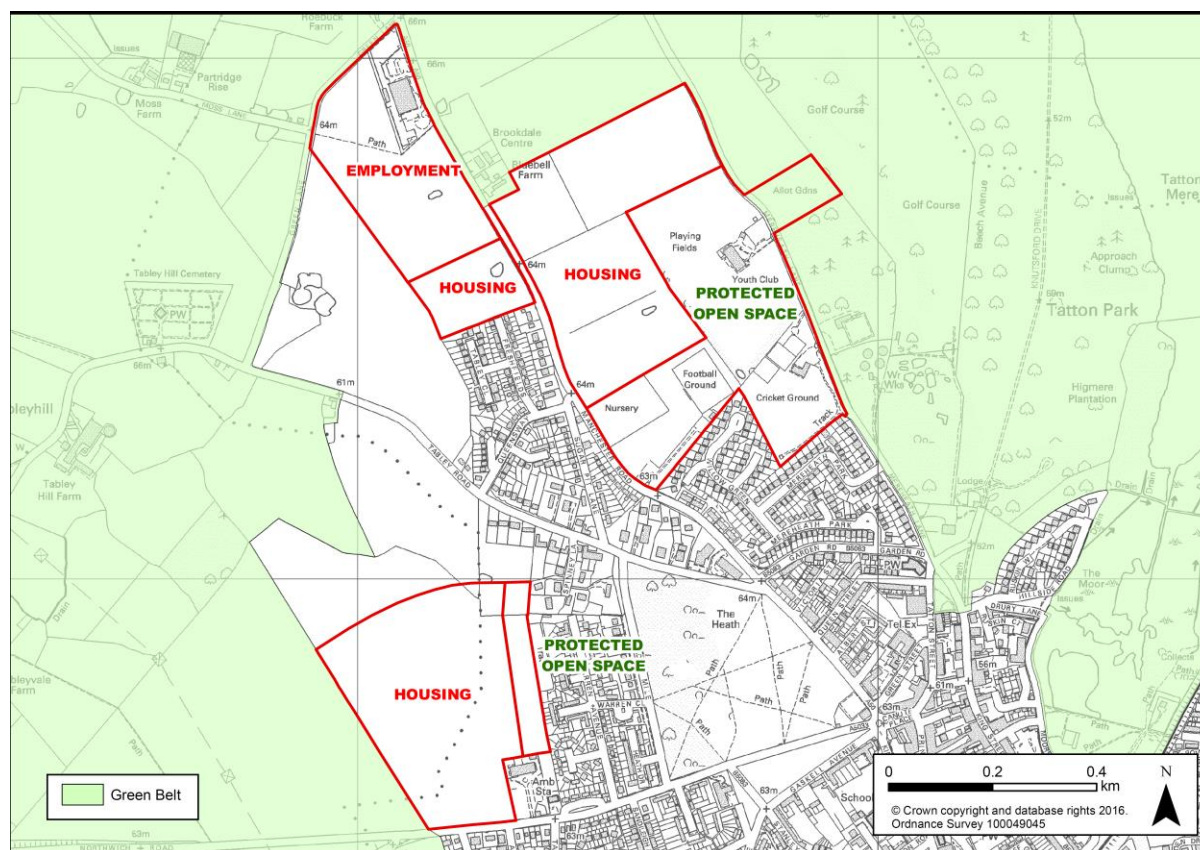


Figure 15.32 North West Knutsford Site

Justification

15.265 North West Knutsford is a Green Belt areaisite largely made up of agricultural land, which directly adjoins residential areas. Surrounding uses are both residential and commercial and therefore this areaisite presents its self as an ideal opportunity for a high quality, residential lead sustainable development, which will offer a contribution to housing, employment and community requirements for a Key Service Centre.

15.266 The topography of this areaisite 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 strategic sites 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 ~~Vehicular and Pedestrian permeability~~ as well as ~~and~~ cycle linkages between the site, town centre and wider community facilities should be enhanced or ~~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 s are ~~is~~ sustainable.

15.273 ~~It is largely anticipated that d~~Development of the ~~ese~~ s sites 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. Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC2 'Indoor and Outdoor Sports Facilities'. 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 the ~~is~~ s sites 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).

15.276a The Council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site (consisting of either a Special Area of Conservation, Special Protection Areas and / or Ramsar site):

- Impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site
- Impact on water resources
- Impact on water chemistry

- Impacts on nutrient status
- Risks from pollution during construction (e.g., spillages or minor pollution incidents and the storage of oils and fuels)
- Risks from misconnections, misuse of garden chemicals
- Impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- Impacts from dust generated during the construction work
- Impact of increased foot traffic on the sensitive fen meadow vegetation

15.276b The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

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)~~

Table 15.26 Policy Context: North West Knutsford Sites

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	<u>Site Selection Report</u> , Strategic Housing Land Availability Assessment, <u>Cheshire East Housing Development Study</u> , Employment Land Review, <u>Updated</u> Green Belt Assessment, Draft Knutsford Town Strategy, Development Strategy, Pre-Submission Core Strategy, <u>LPS Submission Version</u> , <u>HIA Site Selection Methodology Sustainability Appraisal</u> ; <u>Habitats Regulations Assessment</u>
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

Site CS 19: Parkgate Extension, Knutsford

15.277 Parkgate Extension is a site of approximately ~~44~~17 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 with the provision of suitable vehicular access ;
3. Incorporation of Green Infrastructure;
3. a. Implementation of a landscaping scheme, including SUDs and boundary treatments, ecological mitigation and pond treatment required to detract large water birds
4. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities including a permanent diversion route of public footpath (Knutsford FP11) and least three 20 metre wide links between the housing area and the woodland buffer; and
5. An approximate 50 meter acoustic buffer /bund /fence for noise mitigation between the proposed housing and the industrial estate and employment . allocation.
6. Dwellings within mapped areas of Noise Mitigation will require mitigation to outdoor amenity space.
- 5.7. Appropriate contributions towards education facilities.

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 enhance and secure 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 a satisfactory road ~~improved~~ access to the site, ~~over or under the railway line~~.
- h. Contributions towards highway infrastructure such as the Brook Street/Hollow Lane, Adams Hill/A50 junction improvements and Mobberley Road and Parkgate Lane junction.
- i. Contributions to education and health infrastructure.
- j. Provision of green infrastructure to include open space and woodland buffers.
- k. Archaeological mitigation will be required in accordance with the completed desk-based assessment.
- l. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- m. Housing which incorporates noise mitigations measures such as acoustic glazing and mechanical ventilation and heat recovery systems.
- n. The site will be developed only where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 1 Ramsar and Tatton Mere SSSI particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of sites.
- m.o. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

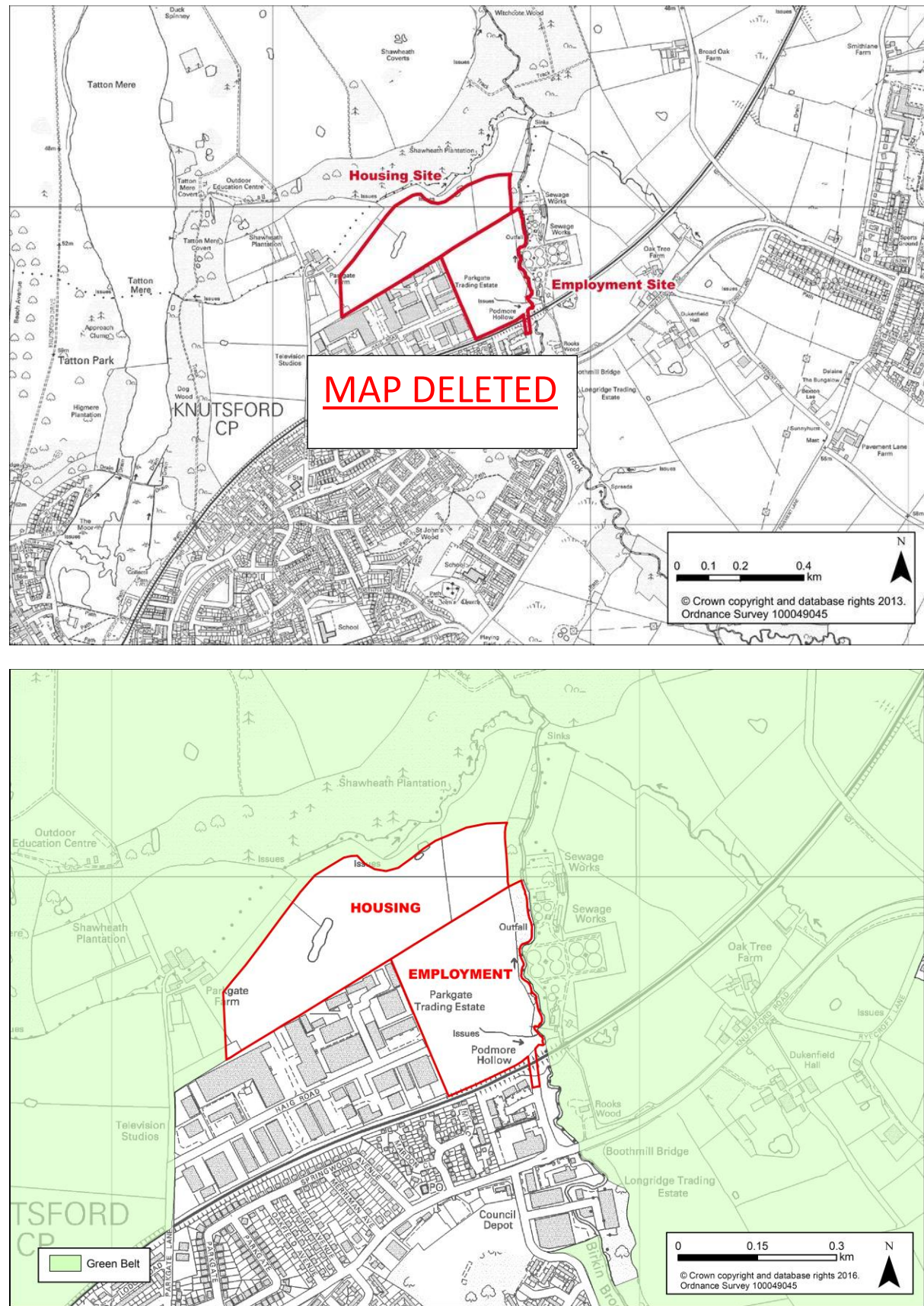


Figure 15.33 Parkgate Extension Site

Justification

15.279 The land at Parkgate forms a ~~natural~~ logical extension to an existing residential and employment area located adjacent to the settlement boundary north of Knutsford.

15.280 This whole site is outside the Green Belt having been allocated within the Macclesfield Borough Local Plan 2004 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 and non Green Belt designation, 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 ~~will is likely to~~ be required together with 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).

15.287a The Council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site (consisting of either a Special Area of Conservation, Special Protection Areas and / or Ramsar site):

- Impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site
- Impact on water resources
- Impact on water chemistry
- Impacts on nutrient status
- Risks from pollution during construction (e.g., spillages or minor pollution incidents and the storage of oils and fuels)
- Risks from misconnections, misuse of garden chemicals
- Impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- Impacts from dust generated during the construction work
- Impact of increased foot traffic on the sensitive fen meadow vegetation

15.287b Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities.

15.287c The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation

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- will be delivered during the middle part of the Plan period 2020-2025 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.

Table 15.27 Policy Context: Parkgate Extension Site

Policy Context	
National Policy	NPPF (principally paragraphs): 19, 30, 50, 56, 64, 75, 85, 95, 100, 103, 109, 112, 117, <u>186, 187</u>
Local	<u>Site Selection Report, Strategic Housing Land Availability Assessment, Cheshire East Housing Development Study Employment Land Review, Green Belt Assessment</u>

Evidence	<u>Updated Green Belt Assessment Draft Knutsford Town Strategy, Development Strategy, Pre-Submission Core Strategy LPS Submission Version, SA, HRA, HIA Strategic Housing Land Availability Assessment, Employment Land Review, Cheshire East Strategic Flood Risk Assessment, Draft Knutsford Town Strategy, Development Strategy, Pre-Submission Core Strategy</u>
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

Site CS50 Land south of Longridge (Allocation)

15.287c Land south of Longridge site presents an opportunity to deliver a high quality, sustainable residential development to contribute to the identified housing requirement for Knutsford.

15.287d The site is located to the south eastern side of Knutsford, south of Longridge, a road forming the current boundary of the residential development. The site is directly adjacent to an existing residential area.

15.287e The site is generally flat and open but with some matures trees to the perimeter. It is made up of a series of areas of uncultivated scrub land, currently used as informal open space, although in private ownership.

15.287f In addition to this area (CS50) allocated for housing, the remaining area immediately south of Longridge, to the north east of the site,is designated for safeguarding for potential future development needs beyond the Plan period. This is covered by Safeguarded policy CS51.

15.287f1 The site will be developed only where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 1 Ramsar (Tatton Mere and The Mere SSSI) particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of these sites.

CS50 Land south of Longridge

The development of Land South of Longridge over the Local Plan Strategy period will be achieved through:

1. The provision of 150 dwellings
2. Provision for public open space within the site, as well as improving pedestrian and cycle linkages

3. Provision of a landscape buffer adjacent to Booths Mere

Site Specific Principles

- a) The development must provide for a mixture of housing types, sizes and tenures dwellings including provision of affordable housing in line with the policy requirements set out in Policy SC 5 (Affordable Homes).
- b) Provision should be made for formal recreation space including children's play facilities and informal public open space within the site, supplementing existing green infrastructure.
- c) New development will be expected to respect any existing ecological constraints on site and where necessary provide appropriate mitigation particularly with respect the setting of Booths Mere
- d) Contributions to education facilities
- e) Provision of pedestrian and cycle links and retention of existing Public Rights of Way
Provision of green corridors around existing natural features plus links to the wider footpath network.
- f) Contributions towards highway infrastructure improvements
- g) Reinforcing but sensitive boundary treatment to ensure an enduring Green Belt Boundary.
This will include the retention and enhancement of the existing woodland belt to the south east of the site.
- h) A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made; suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- i) Any development that would prejudice the potential for future development of the adjacent safeguarded land (Site ref CS51) will not be permitted

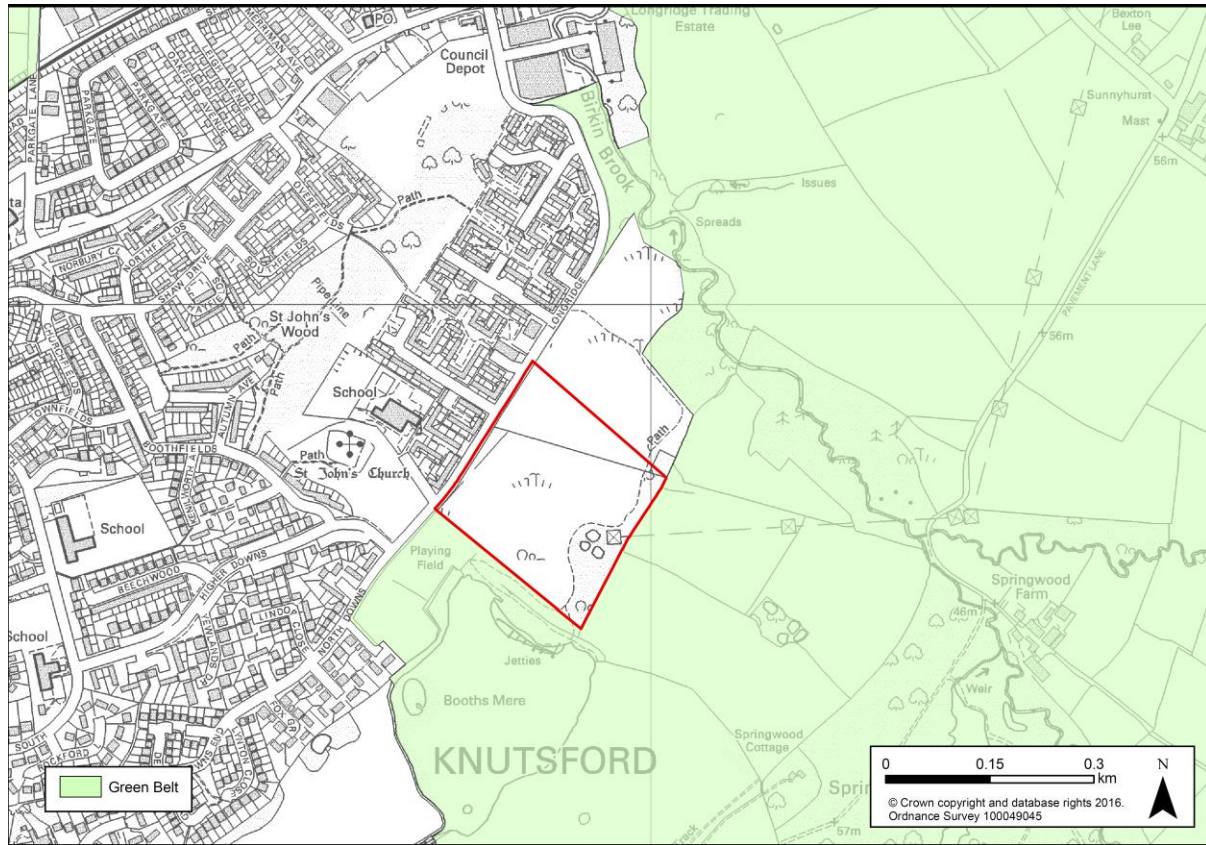


Figure 15.33a Land south of Longridge

Justification

15.287g The site offers an excellent opportunity for a sustainable residential development which will contribute to meeting Knutsford's housing requirements.

15.287h Investment into this part of Knutsford could enable further regeneration to the adjacent Longridge Estate and potential wider transport infrastructure improvements

15.287i The site is in an accessible location, within walking distance of a wide range of services and amenities with good public transport links with bus stops opposite the site.

15.287j The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation

15.287k The Council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site(s):

- impact on natural hydrological function, pathways, groundwater and surface water
- impact on recharge to groundwater and consequent impact on site
- impact on water resources
- impact on water chemistry
- impacts on nutrient status

- risks from pollution during construction (e.g., spillages or minor pollution incidents and the storage of oils and fuels)
- impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- impacts from dust generated during the construction work
- impact of increased foot traffic on sensitive habitats and species

Table 15.27a Policy Context: Land South of Longridge

<u>Policy Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 38, 41, 47, 50, 52, 56, 69, 83, 85, 100, 109, 112, 117, 126, 132 & 137</u>
<u>Local Evidence</u>	<u>Site Selection Report; Strategic Housing Land Availability Assessment, Green Belt Assessment Update; Cheshire East Housing Development Study; Spatial Distribution Update Report; Knutsford Town Strategy; Development Strategy; Cheshire East Greenspace Strategy; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment; Heritage Impact Assessment.</u>
<u>Strategic Priorities</u>	<u>Priority 2: To create sustainable communities</u> <u>Priority 3: Environmental quality should be protected and enhanced</u> <u>Priority 4: To reduce the need to travel</u>
<u>SCS Priorities</u>	<u>Priority 1. Nurture strong communities</u> <u>Priority 5. Ensure a sustainable future</u>

Safeguarded sites

15.287k1 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'.

15.287k2 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.

15.287k3 Safeguarded land is required around the larger settlements that are inset into the Green Belt .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.

CS53 Land south of Tabley Road (Safeguarded)

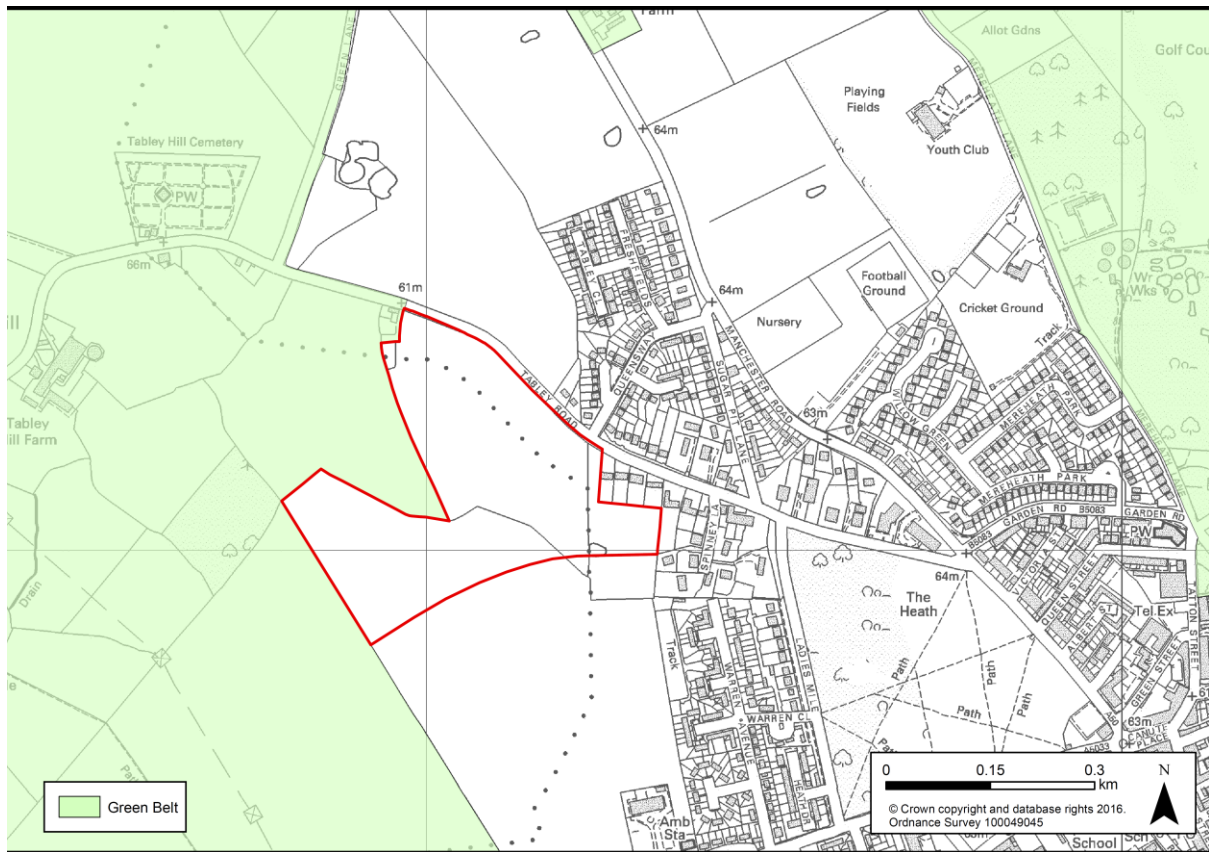


Figure 15.33b Land south of Tabley Road (Safeguarded)

15.287k This site represents an opportunity to safeguard land which may be required in future plans to meet development needs.

15.287l The site is located to the north western side of Knutsford, north of CS18 (A) and offers the potential for future development if required through a review of the Local Plan

15.287m The site is relatively flat and open in in character with housing to the east and a listed building to the north eastern corner.

15.287n Safeguarding this site will require an adjustment to the Green Belt boundary

Site CS53 (Safeguarded) **Land south of Tabley Road, Knutsford**

- 11 hectares of safeguarded land

Principles of Development

- This site is not allocated for development at the present time.

Justification

15.287o This safeguarded site offers the potential for future development at North West Knutsford if required.

15.287p Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.

15.27b Policy Context CS53 Land South of Tabley Road Farm Safeguarded Site

<u>Policy Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91</u>
<u>Local Evidence</u>	<u>Site Selection Report; Development Strategy, Knutsford Town Strategy, Strategic Housing Land Availability Assessment, Green Belt Assessment Update; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment</u>
<u>Strategic Priorities</u>	<u>Priority 1: Promoting economic prosperity</u> <u>Priority 2: To create sustainable communities</u> <u>Priority 3: Environmental quality should be protected and enhanced</u>
<u>SCS Priorities</u>	<u>Priority 1: Nurturing strong communities</u> <u>Priority 2: Creating conditions for business growth</u> <u>Priority 5: Ensuring a sustainable future</u> <u>Priority 7: Driving out the causes of poor health</u>

CS33 Land north of Tabley Road (Safeguarded)

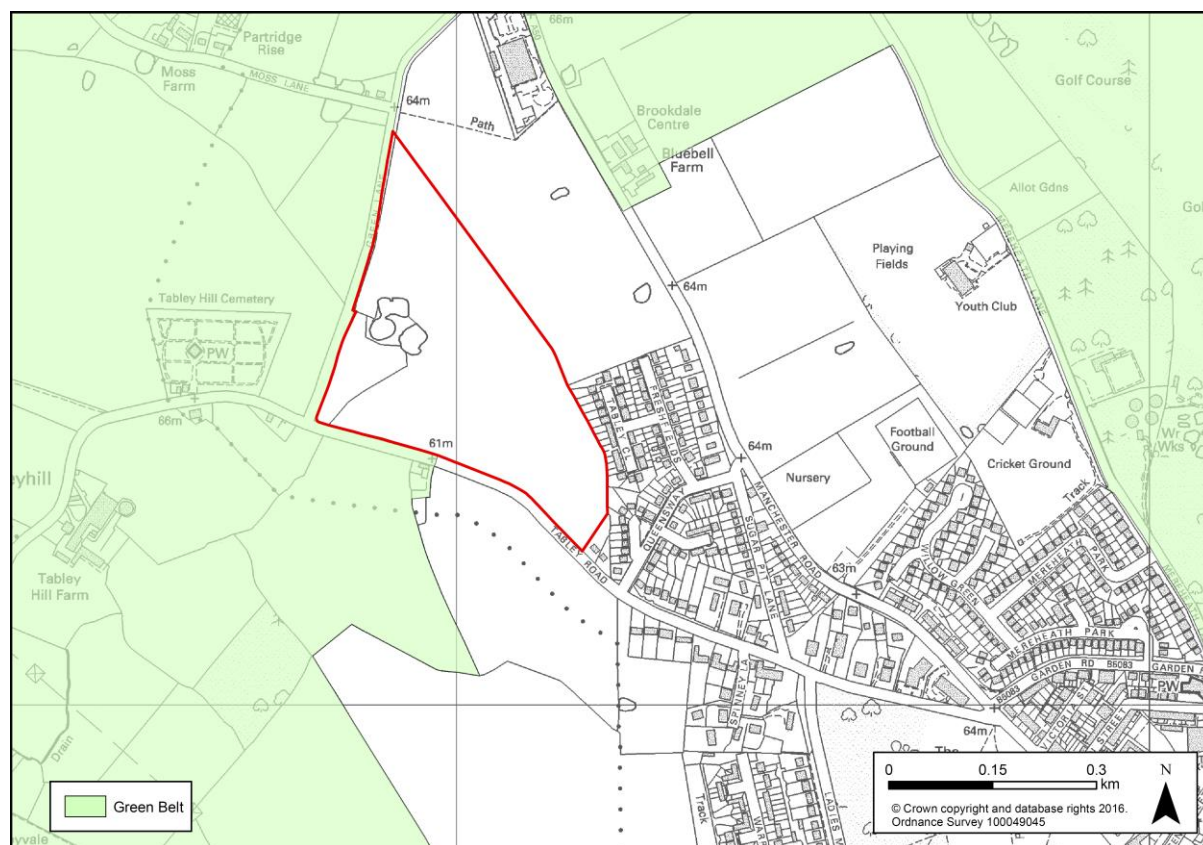


Figure 15.33c- CS33 Land north of Tabley Road (Safeguarded)

15.287q This site represents an opportunity to safeguard land which may be required in future plans to meet development needs

15.287r The site is immediately north of Tabley Road, and east of Green Lane. To the north is CS18 (B) Land West of Manchester Road allocated for 75 dwellings and 7.5 hectares of employment

15.287s The site is relatively flat and open in character with housing to the south east.

15.287t Safeguarding this site will require an adjustment to the Green Belt boundary

Site C33 (safeguarded) **Land north of Tabley Road, Knutsford**

- 11 hectares of safeguarded land

Principles of Development

- This site is not allocated for development at the present time.

Justification

15.287u Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.

15.287v This safeguarded site offers the potential for a future phase of development at North West Knutsford if required in the future. CR

Table 15.27c Policy Context: CS33 Land north of Tabley Road Safeguarded Site

Policy Context	
National Policy	<u>NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91</u>
Local Evidence	<u>Site Selection Report; Development Strategy, Knutsford Town Strategy, Strategic Housing Land Availability Assessment, Green Belt Assessment Update; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.</u>
Strategic Priorities	<u>Priority 1: Promoting economic prosperity</u> <u>Priority 2: To create sustainable communities</u> <u>Priority 3: Environmental quality should be protected and enhanced</u>
SCS Priorities	<u>Priority 1: Nurturing strong communities</u> <u>Priority 2: Creating conditions for business growth</u> <u>Priority 5: Ensuring a sustainable future</u> <u>Priority 7: Driving out the causes of poor health</u>

CS51 Land south of Longridge (Safeguarded)

15.287w This site represents an opportunity to safeguard land which may be required in future plans to meet development needs

15.287x The site is located to the east of Knutsford on the edge of Longridge Estate. south of Longridge, a road forming the current boundary of the residential development. The site is directly adjacent to an existing residential area.

15.287y The site is generally flat and open but with some matures trees to the perimeter. It is made up of a series of areas of uncultivated scrub land, currently used as informal open space, although in private ownership.

15.287z Safeguarding this site will require an adjustment to the Green Belt boundary

15.287z1 The site will be developed only where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 1 Ramsar (Tatton Mere and The Mere SSSI) particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of these sites.

Site CS51 (Safeguarded) **Land south of Longridge Knutsford**

- 4 hectares of safeguarded land

Principles of Development

- This site is not allocated for development at the present time.

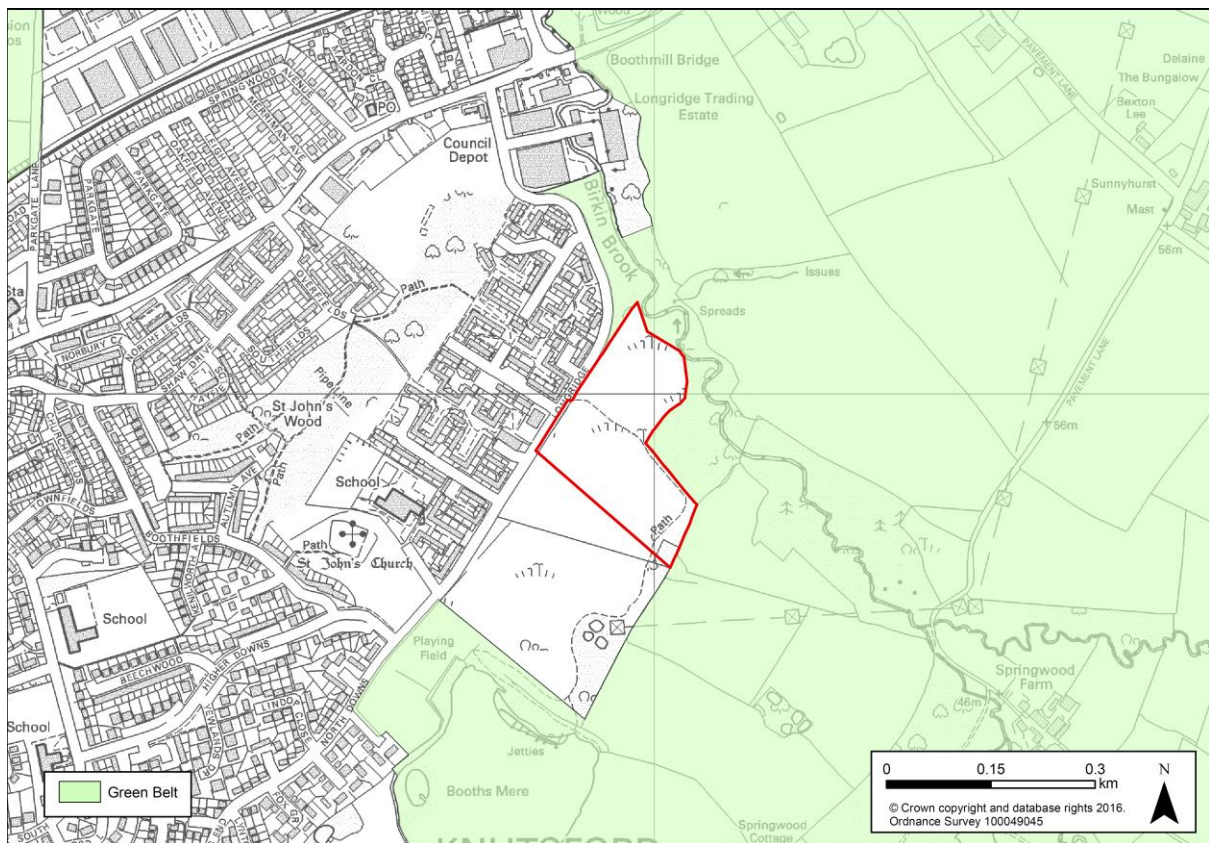


Figure 15.33d CS51 Land south of Longridge (Safeguarded)

Justification

15.287aa Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.

15.287ab This safeguarded site offers the potential for a future development at land south of Longridge if required.

15.287ac The Council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site(s):

- impact on natural hydrological function, pathways, groundwater and surface water

- impact on recharge to groundwater and consequent impact on site
- impact on water resources
- impact on water chemistry
- impacts on nutrient status
- risks from pollution during construction (e.g., spillages or minor pollution incidents and the storage of oils and fuels)
- impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- impacts from dust generated during the construction work
- impact of increased foot traffic on sensitive habitats and species

Table 15.27d Policy CS 51 Land south of Longridge Safeguarded Site

<u>Policy Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91</u>
<u>Local Evidence</u>	<u>Site Selection Report; Development Strategy, Knutsford Town Strategy, Strategic Housing Land Availability Assessment, Green Belt Assessment Update; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.</u>
<u>Strategic Priorities</u>	<u>Priority 2: To create sustainable communities</u> <u>Priority 3: Environmental quality should be protected and enhanced</u>
<u>SCS Priorities</u>	<u>Priority 1: Nurturing strong communities</u> <u>Priority 5: Ensuring a sustainable future</u> <u>Priority 7: Driving out the causes of poor health</u>

CS52 Land adjacent to Booths Hall (Safeguarded)

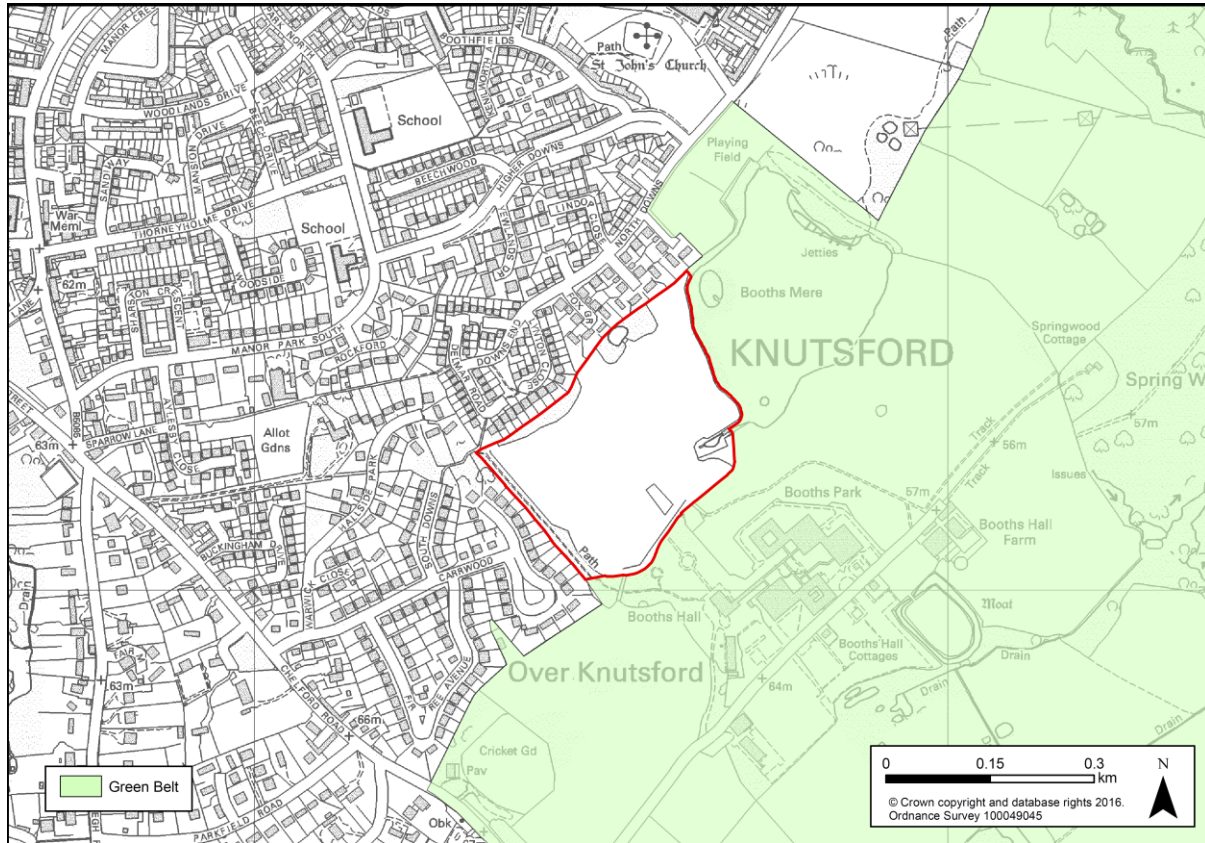


Figure 15.33e CS52 Land adjacent to Booths Hall (Safeguarded)

15.287ac This site represents an opportunity to safeguard land which may be required in future plans to meet identified development needs

15.287ad The site is located to the south east of Knutsford and is part of the Booths Hall Park, a locally protected 89 hectare Historic Park and Garden.

15.287ae The Park contains significant heritage assets such as Booths Hall, a Locally Listed Georgian manor house built in 1745, the Scheduled Ancient Monument, Norbury Booths Hall, Moated Site, fishponds and connecting channels.

15.287af The site is bounded on two sides by existing residential development. and Booths Mere to the north. The existing complex of office buildings adjacent to Booths Hall lies to the south.

15.287ag Safeguarding this site will require an adjustment to the Green Belt boundary

Site CS52 (Safeguarded)

Land adjacent to Booths Hall, Knutsford

- 8.7 hectares of safeguarded land

Principles of Development

- This site is not allocated for development at the present time.

Justification

15.287ah Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.

15.287ai This safeguarded site offers the potential for future development at land adjacent to Booths Hall if required in the future.

15.287aj The Council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site(s):

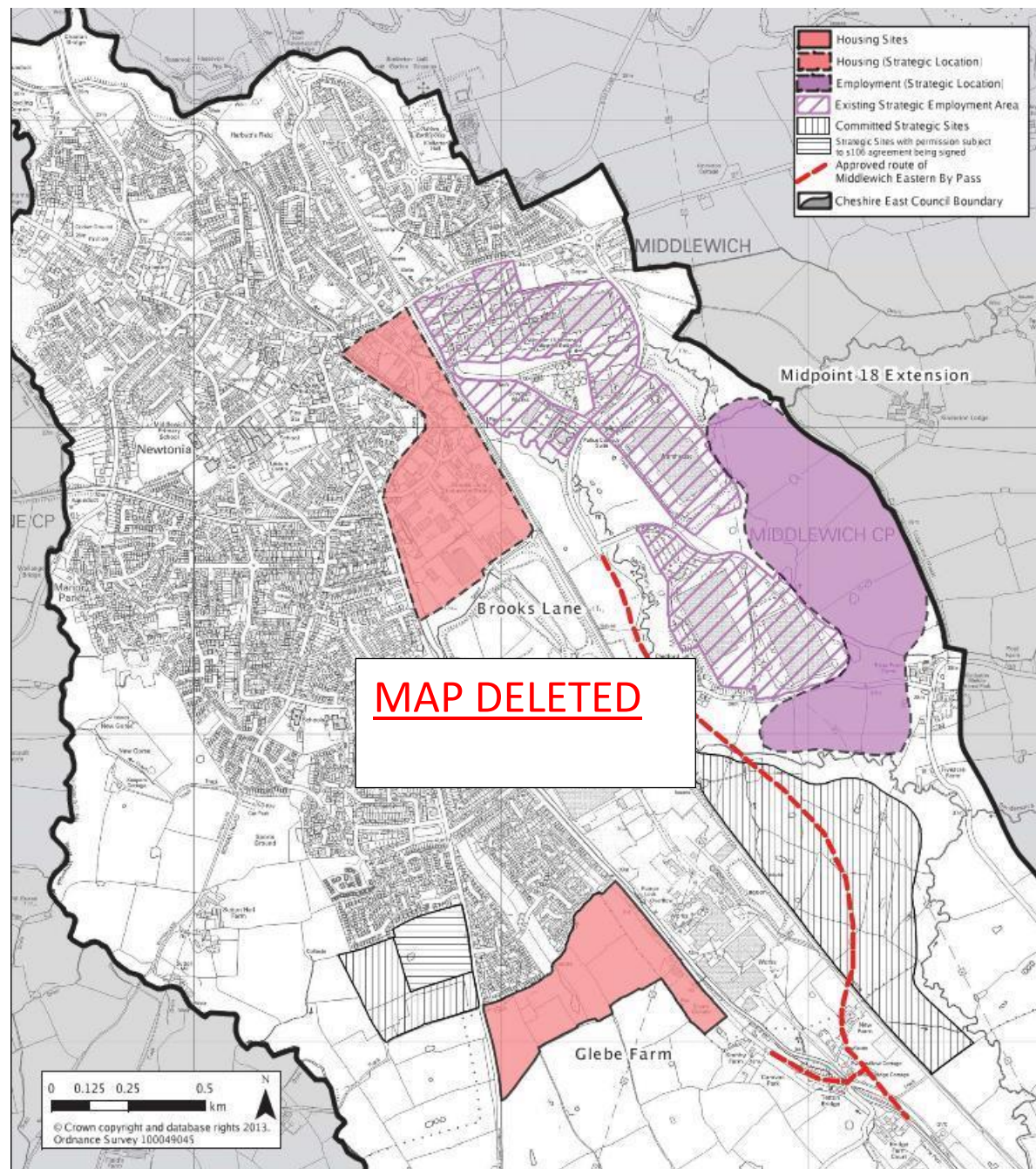
- impact on natural hydrological function, pathways, groundwater and surface water
- impact on recharge to groundwater and consequent impact on site
- impact on water resources
- impact on water chemistry
- impacts on nutrient status
- risks from pollution during construction (e.g., spillages or minor pollution incidents and the storage of oils and fuels)
- impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- impacts from dust generated during the construction work
- impact of increased foot traffic on sensitive habitats and species

Table 15.27e Policy Context: CS52 Land adjacent to Booths Hall Safeguarded Site

<u>Policy Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91</u>
<u>Local Evidence</u>	<u>Site Selection Report; Development Strategy, Knutsford Town Strategy, Strategic Housing Land Availability Assessment, Green Belt Assessment Update; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.</u>
<u>Strategic Priorities</u>	<u>Priority 2: To create sustainable communities</u> <u>Priority 3: Environmental quality should be protected and enhanced</u>
<u>SCS Priorities</u>	<u>Priority 1: Nurturing strong communities</u> <u>Priority 2: Creating conditions for business growth</u> <u>Priority 5: Ensuring a sustainable future</u> <u>Priority 7: Driving out the causes of poor health</u>

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.



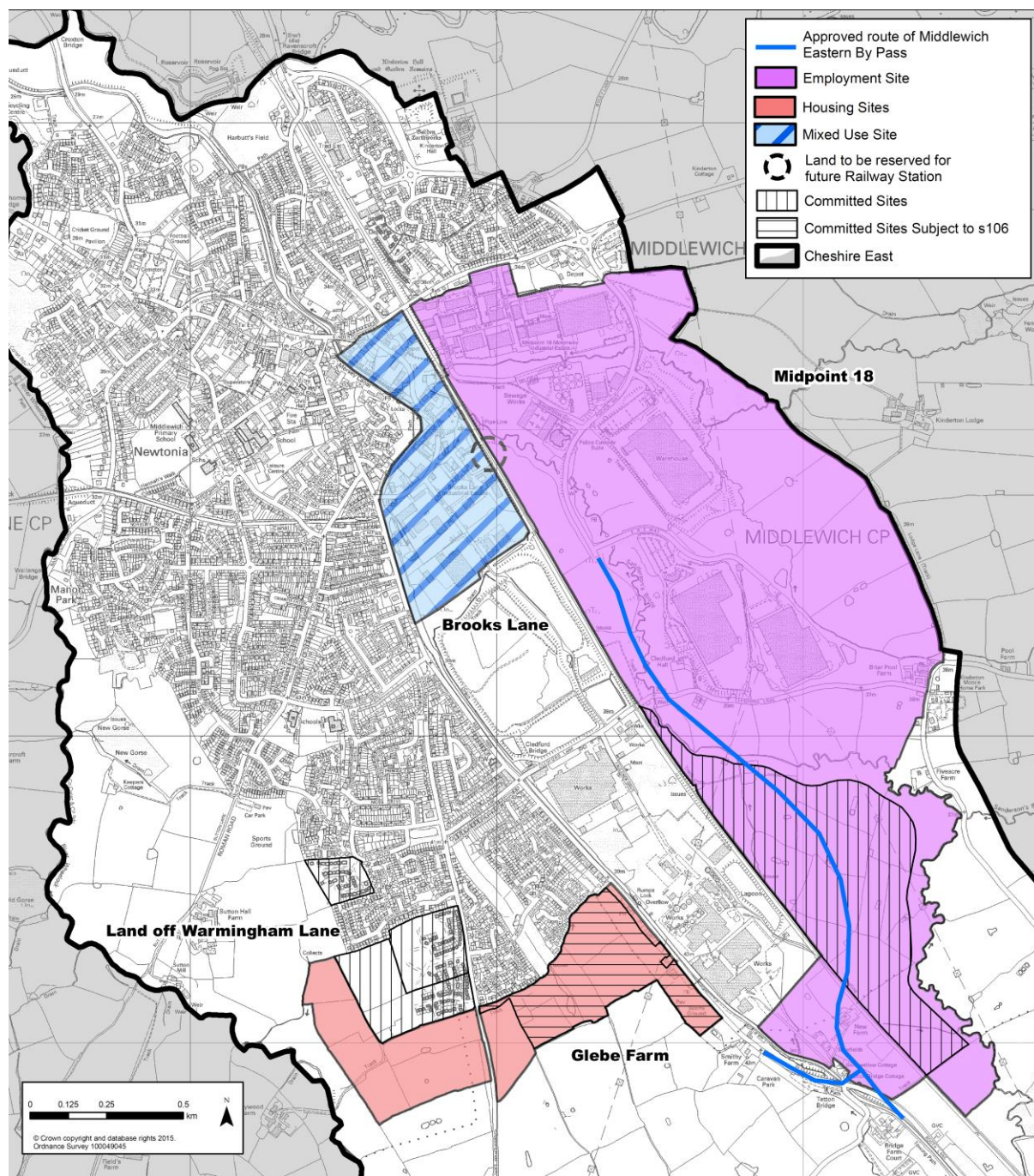


Figure 15.34 Middlewich Town Map

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~~ 525 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 and within the site, including pedestrian, cycle and vehicular connection between Booths Lane and Warmingham Lane.
- 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 must be of a high standard and have a positive impact on the various listed buildings, their character and appearance, including the setting of the Trent and Mersey Canal Conservation Area.~~
- ~~i.j.~~ Retention (or replacement) of the existing sport ground should be in accordance with the findings of an adopted, up to date and robust needs assessment.

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.

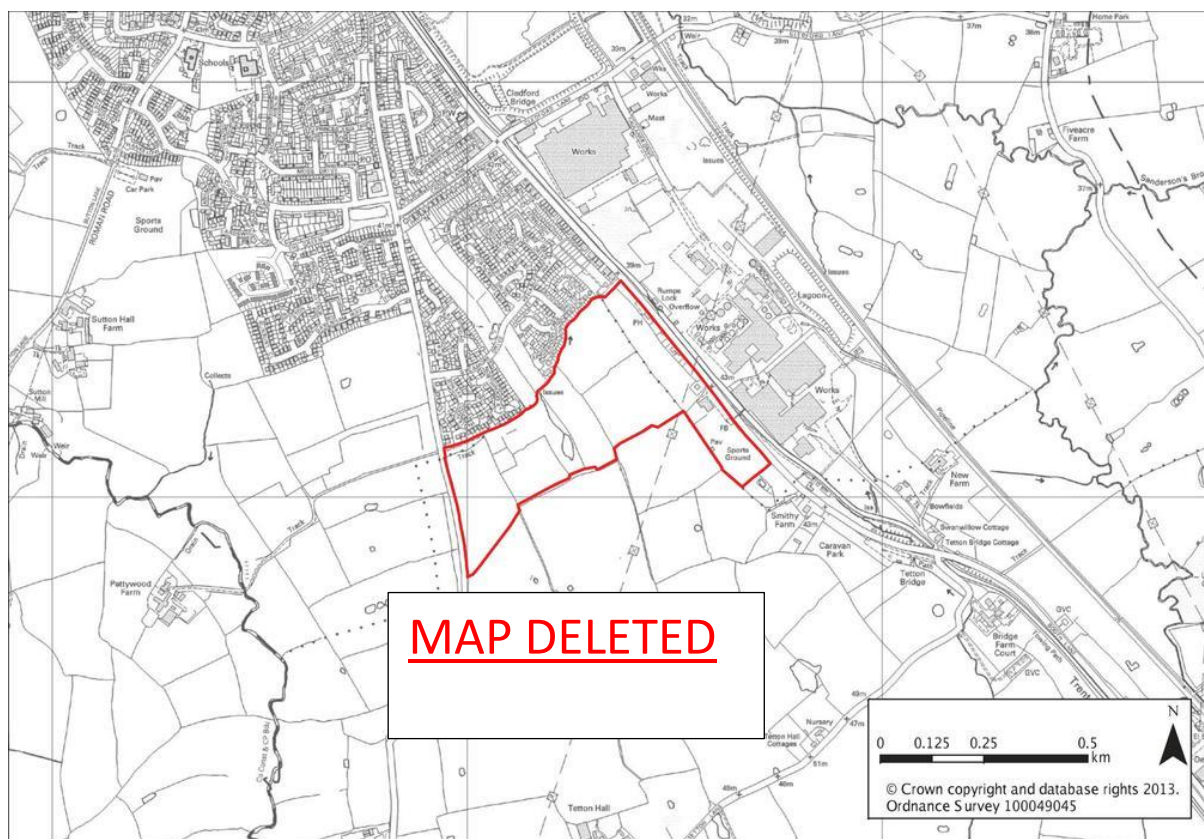
15.292 The site is located toward the existing urban edge of Middlewich with a strong relationship to the residential area to the north and contains a pond, trees and hedgerows within the site. To the east of the site on the other side of Booth Lane lies the Trent and Mersey Canal conservation area, 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.

15.294a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.



	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

Strategic ~~Site CS 54~~ ~~Location SL 9~~: Brooks Lane, Middlewich

15.295 ~~The Brooks Lane site comprises is an area of~~ around 23 hectares of land ~~that is largely currently occupied by used for~~ employment ~~premises purposes~~ and ~~includes unused~~ ~~and under used areas land~~. ~~The site is~~ around 0.5km to the south of Middlewich town centre ~~and as such is considered a sustainable location with regeneration potential for an enhanced use that will benefit the town~~.

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. ~~The site's central position would make it an ideal location for a new station in the town and it is important that this possibility is given serious consideration as part of any future masterplanning for the redevelopment of the site.~~

Strategic ~~Location SL 9~~ ~~Site CS54~~ Brooks Lane, Middlewich

The development at Brooks Lane over the Local Plan Strategy period will be achieved through ~~a masterplan led approach that will determine the precise nature and quantum of development that is appropriate for the site. This is likely to include:~~

1. The delivery of ~~up to~~ 400 homes;
2. The delivery of leisure and community facilities to the north of the site;
3. The provision of appropriate retail ~~facilities~~ 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.~~
- ~~6.7.~~ ~~The provision of land for a new railway station including lineside infrastructure, access and forecourt parking.~~

Site Specific Principles of Development

- a. (a). The masterplan will need to consider the constraints, such as the scheduled monument, listed buildings and the Trent and Mersey Canal Conservation Area and their respective settings, as well as the opportunities that the site provides including a new railway station and marina.
- 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. To determine the contribution which this area makes to the significance of the scheduled monument and other heritage assets future development proposals will be accompanied by a pre-determination desk based archaeological assessment and heritage impact assessmentevaluation 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).
- i. Development should contribute to the long term conservation and enhancement of the scheduled monument including opportunities for interpretation'.
- h.i. Future policy development and the masterplanning of the site shall be informed by the suggested mitigation set out in the HIA prepared by the Council's Heritage and Design Team dated 19 the September 2014.

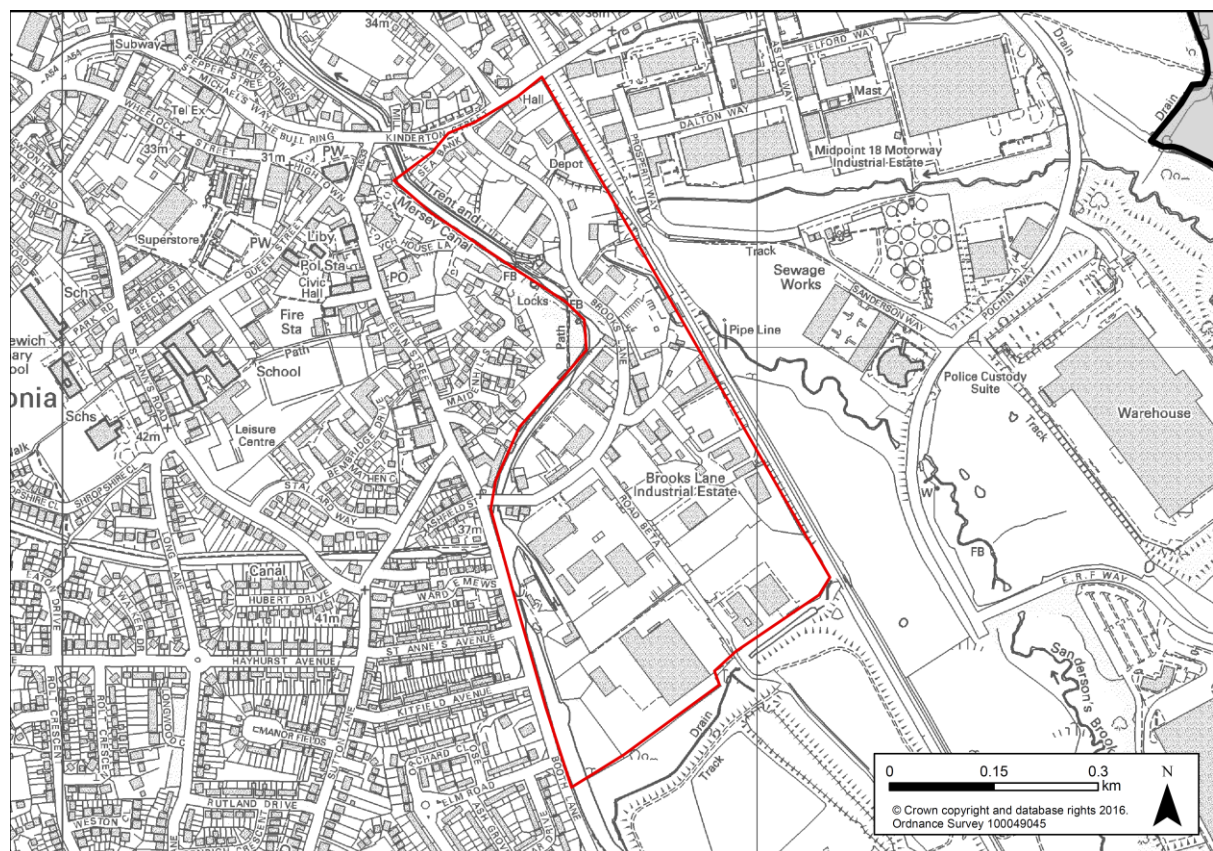
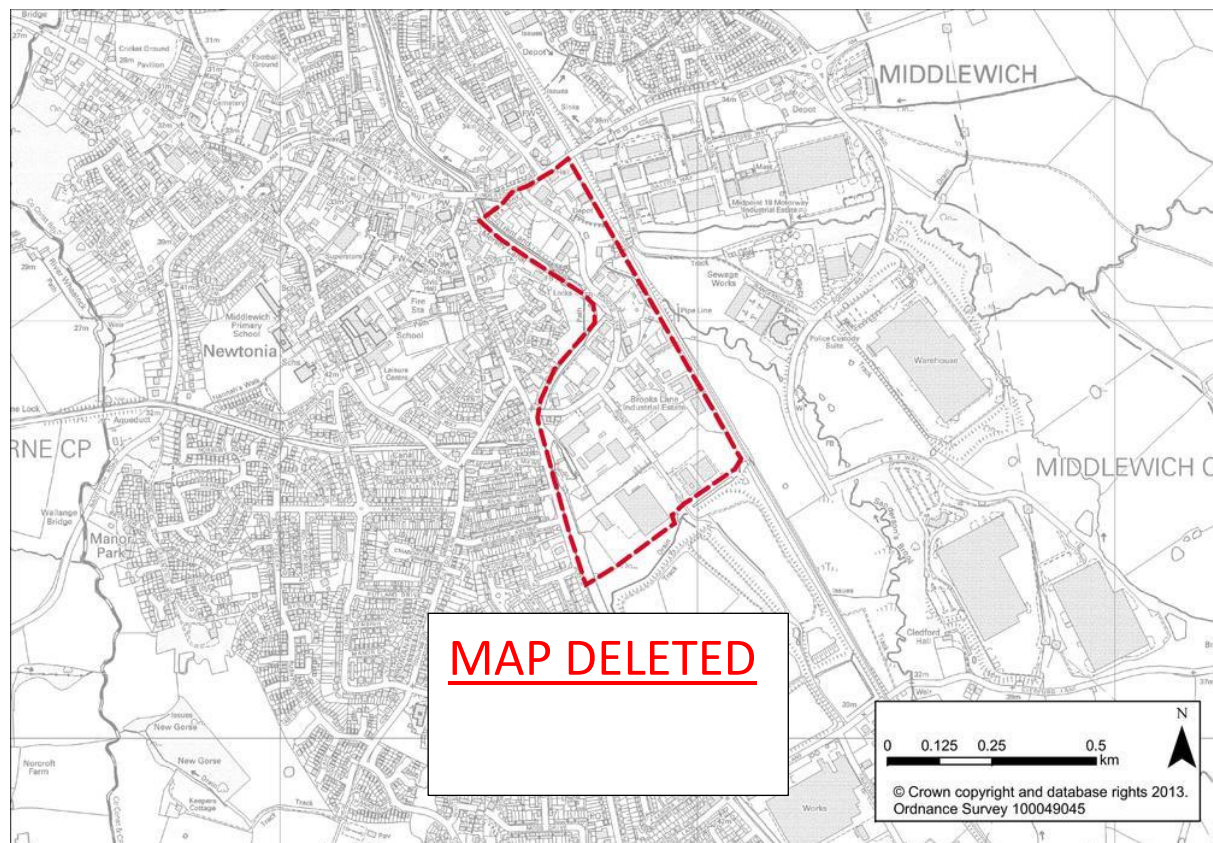


Figure 15.36 Brooks Lane Strategic SiteLocation

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 led 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.

15.298a The provision of land for a station and other on site infrastructure with good links which maximises proximity to existing services and facilities in the town will ensure that the site is sustainable in the long term as well as help support whilst supporting the future vitality of such services within Middlewich. This should may include the on-site identification of a new railway station for the town Middlewich. If an alternative location for the railway station beyond the site is subsequently preferred, following detailed masterplanning work, then the development should contribute to its provision. The British Salt Lagoons located 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. The design of the development should respect and capitalise on its canal-side setting.

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.

15.299a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

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)~~

Table 15.29 Policy Context: Brooks Lane Strategic Site Location

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

~~Strategic Location SL 10 Strategic Site CS 56: 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 Strategic Site CS 56~~

~~Midpoint 18 Extension, Middlewich~~

The development at Midpoint 18 over the Local Plan Strategy period will be achieved through a masterplan led approach with:

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 for the remaining site beyond the plan period; and
2. Provision of and where appropriate, contributions to the completion of the Middlewich Eastern Bypass.
- 2.3. Provision of land set aside to enable the future construction of a new station – in terms of lineside infrastructure, parking and access.

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~~ ly relies part on its proximity to the M6 corridor and ~~the~~ its ability to maximise the opportunities presented by this to provide for 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 Midpoint 18 is a large strategic employment site with a total area of some 221.7 hectares. It comprises an area of existing employment development of 100.7 hectares and an undeveloped area of 121 hectares. It is expected that up to 70 hectares of the undeveloped area will come forward within the Plan period with the remainder in reserve to be released for employment purposes when required. A masterplan led approach will be required for the development of this site does not offer a strong relationship to the existing urban area of Middlewich but will adjoin the existing strategic employment site at Mid Point 18, 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 through the provision of a better employment / housing balance and ~~through the provision of associated infrastructure can~~ contribute to reducing the need ~~for car~~ travel ~~by~~ for employees located within Middlewich through enhanced non-car infrastructure improvements . This includes the reservation of land to enable the construction of a new railway station for Middlewich. To complement measures at Site CS 54 Brooks Lane land on the eastern side of the railway needs to set aside in parallel to ensure there is sufficient space for a future railway station. This includes associated parking and access.

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.

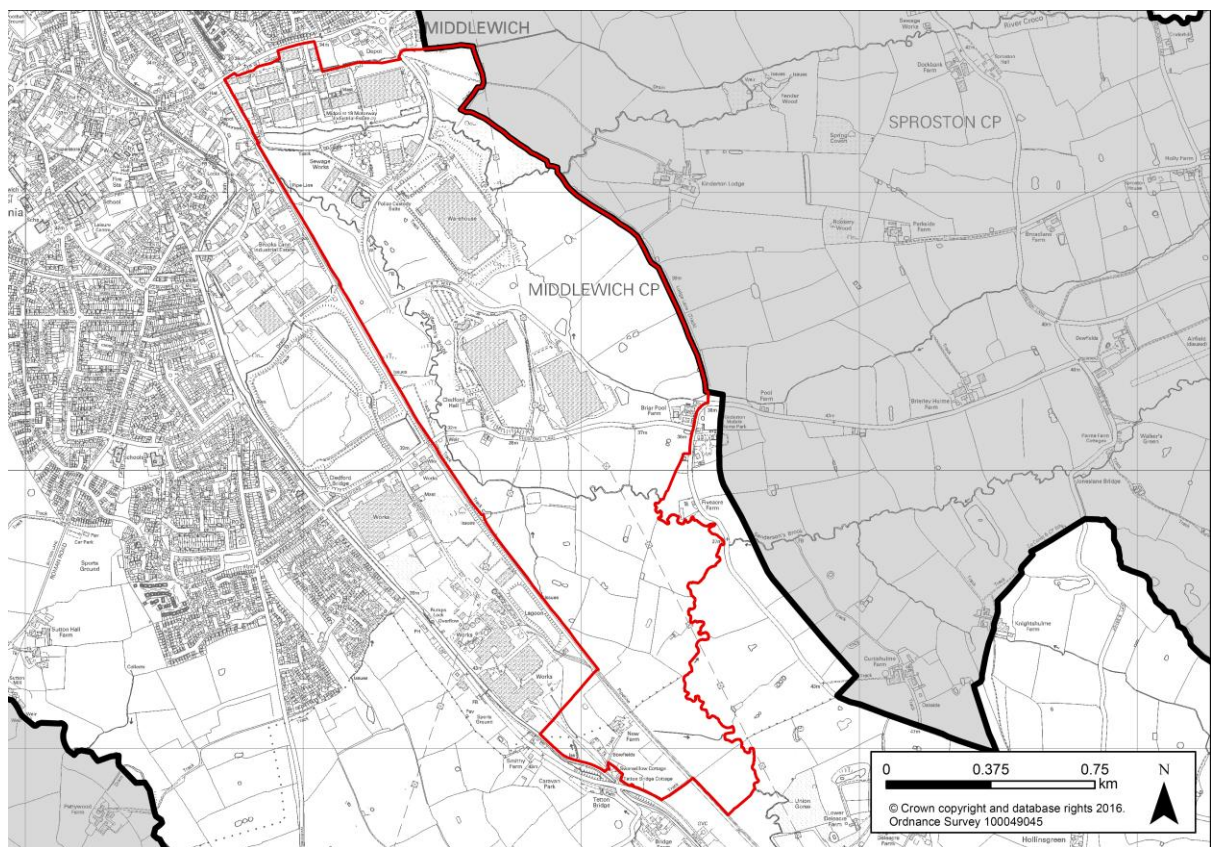
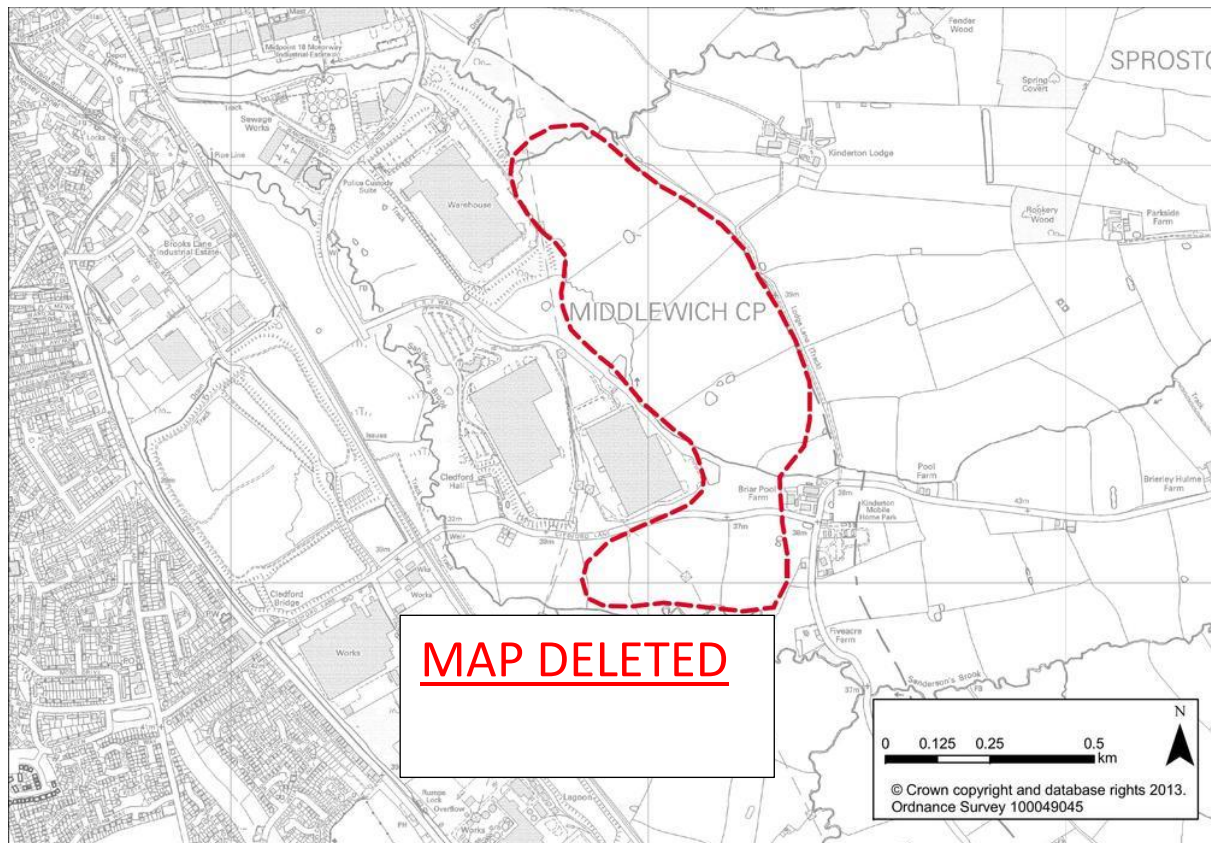


Figure 15.37 Midpoint 18 ~~Extension~~ Strategic Site Location

Indicative Site Delivery

- On-going throughout and beyond the plan period

Table 15.30 Policy Context: Midpoint 18 Extension Strategic Location

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

Site CS 55: Land off Warmingham Lane West (Phase II)

The development of Warmingham Lane West (Phase II) over the Local Plan Strategy period will be achieved through:

1. The delivery of up to 235 new dwellings;
2. Incorporation of Green Infrastructure;
3. Pedestrian and cycle links, linking the site to the wider Bellway Homes and Morris Homes sites to the north and east; 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) Contribution towards complimentary highway measures on the existing highway network and or a financial contribution to the delivery of the Middlewich Eastern Bypass;
- b) A Transport Assessment will need to be provided at the planning application stage;
- c) Provide a comprehensive landscaping scheme which retains existing mature trees and hedgerows, where possible, or provide appropriate mitigation measures;
- d) The provision of affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes);
- e) Creation of a new vehicular access onto Warmingham Lane;

- f) New development will be expected to respect any existing ecological constraints on site and where necessary, provide appropriate mitigation measures;
- g) Provide contributions to education and health infrastructure;
- h) A pre-determined desk based archaeological assessment will be required for the site at planning application stage;
- i) Future Masterplanning should consider the use of SUDs to manage surface water run off from the site; and
- j) Improve the connectivity of the site to the wider surrounding existing residential areas.

Justification

15.305a The site is adjacent to the Glebe Farm CS 20 site and forms a natural extension to the residential area to the west of Warmingham Land and the south of Middlewich, where 2 new residential developments extending the established residential form are currently under construction.

15.305b Development should pay particular attention to the boundary treatments and design adjoining the River Wheelock valley to the west of the site.

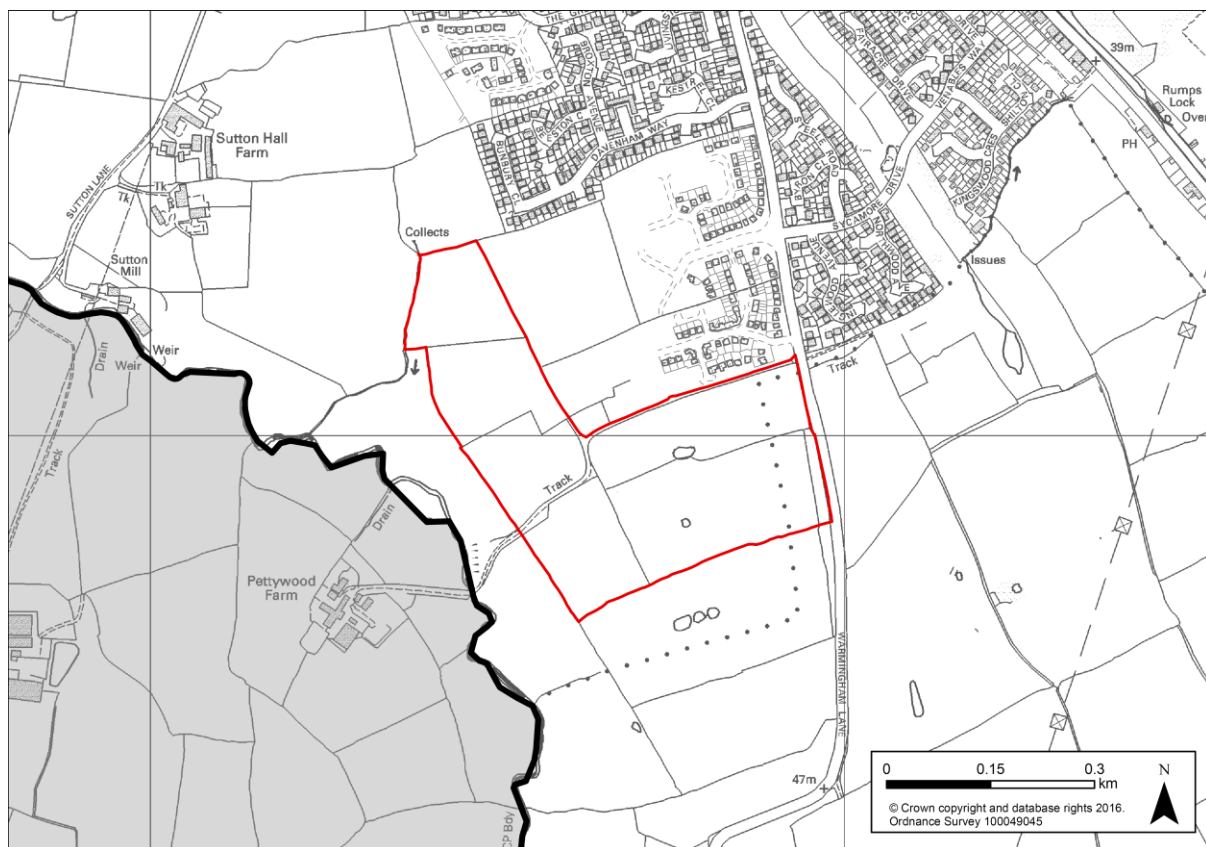


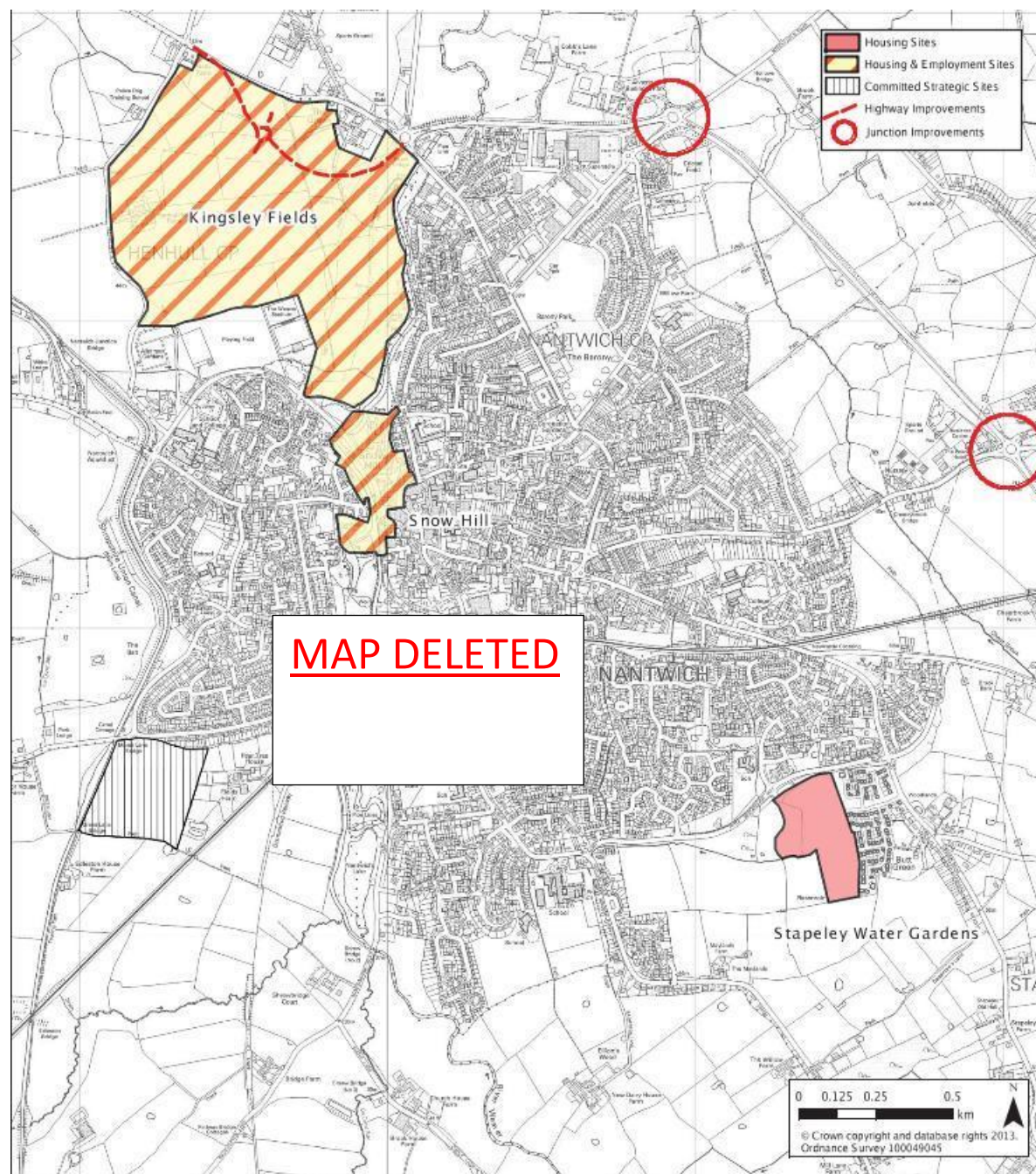
Figure 15.37a Land off Warmingham Lane West

Table 15.30 Policy Context: Land off Warmingham Lane West (Phase II)

<u>Policy Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 35, 50, 56, 69, 109, 112, 117, 126</u>
<u>Local Evidence</u>	<u>Strategic Housing Land Availability Assessment, Middlewich Town Strategy, Development Strategy, Pre-Submission Core Strategy</u>
<u>Strategic Priorities</u>	<u>Priority 2: To create sustainable communities</u> <u>Priority 3: Protecting and enhancing environmental quality</u> <u>Priority 4: Reduce the need to travel</u>
<u>SCS Priorities</u>	<u>Priority 1: Nurture Strong Communities</u> <u>Priority 3: Unlock the potential of out towns</u> <u>Priority 5: Ensure a Sustainable Future</u>

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.



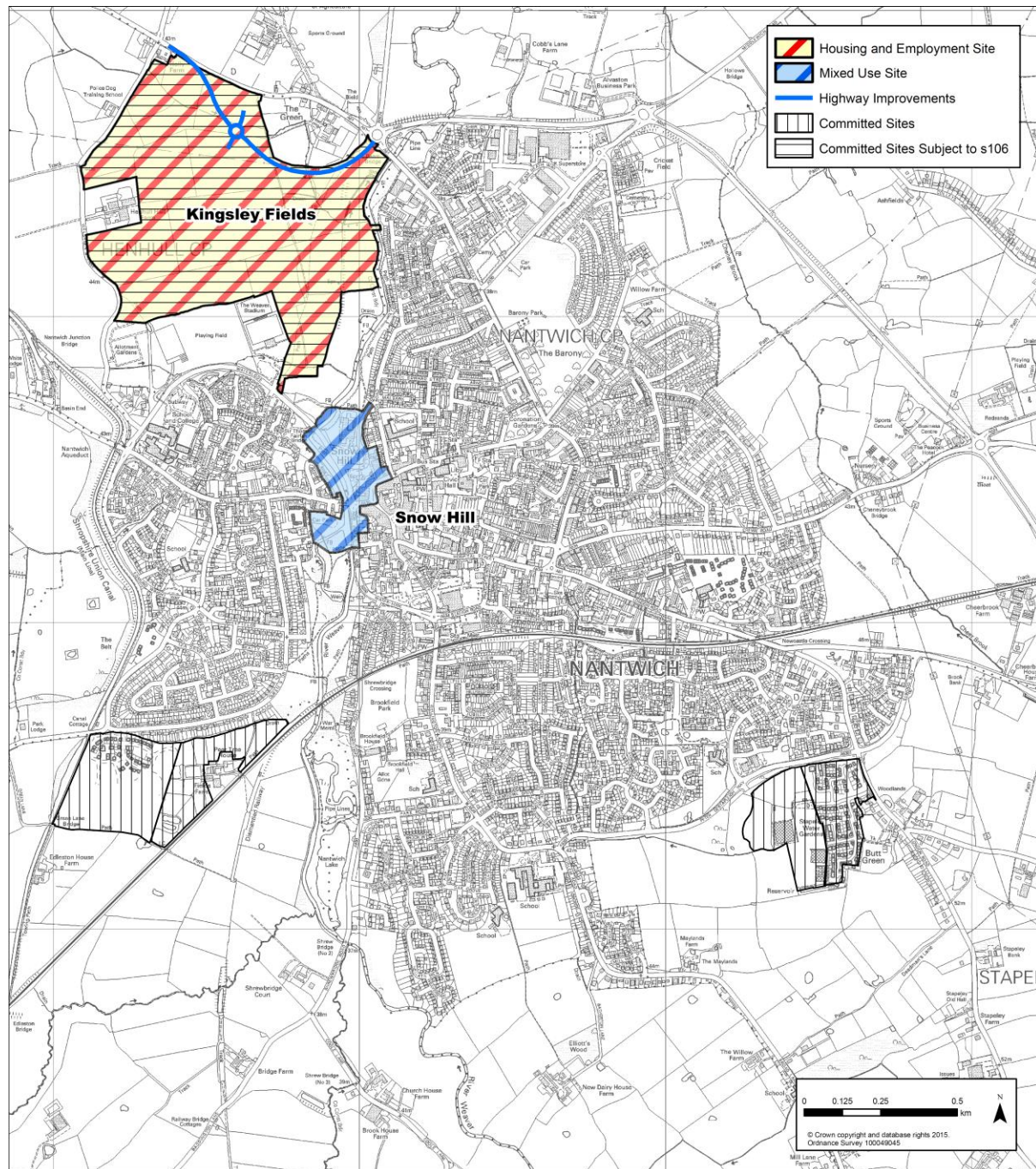


Figure 15.38 Nantwich Town Map

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. The provision of a site for a new Primary School within the development or a 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. Every opportunity should be made to increase the understanding and appreciation of the significance of the Scheduled Battlefield and its setting⁹⁶ and the site's archaeological potential. This should be reflected in the masterplanning and design of the site, including in terms of roads, views, landscaping and open spaces. The design must also seek to minimise and mitigate any adverse impact on the Reaseheath Conservation Area.

~~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).

n. Ensure that the masterplanning and design of the site incorporates the retention and integration of the most important buildings within the non-designated heritage asset of Henhull Hall Farm.

⁹⁶ The setting of the Scheduled Battlefield being the surroundings within which the asset is experienced. This isn't constrained to the visual relationship with the asset but could also be how a piece of land or area contributes toward historical understanding of the events that influenced the battle and its location.

- o. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- m.p. A site specific Flood Risk Assessment would be required to demonstrate that the proposed development would be safe from fluvial flooding and would not increase the risk of flooding elsewhere.

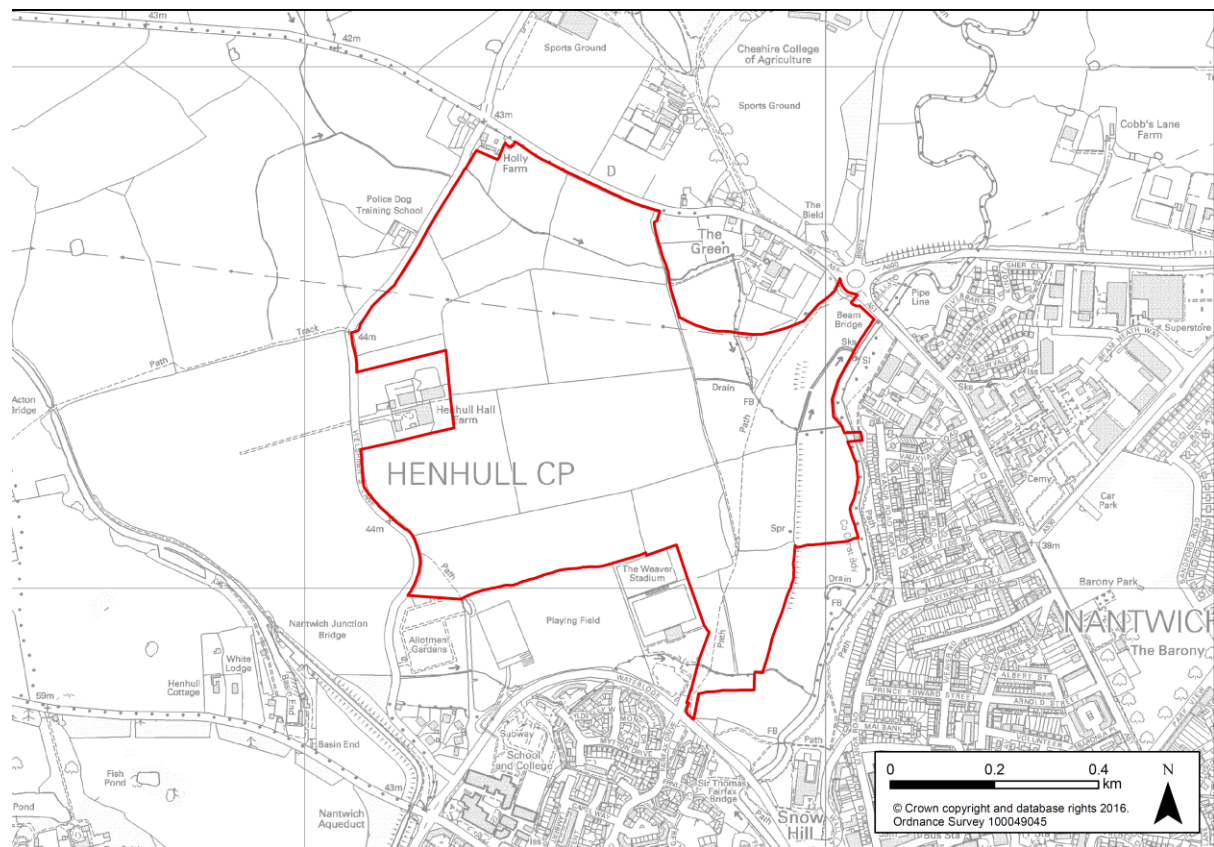
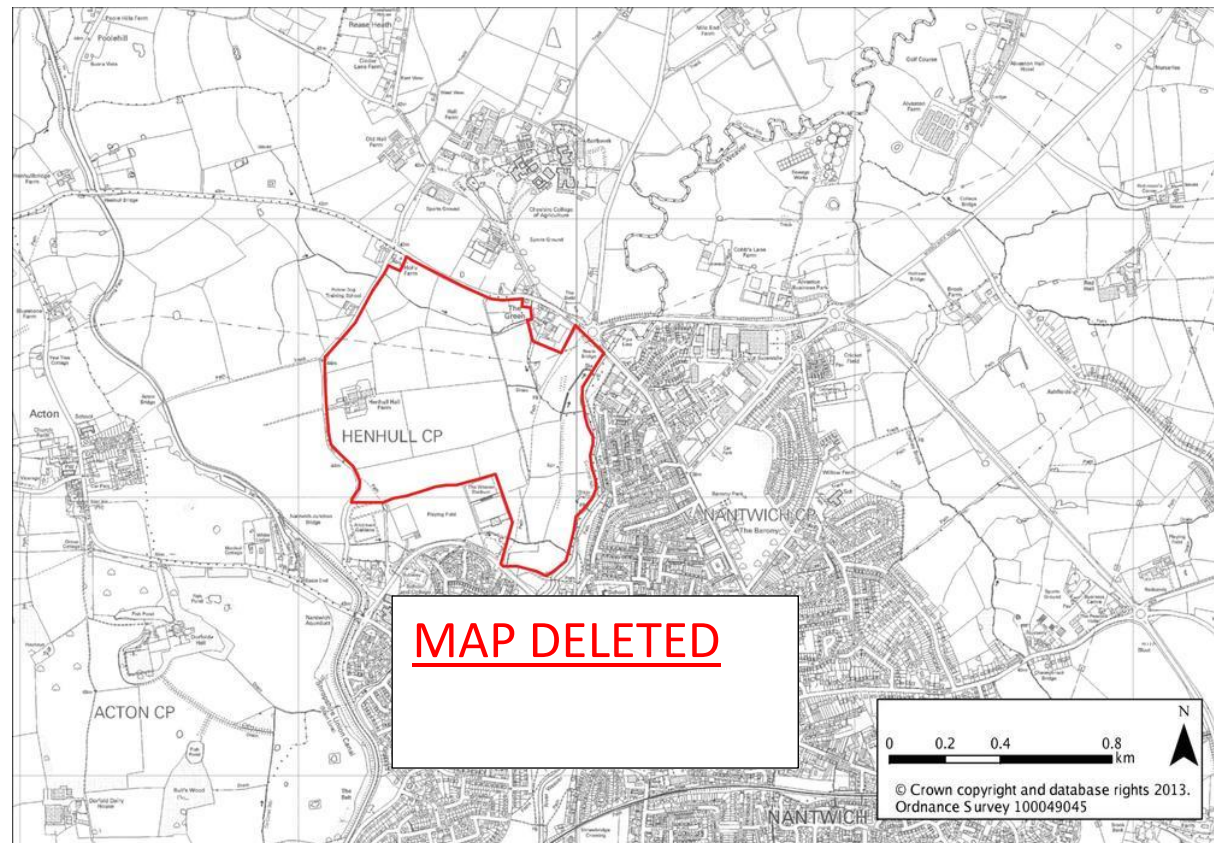


Figure 15.39 Kingsley Fields Site

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~~ has planning approval for 1,100 dwellings, up to 1.82 hectares of class B1 business use, potential primary school, community facilities, local centre, allotments and open space (ref 13/2471N), 20/01/16.

15.318a To reflect the conclusions of the Heritage Impact Assessment of this site, the masterplanning and design of the site needs to incorporate the retention and integration of the most important buildings within the non-designated heritage asset of Henhull Hall Farm.

15.318b Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.318c The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.318d Compensatory habitat for any protected and priority species and habitats on the site should be included within any development proposals for the site.

15.318e Flood Maps show Flood Zones 2 and 3 affecting the eastern boundary of this site. It is important that a Strategic Flood Risk Assessment is carried out.

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.~~

- It is expected that the employment development will be delivered in the middle part of the Plan period (2020 – 2025).

Table 15.31 Policy Context: Kingsley Fields Site

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	<u>Site Selection Report; Heritage Impact Assessment (CEC 2016); Strategic Housing Land Availability Assessment, Employment Land Review, Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report</u> , draft Nantwich Town Strategy, Development Strategy, Cheshire East Greenspace Strategy, Cheshire East Strategic Flood Risk Assessment, Pre-Submission Core Strategy, <u>Submitted Local Plan Strategy, Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.</u>
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	Priority 1: Nurture Strong Communities

Priorities	<p>Priority 2: Create Conditions for Business Growth</p> <p>Priority 3: Unlock the potential of our towns</p> <p>Priority 5: Ensure a Sustainable Future</p>
------------	--

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 Destaplegh 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)~~

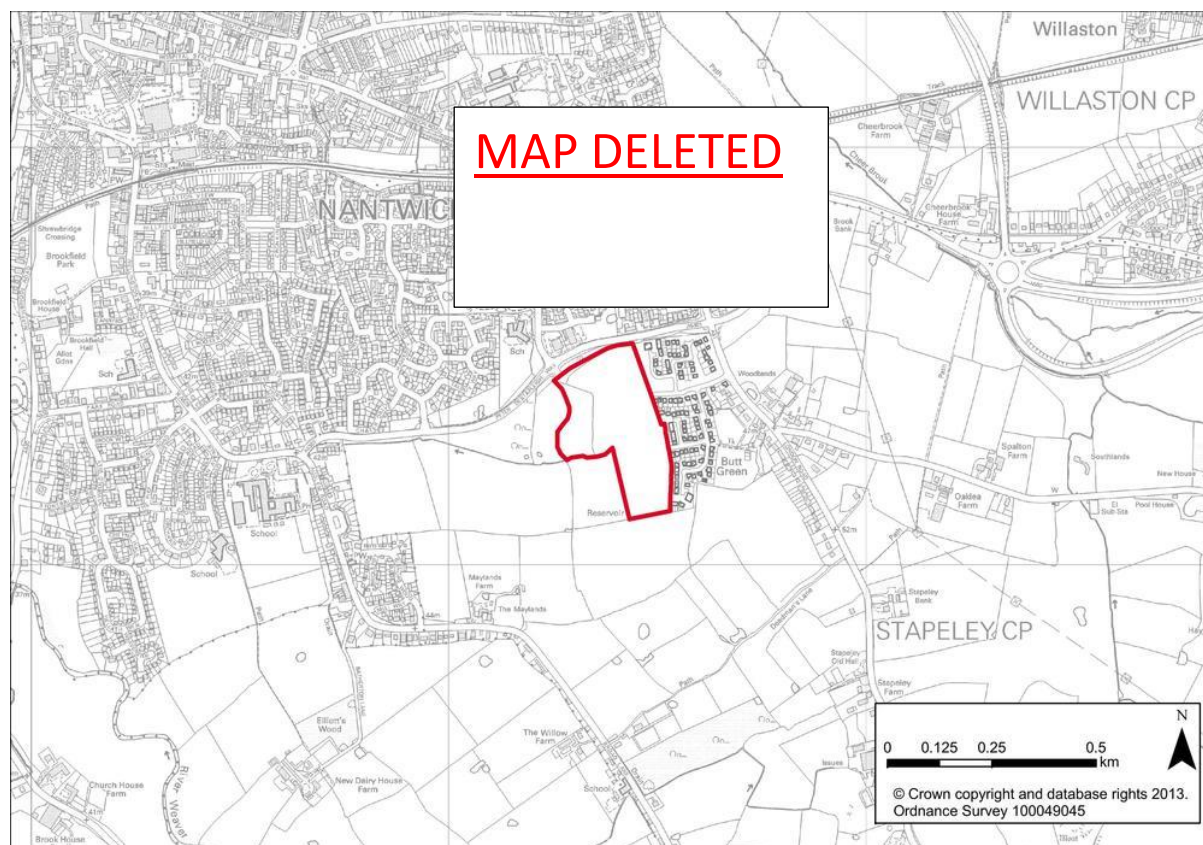


Figure 15.40 Stapeley Water Gardens Site

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)~~

Table 15.32 Policy Context: Stapeley Water Gardens Site

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

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

vii.2. The provision of high quality design is of paramount importance, as this site includes numerous listed buildings, a listed structure and lies partly within the Nantwich Conservation Area. Development should have regard to the need to conserve and enhance and have a positive impact upon the character and appearance of the listed buildings and conservation area, including their settings. Development should also have regard to the proposals of the Nantwich Conservation Area Appraisal and Management Strategy (17/12/12), including the impact of proposals on Local List candidates that lie within or adjacent to this site.

Site Specific Principles of Development

- a. A design framework including a masterplan 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. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the part of the site concerned.

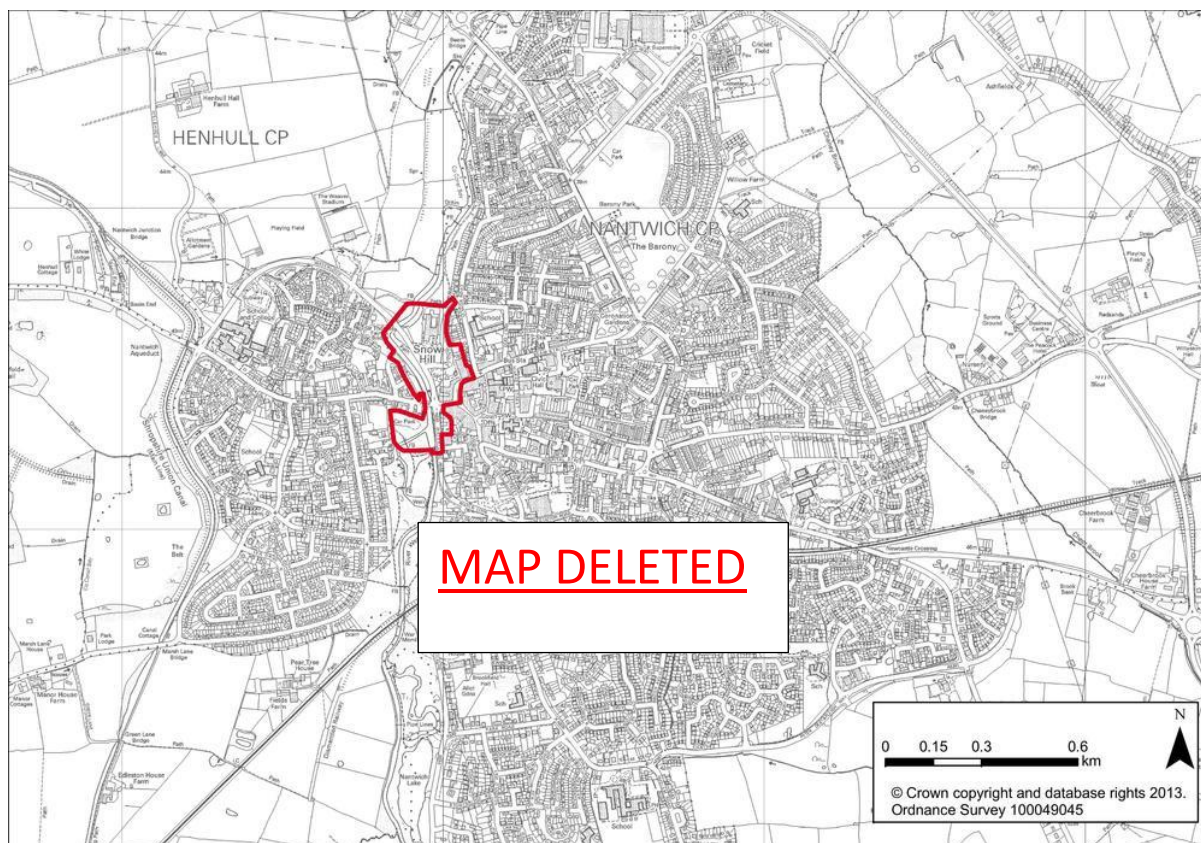
~~p. Investigate the potential of contamination on the site on the former gasworks area.~~

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.

s. Development proposals will be required to demonstrate that they will conserve and enhance the character and appearance of the listed buildings, listed structure and conservation area, including their settings and also show how regard has been paid to the impact of development proposals on the heritage of the town.

r.t. Development on the site should provide compensatory habitat for any protected and priority species and habitats on the site.



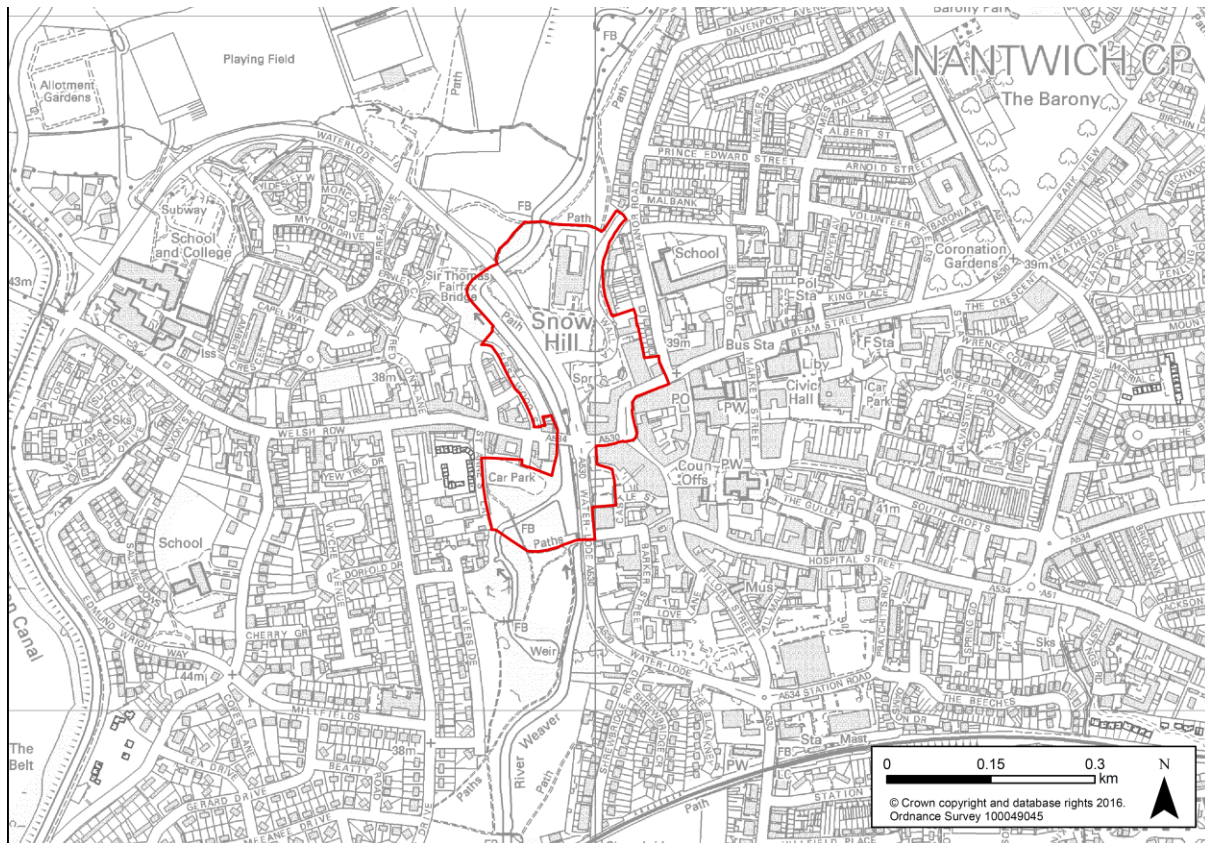


Figure 15.41 Snow Hill Site

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; an Area of Special Archaeological Potential which includes nationally important waterlogged archaeological deposits; Listed Buildings and lies within and adjacent to the Nantwich Conservation Area. The best practice contained in the Nantwich Management Strategy for Waterlogged Deposits (January 2010) will need to be applied with regard to development proposals on the site. 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. Development within the site will need to have regard to the proposals of the Nantwich Conservation Area Appraisal and Management Strategy (17/12/12). This may include the opportunity to enhance the open grassed areas and car parks alongside the River Weaver, within and adjacent to the Nantwich Conservation Area. A number of Local List Candidates

(Manor House, No. 7, 7a and 7b Beam Street, The Old Biot (brine spring site), Snow Hill The Watermill site, Waterlode) are located within or adjacent to the site and are important features of the character and appearance of the Conservation Area; the impact of development proposals on these Local List Candidates must therefore be taken into consideration with regard to development proposals for 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. The remaining area of the site is also potentially contaminated and should therefore also be subject to appropriate studies and remediation.

15.336a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.336b Protected and priority species and their habitats are present on the site. It is therefore important that development on the site provides appropriate mitigation.

Indicative Site Delivery

- The St Annes Lane area of the site is Expected to be delivered during the early part of the Plan period (2016-2020), with the remaining area of the site being delivered during the middle and latter parts of the Plan period (2020-2030)

Table 15.33 Policy Context: Snow Hill Site

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	<u>Site Selection Report; Urban Potential Assessment</u> , Employment Land Review, Strategic Housing Land Availability Assessment, <u>Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report</u> , draft Nantwich Town Strategy, Development Strategy, Cheshire East Greenspace Strategy, Cheshire East Strategic Flood Risk Assessment, Pre-Submission Core Strategy, <u>Local Plan Strategy Submission Version; Nantwich Management for Waterlogged Deposits (January 2010); Nantwich Conservation Area Appraisal and Management Strategy (17/12/12); Submitted Local Plan Strategy: Sustainability</u>

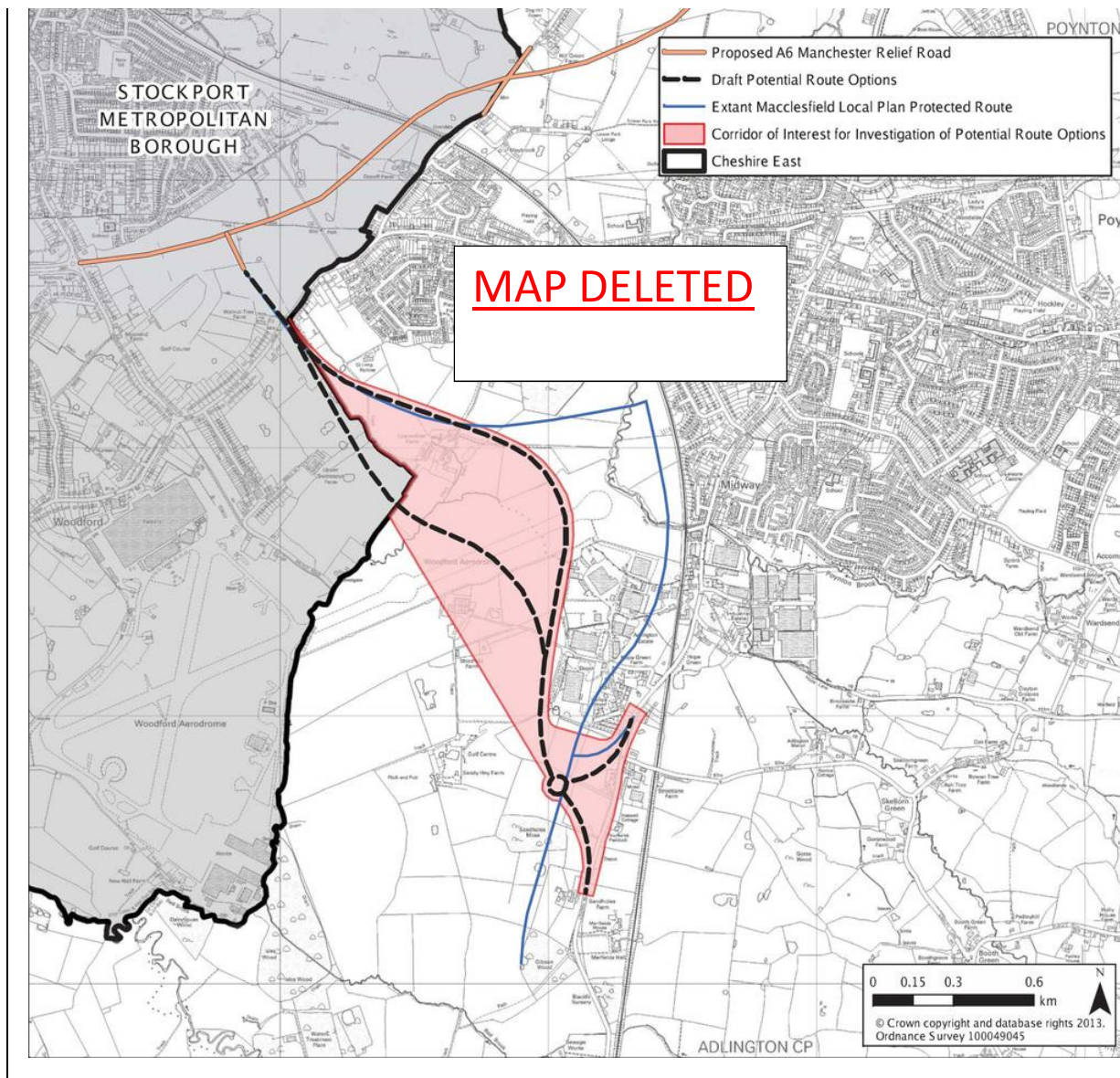
	<u>Appraisal; Habitats Regulations Assessment.</u>
Strategic Priorities	<p>Priority 1: Promoting economic prosperity by creating conditions for business growth</p> <p>Priority 2: To Create Sustainable Communities</p> <p>Priority 3: Protecting and enhancing environmental quality</p> <p>Priority 4: Reduce the need to travel</p>
SCS Priorities	<p>Priority 2: Create Conditions for Business Growth</p> <p>Priority 3: Unlock the potential of our towns</p> <p>Priority 5: Ensure a Sustainable Future</p>

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. Poynton 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 15.42 (below) identifies a number of Local Plan Strategy Sites in and around Poynton for growth in the future.~~

15.337a ~~Figure 15.42 also identifies Safeguarded Land. This land is 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.~~

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. The preferred route of the proposed Poynton Relief Road is shown on Figure 15.42. It is a proposed 1.9 mile highway, which will relieve congestion in and around Poynton, improve links to Macclesfield and support economic, physical and social regeneration of the area.~~



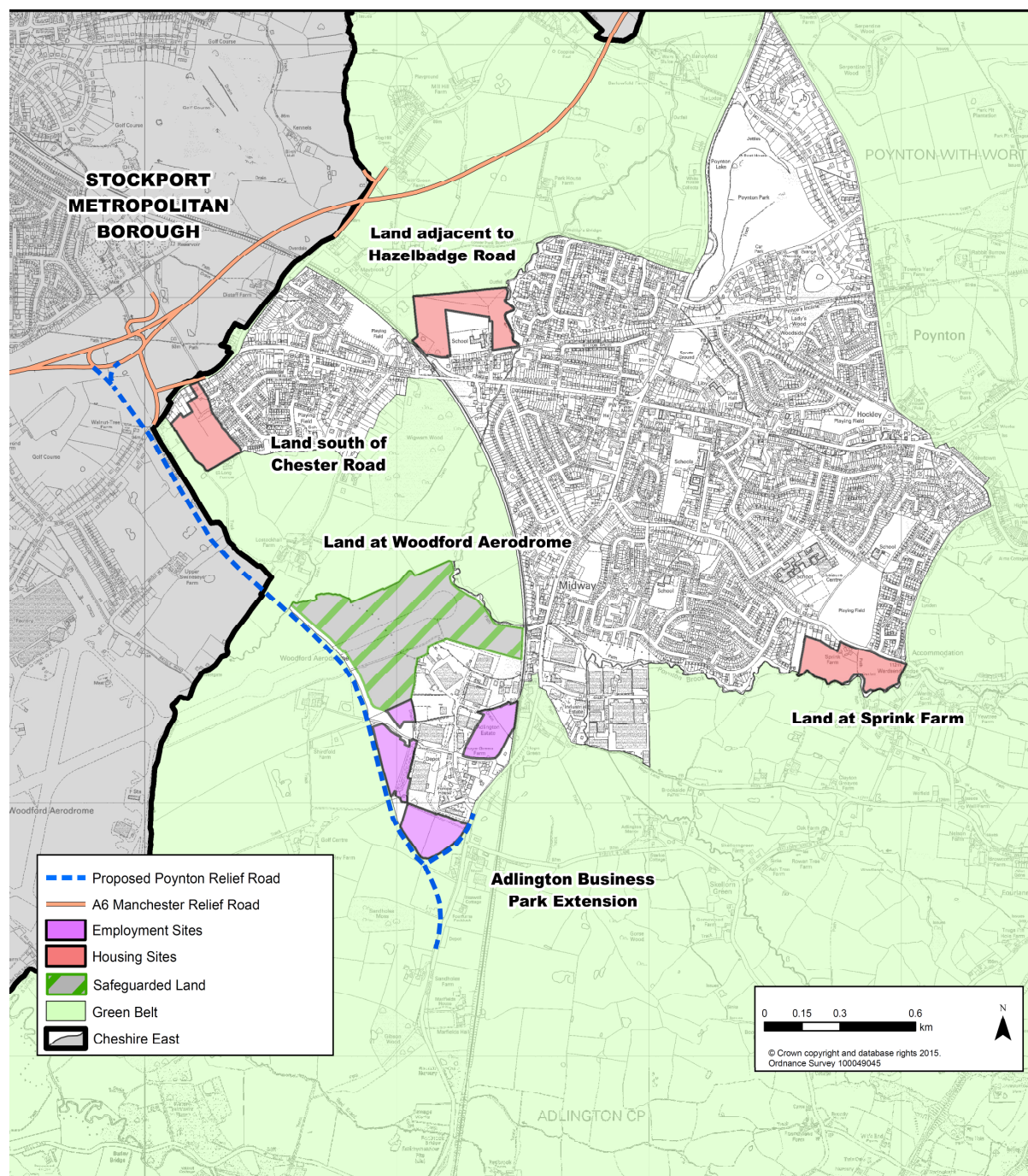


Figure 15.42 Poynton Town Plan

~~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.

Site CS 57: Land adjacent to Hazelbadge Road, Poynton

15.338a The site lies to the north west of Poynton between Poynton Brook and the railway line and consists of open countryside. Surrounding uses include a school, residential, Poynton Brook and a railway line.

15.338b Allocation of this site will require an adjustment to the Green Belt boundary.

Site CS 57 **Land adjacent to Hazelbadge Road**

The development of Land adjacent to Hazelbadge Road over the Local Plan Strategy period will be achieved through:

1. The delivery of 150 new homes;
2. Incorporation of Green Infrastructure, including:
 - i. an appropriate level of amenity open space and children's play space; and
 - ii. the creation of links with footpaths to the north and east
 - iii. Pedestrian and cycle links to new and existing residential areas, employment areas, shops, schools and health facilities, including improved pedestrian links to the town centre, and the Railway Station.
3. Open space provision to accommodate the need for enhanced or new indoor and outdoor sports facilities to accommodate the additional demand from the housing. Provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy.

Site Specific Principles of Development

- a) Contributions to existing, and the provision of new, public transport links to the town centre or contributions towards or the provision of land for additional car parking for Poynton Railway Station.
- b) Improvements to Hazelbadge Road and its junction with Chester Road, including provision of improved turning/parking facilities linked to Lower Park School.
- c) Contributions to health infrastructure and education provision.
- d) The provision of affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- e) Appropriate boundary treatments should be implemented to provide a clearly defined Green Belt boundary that is likely to endure.
- f) The inclusion of appropriate noise mitigation along the south western boundary of the site to make sure that noise and disturbance from the West Coast Mainline, which runs along the south western boundary of the site, is reduced to a level to be agreed at a future date.

- g) Any application would need to be supported by a full ecological appraisal. Mitigation would be required to address any impacts on protected species.
- h) Any woodland, priority habitats or habitats of Local Wildlife Site quality on the site, including Poynton Brook, should be retained and buffered by areas of open space/habitat creation.
- i) The protected trees shall be retained and incorporated into any development.
- j) A site specific Flood Risk Assessment should be prepared. New development will be expected to respect any flooding constraints on the site and, where necessary, provide appropriate mitigation.
- k) A desk based archaeological assessment shall be carried out, to determine if any further evaluation/mitigation will be needed.
- l) A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

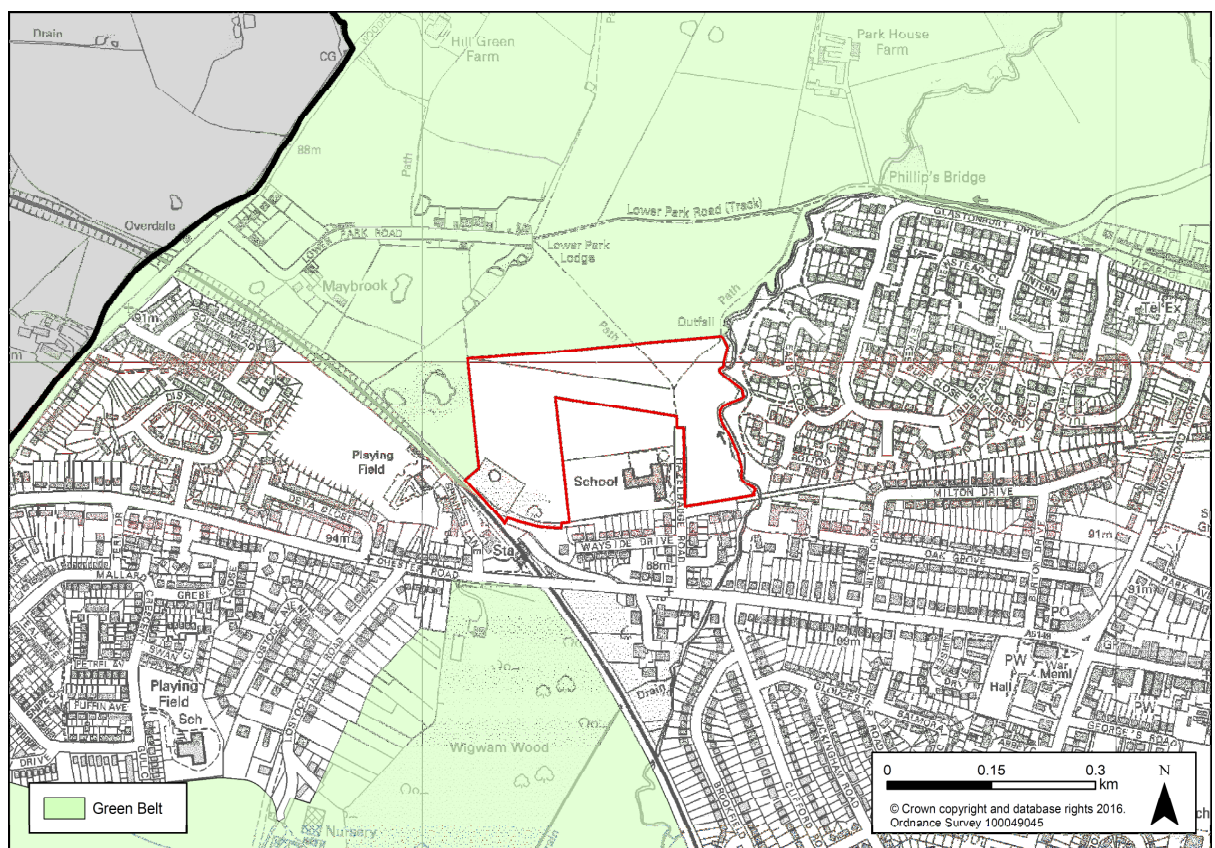


Figure 15.42a: Land adjacent to Hazelbadge Road

Justification

15.338c The site is located on the edge of Poynton, to the north west of the town, and is currently within the Green Belt, requiring a revision to the Green Belt boundary. The site has been identified to deliver some 150 dwellings and presents an opportunity to deliver a high quality, sustainable residential development. The eastern boundary of the site is formed by Poynton Brook, with part of the western boundary formed by the railway line.

15.338d The site is greenfield and covers an area of about 6 hectares. There is good access to the site by road from the town and it is close to Poynton Railway Station.

15.338e Boundary treatments should be reinforced so as to ensure a strong long term perimeter to the Green Belt.

15.338f Hazelbadge Road is a non through road that currently serves Lower Park Primary School and adjoining residential properties. Development provides the opportunity to improve the access and turning arrangements locally.

15.338g It is important that cycle and pedestrian links between the site and the surrounding residential areas and countryside are provided to improve connectivity within and around the town.

15.338h Impacts on education and health infrastructure will require appropriate mitigation. Provision of access improvements for Lower Park School can be considered as part of the overall mitigation measures.

15.338i The development of this site would assist in the delivery of additional car parking for Poynton Railway Station.

15.338j The provision of 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 employees, as well as enhancing the environment of the local area.

15.338k It is important that appropriate noise mitigation, along the south 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.

15.338l The Council would require the retention of the site's valued trees.

15.338m Full consideration of mitigation and management should be given to the impact on the footpath that crosses the site.

15.338n Habitat for protected species and appropriate mitigation, if required, will be provided within the site; the development will have to be appropriately sited to make sure that there is not any adverse impact on such habitat areas.

15.338n Part of the site is located in an area of flood risk of Poynton Brook, and as such it should be demonstrated that the proposed development would be safe from fluvial flooding, and would not increase the risk of flooding elsewhere.

15.338o An archaeological assessment will be required, to ensure that there will not be an impact on heritage assets.

15.338p Any new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.338q The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.338r 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.

Table 15.33a Policy Context: Land adjacent to Hazelbadge Road

Policy Context	
National Policy	<u>NPPF (principally paragraphs): 22, 32, 38, 47, 50, 56, 64, 73, 75, 95, 100, 103, 110, 111, 120, 121, 126</u>
Local Evidence	<u>Site Selection Report; Strategic Housing Land Availability Assessment; Green Belt Assessment Update; Cheshire East Housing Development Study; Spatial Distribution Update Report; Draft Poynton Town Strategy; Cheshire East Green Space Strategy; Cheshire East Strategic Flood Risk Assessment; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment</u>
Strategic Priorities	<u>Priority 1: Promoting economic prosperity by creating conditions for business growth</u> <u>Priority 2: To create sustainable communities</u> <u>Priority 4: To reduce the need to travel</u>
SCS Priorities	<u>Priority 1: Nurturing strong communities</u> <u>Priority 2: Creating conditions for business growth</u> <u>Priority 5: Ensuring a sustainable future</u> <u>Priority 6: Prepare for an increasingly older population</u>

Site CS 58 : Land at Sprink Farm, Poynton

15.338s The site lies to the south east of Poynton, between Dickens Lane and Poynton Brook, and consists of open countryside with some buildings present. Surrounding uses include residential and agricultural.

15.338t Allocation of this site will require an adjustment to the Green Belt boundary.

Site CS58 **Land at Sprink Farm, Poynton**

The development of Land at Sprink Farm over the Local Plan Strategy period will be achieved through:

1. The delivery of around 150 new homes;

2. Incorporation of Green Infrastructure, including:

- i. an appropriate level of amenity open space and children's play space;
- ii. creation of links within the site to incorporate the existing Public Right of Way through the site and to the adjoining network of footpaths;
- iii. Pedestrian and cycle links to new and existing residential areas, employment areas, shops, schools and health facilities, including improved pedestrian links to the town centre, and the Railway Station.

3. Open space provision to accommodate the need for enhanced or new indoor and outdoor sports facilities to accommodate the additional demand from the housing. Provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy.

Site Specific Principles of Development

- a) Contributions to existing, and the provision of new, public transport links to the town centre.
- b) Contributions to education and health infrastructure.
- c) The provision of affordable housing in line with the policy requirements set out in Policy SC5 (Affordable Homes).
- d) A site specific Flood Risk Assessment should be prepared.
- e) New development will be expected to respect any flooding constraints on the site and, where necessary, provide appropriate mitigation.
- f) Any application would need to be supported by a full ecological appraisal.
- g) Mitigation would be required to address any impacts on protected species.
- h) Any woodland, stream, priority habitats or habitats of Local Wildlife Site quality on the site should be retained and buffered by areas of open space/habitat creation.
- i) The protected trees shall be retained and incorporated into any development.
- j) New Green Belt boundaries should be strengthened through additional planting.
- k) A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

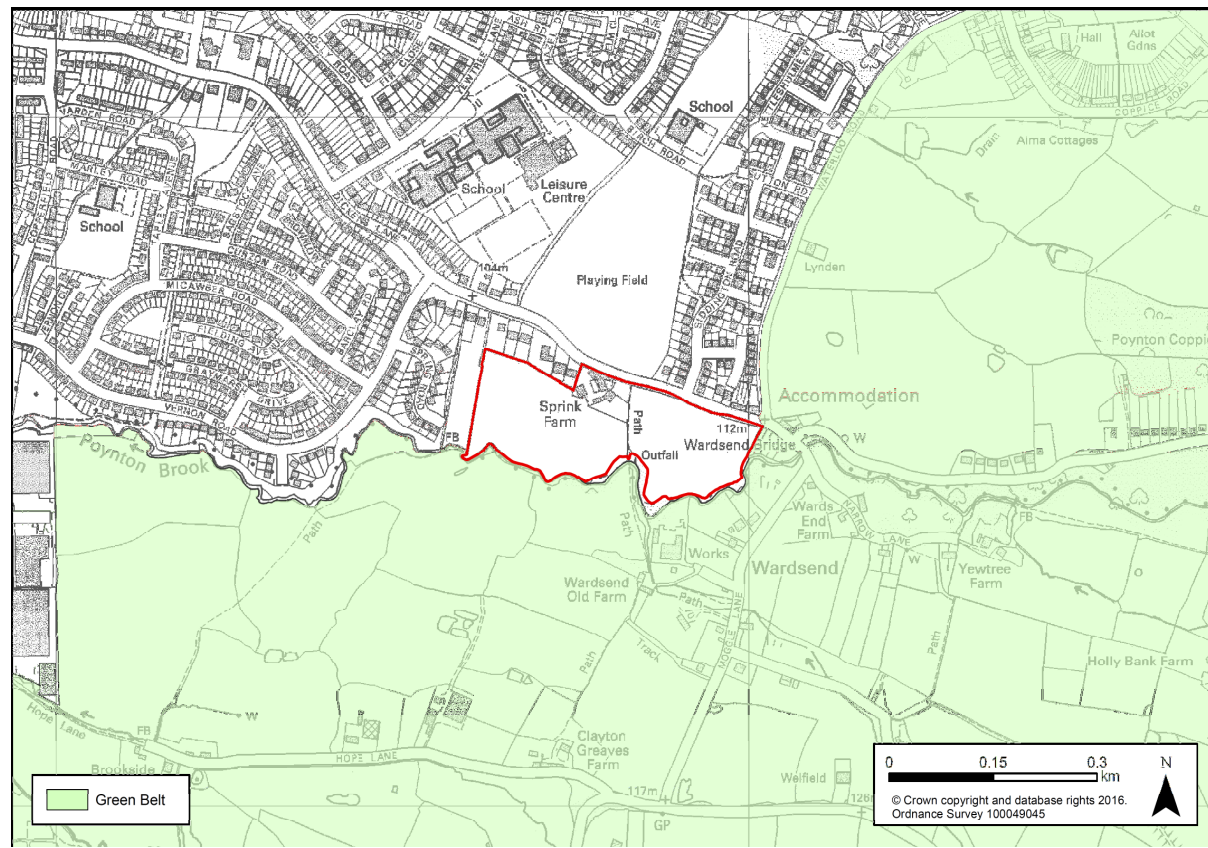


Figure 15.42b: Land at Sprink Farm

Justification

15.338u The site is located on the edge of Poynton, to the south east of the town, and is currently within the Green Belt, requiring a revision to the Green Belt boundary. The site has been identified to deliver around 150 dwellings and presents an opportunity to deliver a high quality, sustainable residential development. The southern boundary of the site is formed by Poynton Brook, which provide opportunities for links to existing footpaths.

15.338v The majority of the site is greenfield with some buildings present and covers an area of about 5 hectares. There is good access to the site by road from the town and by public transport services along Dickens Lane.

15.338w It is important that cycle and pedestrian links between the site and the surrounding residential and employment areas are provided to improve connectivity within and around the town.

15.338x The provision of 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 employees, as well as enhancing the environment of the local area.

15.338y The Council would require the retention of the site's valued trees along the Brook to the south and west boundary.

15.338z Full consideration of mitigation and management should be given to the impact on the footpath that crosses the site.

15.339a It is important that buffering planting along the southern boundary of the site is provided to protect the stream and woodland.

15.339b Habitat for protected species and appropriate mitigation, if required, will be provided within the site; the development will have to be appropriately sited to make sure that there is not any adverse impact on such habitat areas.

15.339c Part of the site is located in an area of flood risk of Poynton Brook, and as such it should be demonstrated that the proposed development would be safe from fluvial flooding, and would not increase the risk of flooding elsewhere.

15.339d Any new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.339e The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation

15.339f 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 to ensure that it meets sustainable development principles.

Table 15.33b Policy Context: Land adjacent to Hazelbadge Road

<u>Policy Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 22, 32, 38, 47, 50, 56, 64, 73, 75, 95, 100, 103, 110, 111, 120, 121, 126</u>
<u>Local Evidence</u>	<u>Site Selection Report; Strategic Housing Land Availability Assessment; Green Belt Assessment Update; Cheshire East Housing Development Study; Spatial Distribution Update Report; Draft Poynton Town Strategy; Cheshire East Green Space Strategy; Cheshire East Strategic Flood Risk Assessment; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment</u>
<u>Strategic Priorities</u>	<u>Priority 1: Promoting economic prosperity by creating conditions for business growth</u> <u>Priority 2: To create sustainable communities</u> <u>Priority 4: To reduce the need to travel</u>
<u>SCS Priorities</u>	<u>Priority 1: Nurturing strong communities</u> <u>Priority 2: Creating conditions for business growth</u> <u>Priority 5: Ensuring a sustainable future</u>

	<u>Priority 6: Prepare for an increasingly older population</u>
--	---

Site CS 59 Land south of Chester Road, Poynton

15.339g The site lies to the west of Poynton, close to the A5149 Chester Road, and consists of open countryside. Surrounding uses include residential and agricultural.

15.339h Allocation of this site will require an adjustment to the Green Belt boundary.

Site CS 59 **Land south of Chester Road**

The development of Land south of Chester Road over the Local Plan Strategy period will be achieved through:

1. The delivery of 150 new homes;
2. Incorporation of Green Infrastructure, including:
 - i. an appropriate level of amenity open space and children's play space; and
 - ii. Pedestrian and cycle links to new and existing residential areas, employment areas, shops, schools and health facilities, including improved pedestrian links to the town centre, and the Railway Station.
3. Open space provision to accommodate the need for enhanced or new indoor and outdoor sports facilities to accommodate the additional demand from the housing. Provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy.

Site Specific Principles of Development

- a) Contributions to existing, and the provision of new, public transport links to the town centre.
- b) Contributions to education and health infrastructure.
- c) Contributions towards the delivery of the Poynton Relief Road.
- d) Any application would need to be supported by a full ecological appraisal.
- e) Mitigation would be required to address any impacts on protected species.
- f) Any woodland, priority habitats or habitats of Local Wildlife Site quality on the site should be retained and buffered by areas of open space/habitat creation.
- 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).
- h) A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be

found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

- i) Appropriate boundary treatments should be implemented to provide a clearly defined Green Belt boundary that is likely to endure.

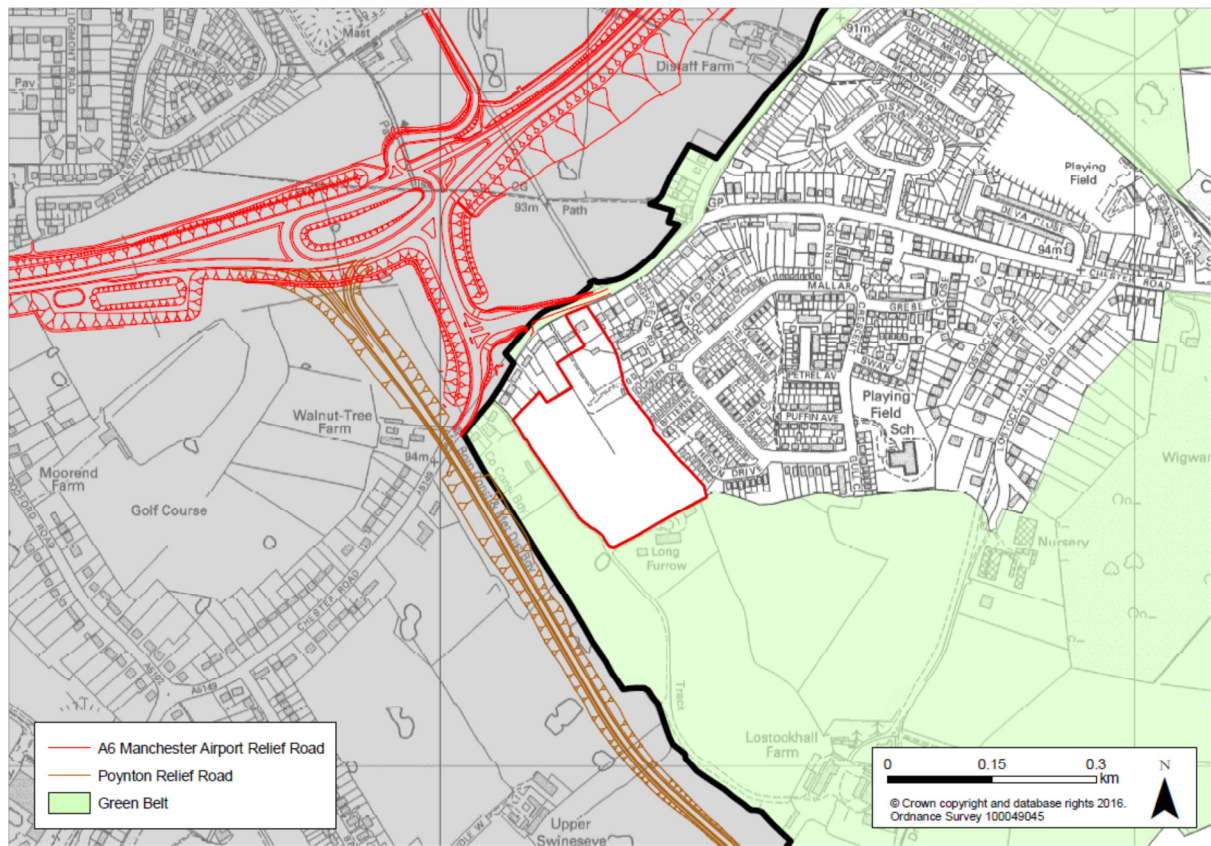


Figure 15.42b: Land south of Chester Road

Justification

15.339i The site is located on the edge of Poynton, to the north west of the town, and is currently within the Green Belt, requiring a revision to the Green Belt boundary. The site has been identified to deliver some 150 dwellings and presents an opportunity to deliver a high quality, sustainable residential development, whilst supporting the delivery of key infrastructure through financial contributions towards the delivery of the Poynton Relief Road. The eastern and northern boundaries of the site are formed by existing residential developments.

15.339j The site is mainly greenfield and covers an area of about 4 hectares. There is good access to the site by road from the town and it is close to Poynton Railway Station.

15.339k It is important that cycle and pedestrian links between the site and the surrounding residential areas and countryside are provided to improve connectivity within and around the town. In particular, links to the housing area/Primary School to the east.

15.339l The provision of 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 employees, as well as enhancing the environment of the local area.

15.339m The Council would require the retention of existing trees and hedges. Full consideration of mitigation and management should be given to the impact on the footpath running through the site. Boundary treatments should be reinforced so as to ensure a strong long term perimeter to the Green Belt.

15.339n Habitat for protected species and appropriate mitigation, if required, will be provided within the site; the development will have to be appropriately sited to make sure that there is not any adverse impact on such habitat areas.

15.339o Any new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.339p The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.339q 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.

15.339r The Poynton Relief Road is a proposed 1.9 mile highway running between the A6 Manchester Airport Relief Road (A6MARR) and A523 London Road, which will relieve congestion in and around Poynton, improve links to Macclesfield and support economic, physical and social regeneration of the area.

Table 15.33c Policy Context: Land south of Chester Road

<u>Policy Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 22, 32, 38, 47, 50, 56, 64, 73, 75, 95, 100, 103, 110, 111, 120, 121, 126</u>
<u>Local Evidence</u>	<u>Site Selection Report; Strategic Housing Land Availability Assessment; Green Belt Assessment Update; Cheshire East Housing Development Study; Spatial Distribution Update Report; Draft Poynton Town Strategy; Cheshire East Green Space Strategy; Cheshire East Strategic Flood Risk Assessment; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment</u>
<u>Strategic</u>	<u>Priority 1: Promoting economic prosperity by creating conditions for business growth</u>

Priorities	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

Site CS 60: Adlington Business Park Extension, Poynton

15.339s The proposed strategic employment allocation has the potential to provide for around 10 hectares of employment land. The site forms a natural extension to the existing employment uses on the edge of the built form of Poynton, forming an appropriate location to meet the needs of the town. Surrounding uses include an existing Business Park and the railway line.

15.339t Allocation of this site will require an adjustment to the Green Belt boundary.

Site CS 60 **Adlington Business Park Extension**

The development of Adlington Business Park Extension over the Plan period will be achieved through:

- 1. The provision of around 10ha of new employment land.**
- 2. The incorporation of Green Infrastructure, including greenways, and the provision of new pedestrian and cycle links to new and existing residential areas, and shops.**

Site specific principles of development

- a) New development will be expected to respect the proximity of the residential properties and, where necessary, provide mitigation.**
- b) Contributions to existing and the provision of new public transport links to the town centre.**
- c) Contributions towards the delivery of the Poynton Relief Road.**
- d) The reinstatement of footpaths over the former Woodford Aerodrome site to improve pedestrian linkages to Poynton Railway Station.**
- e) The improvement of pedestrian access to the site from A523 London Road, incorporating the provision of a pedestrian crossing**
- f) Development should preserve and enhance heritage assets around this site.**
- g) A desk based archaeological assessment shall be carried out, to determine if any further evaluation/mitigation will be needed;**
- h) A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be**

found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

- i) Appropriate boundary treatments should be implemented to provide a clearly defined Green Belt boundary that is likely to endure.
- j) Any application would need to be supported by a full ecological appraisal.
- k) Mitigation would be required to address any impacts on protected species.
- l) Any woodland, priority habitats or habitats of Local Wildlife Site quality on the site should be retained and buffered by areas of open space/habitat creation.
- m) The existing ponds shall be retained and incorporated into any development.
- n) Development must not have an adverse impact on the established Great Crested newt habitat areas.
- o) Open space provision to accommodate the need for enhanced or new indoor and outdoor sports facilities to accommodate the additional demand from the housing. Provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy.
- p) A proposal needs to be put forward and agreed with Sport England that replaces the golf course to an equivalent or better quantity and quality in a suitable location.

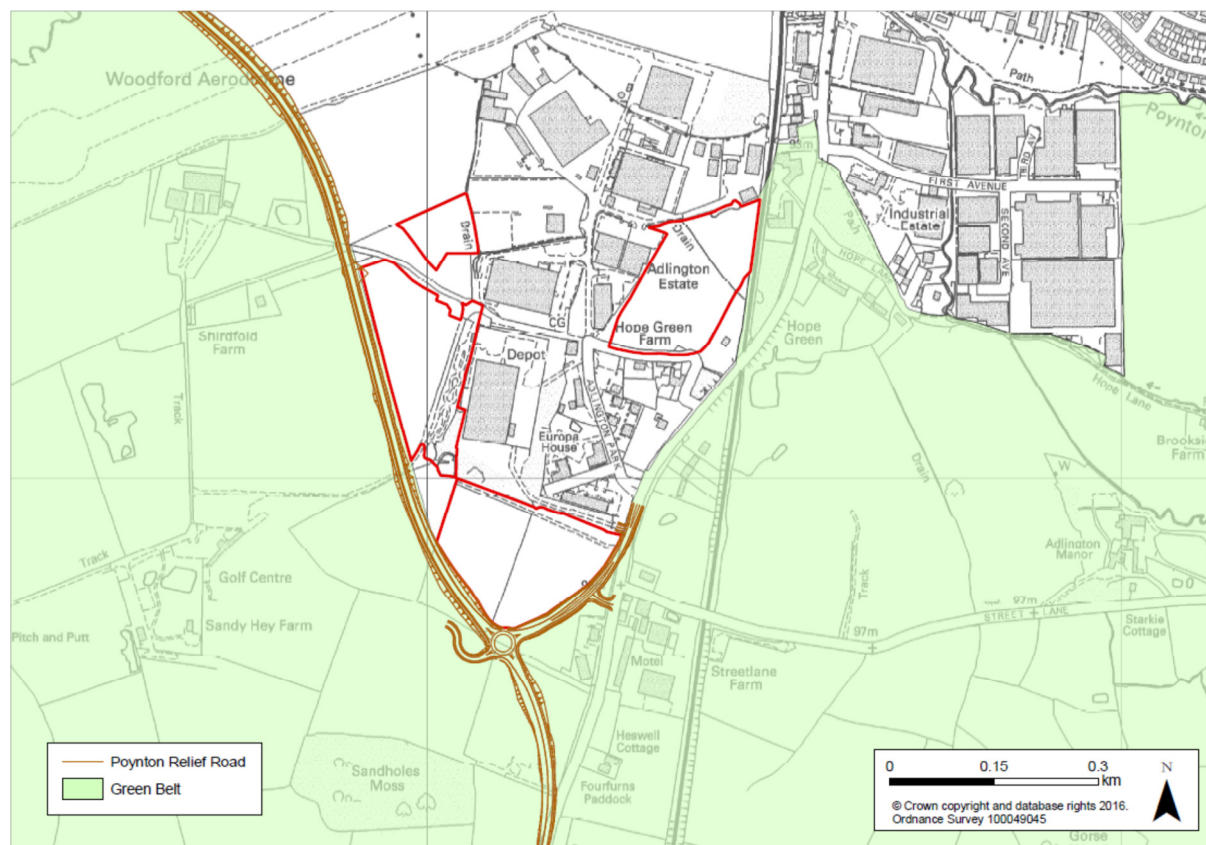


Figure 15.42c: Adlington Business Park Extension

Justification

15.339u This Plan provides for 380 hectares of employment during the Plan period up to 2030. This site will make a positive contribution to help meet this overall employment land requirement and provide opportunities for employment growth in the town. The site will also help to address the

ratio of workplace-based employment to residence-based employment for Poynton identified in the Spatial Distribution Update Report.¹

15.339v The site is located on the edge of the built form of Poynton to the south west of the settlement, and is currently within the Green Belt, requiring a revision to the Green Belt boundary. The site has been identified to deliver around 10ha of employment land and presents an opportunity to deliver a high quality, sustainable employment development, whilst supporting the delivery of key infrastructure through financial contributions towards the delivery of the Poynton Relief Road. The site is adjacent to Adlington Business Park; an existing employment site.

15.339w The preferred route of the Poynton Relief Road will form the western boundary of the site. If the planned Poynton Relief Road is not built, or the current identified route is altered significantly, then a further Green Belt assessment of this site would be required.

15.339x The new Green Belt boundary should be defined using physical features that are readily recognisable and are likely to be permanent, for example (but not restricted to) continuous physical features such as significant hedges, stone walls, line of trees.

15.339y A full planning application (15/4865M) has been submitted on the eastern parcel of the site for the erection of a logistics warehouse (6,728sqm) and ancillary trade sales. A decision is awaited.

15.339z It is important that the proximity of the residential dwellings is taken into consideration in any development proposals, with the provision of appropriate mitigation where necessary.

15.339aa The incorporation of Green Infrastructure, notably trees, hedgerows, and greenways, together with sensitive design in terms of the scale and massing of any new structures, has the potential to mitigate any adverse impacts on visual amenity from main public vantage points. This will also assist in enhancing the environment of the local area, and improving the health and wellbeing of employees.

15.339ab It is important that cycle and pedestrian links between the site and the surrounding residential areas are provided to improve connectivity within and around the town.

15.339ac The provision of a pedestrian crossing across the A523 London Road, linking to footpath Adlington FP53, along with the improvement of this footpath, would provide enhanced pedestrian access to the site. Improving pedestrian access to the Railway Station can also be achieved, through the reinstatement of footpaths, linking to existing footpaths, through the former Woodford Aerodrome site.

15.339ad The Council would require the retention of existing trees and hedges on the site.

15.339ae Full consideration should be given to the impact of development on the footpath crossing the site, with appropriate mitigation and management measures introduced as required.

¹ [PS E035] Aecom Spatial distribution Update Report, July 2015 (Table 14, p45 and Appendix 17, p189)

15.339af Habitat for protected species and appropriate mitigation, if required, will be provided within the site; the development will have to be appropriately sited to make sure that there is not any adverse impact on such habitat areas.

15.339ag The eastern parcel of the site lies to the north of a group of cottages and Listed Buildings in an historic area know as Hopegreen. An archaeological assessment will be required to make sure that there will not be an impact on heritage assets.

15.339ah Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 ‘Indoor and Outdoor Sports Facilities’. This is likely to be addressed as part of the Poynton Relief Road construction.

15.339ai The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.339aj 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.

15.339ak The Poynton Relief Road is a proposed 1.9 mile highway running between the A6 Manchester Airport Relief Road (A6MARR) and A523 London Road, which will relieve congestion in and around Poynton, improve links to Macclesfield and support economic, physical and social regeneration of the area.

15.339al If the planned Poynton Relief Road is not built, or the current identified route is altered significantly, then a further Green Belt assessment of this site would be required.

15.339am Although located directly adjacent to the urban area of Poynton, this allocation is situated within the Parish of Adlington.

Indicative Site Delivery

- 3 ha expected during the early part of the plan period (2015-2020)
- 5 ha expected during the middle part of the plan period (2020-2025)
- 2 ha expected during the latter part of the plan period (2025-2030)

Table 15.33d Policy Context: Adlington Business Park Extension

<u>Policy Context</u>	
<u>National</u>	<u>NPPF (principally paragraphs): 18, 19, 20, 21, 110, 120, 126, and 156</u>

<u>Policy</u>	
<u>Local Evidence</u>	<u>Site Selection Report; Strategic Housing Land Availability Assessment; Green Belt Assessment Update; Alignment of Economic, Employment and Housing Strategies Spatial Distribution Update Report; Draft Poynton Town Strategy; Cheshire East Green Space Strategy; Cheshire East Strategic Flood Risk Assessment; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment</u>
<u>Strategic Priorities</u>	<u>Priority 1: Promoting economic prosperity by creating conditions for business growth</u> <u>Priority 4: Improving the road network</u>
<u>SCS Priorities</u>	<u>Priority 2: Creating conditions for business growth</u> <u>Priority 7: Driving out the causes of poor health</u>

Safeguarded Land

15.339am1 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'.

15.339am2 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.

15.339am3 Safeguarded land is required around the larger settlements that are inset into the Green Belt .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.

Site CS 65 (Safeguarded): Woodford Aerodrome, Poynton

15.339an This site lies to the west of Poynton, and incorporates part of a former runway, with surrounding uses including a Business Park and a railway line. It forms an appropriate location in which to meet the identified needs of the town.

15.33ao Safeguarding this site will require an adjustment to the Green Belt boundary.

Site CS 65 (Safeguarded)

Woodford Aerodrome, Poynton

1. 22ha of safeguarded land.

Principles of Development

- The site is not allocated for development at the present time.

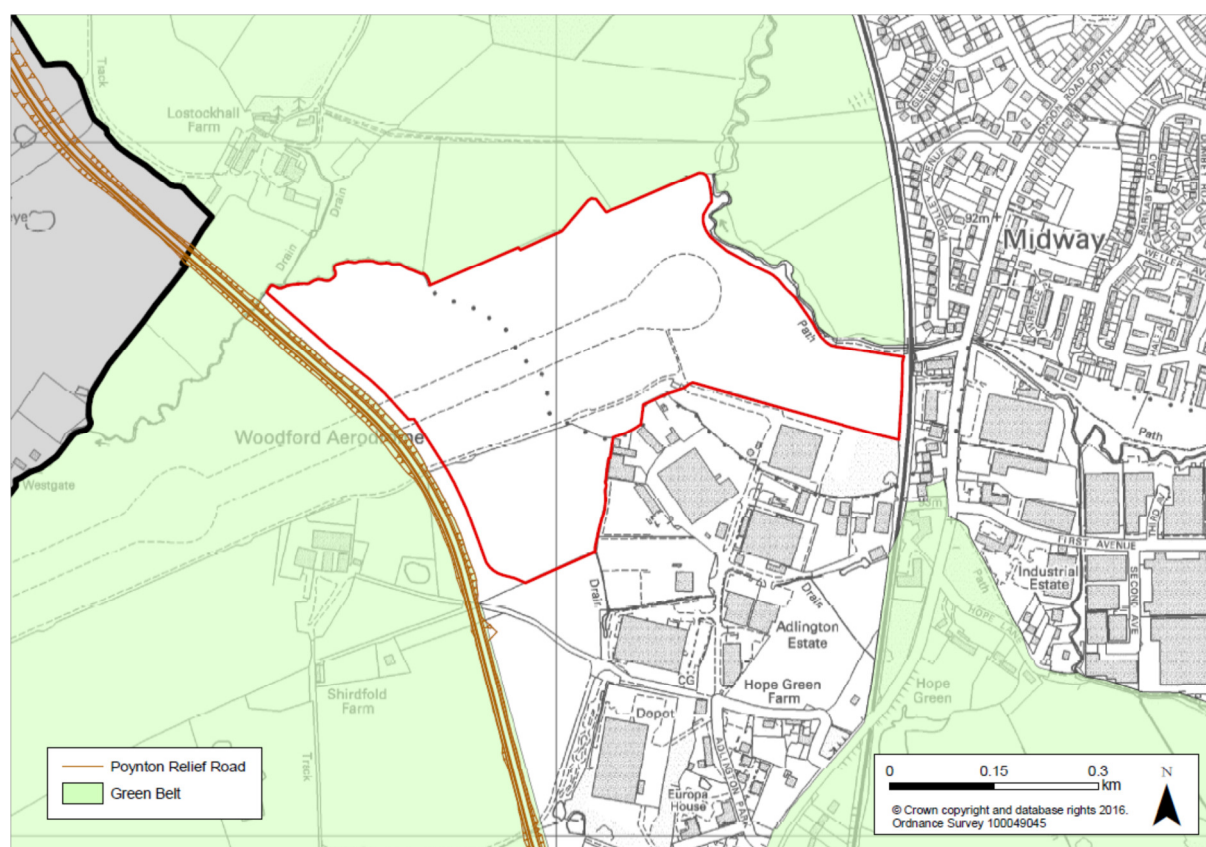


Figure 15.42dc: Woodford Aerodrome, Poynton

Justification

15.339ap Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the Plan period. The land adjoins existing employment and residential areas in Poynton and is bounded by the route of the Poynton Relief Road.

15.339aq If the planned Poynton Relief Road is not built, or the current identified route is altered significantly, then a further Green Belt assessment of this site would be required.

Table 15.33d Policy Context: Woodford Aerodrome, Poynton

<u>Policy</u>	
----------------------	--

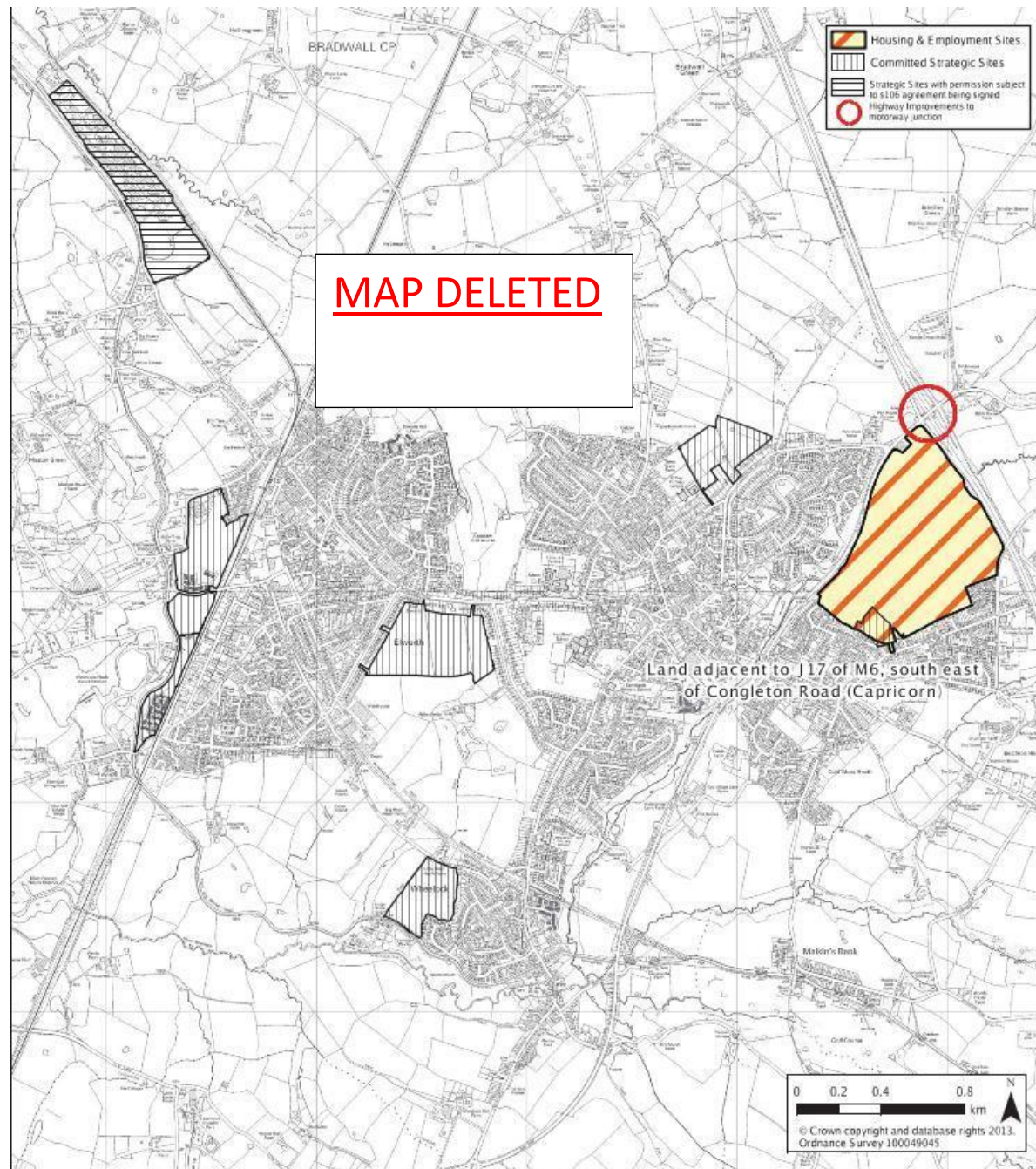
Cheshire East Local Plan Strategy – Proposed Changes (Committee Report Publication Document)

<u>Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91</u>
<u>Local Evidence</u>	<u>Site Selection Report; Development Strategy; Draft Poynton Town Strategy; Strategic Housing Land Availability Assessment; Green Belt Assessment Update; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment</u>
<u>Strategic Priorities</u>	<u>Priority 1: Promoting economic prosperity</u> <u>Priority 2: To create sustainable communities</u> <u>Priority 3: Environmental quality should be protected and enhanced</u>
<u>SCS Priorities</u>	<u>Priority 1: Nurturing strong communities</u> <u>Priority 2: Creating conditions for business growth</u> <u>Priority 5: Ensuring a sustainable future</u> <u>Priority 7: Driving out the causes of poor health</u>

–

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.



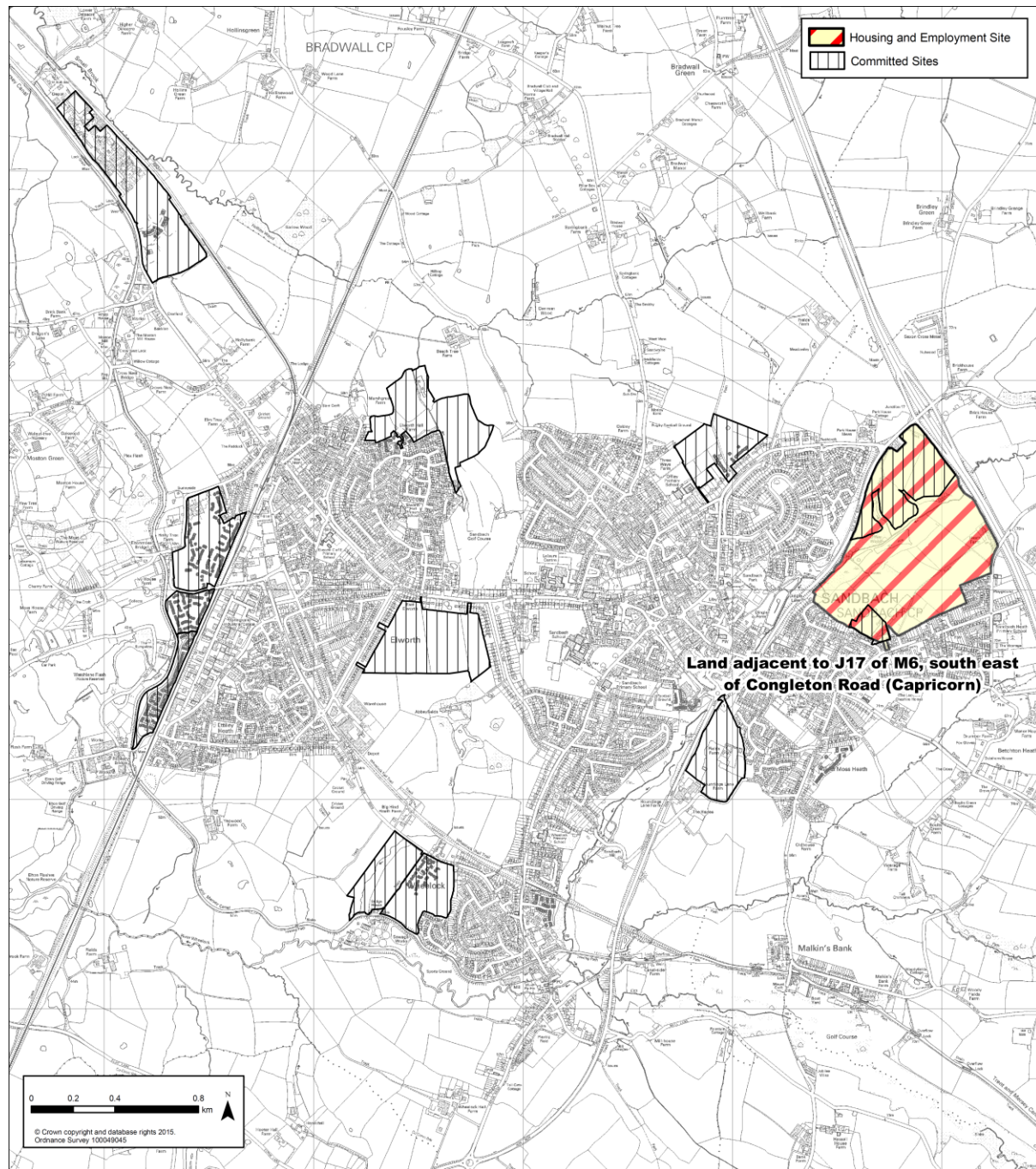


Figure 15.43 Sandbach Town Map

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 The main intention behind allocating this site is to provide employment land within the town and to create a more sustainable community by better balancing the proportion of housing and jobs in the town. This is considered necessary as Sandbach has seen a significant reduction in

~~employment land but relatively high levels of housing development in recent years. This allocation presents the opportunity to deliver a mixed used development site with the primary use of the site being for employment purposes, main emphasis on providing an employment site, and whilst acknowledging that supporting residential development will be needed to with a small level of residential development which will help to enable improvements to the access and infrastructure improvements required to deliver of the whole site. This It is intended that the development of the site will include the provision of supporting facilities, complimentary to the principal employment use scheme which supports a new local centre whilst also protecting existing conservation interests in the vicinity important existing environmental features.~~

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:

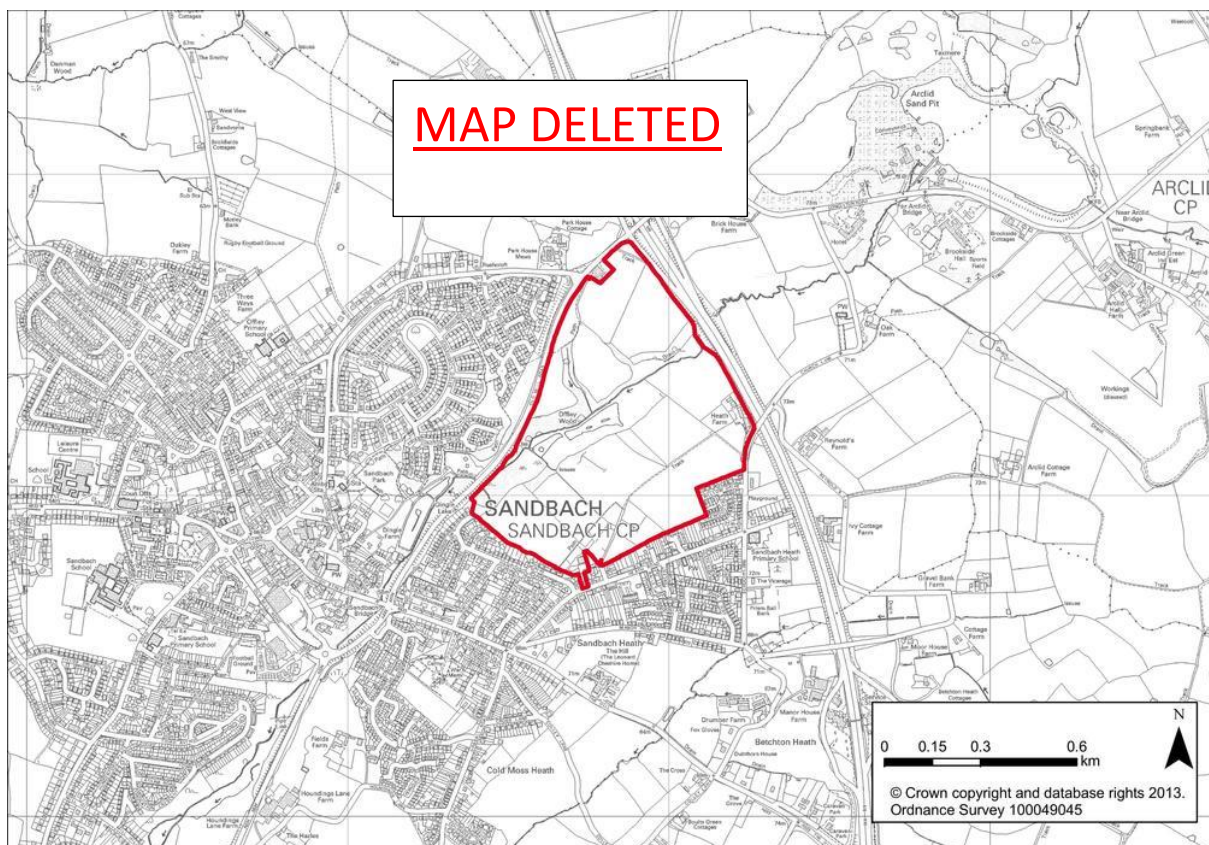
1. The delivery of ~~up to~~ around 20 hectares of employment land (Class B1 & B2) as set out in Figure 15.44; ~~to the north of the site;~~
2. The delivery of up to ~~200~~ 450 new homes ~~to the south of~~ the site as set out in Figure 15.44;
3. The provision of appropriate retail for local needs;
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. 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 and a management plan will be required for them.
- b. Appropriate contributions will be made to improvements to junction 17 of the M6 motorway and the junctions on the A534 Old Mill Road corridor.
- c. Provision for improved access off Old Mill Road and a new bridge across the Brook to access the employment land beyond.

- d. Contributions to education and health infrastructure
- e. 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.
- f. Provision for future widening of the A534 Old Mill Road Corridor adjacent to the development site.
- g. A desk based archaeological assessment will be required for this 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).

h.i. Provision of a Landscaped buffer between the employment land and housing areas.



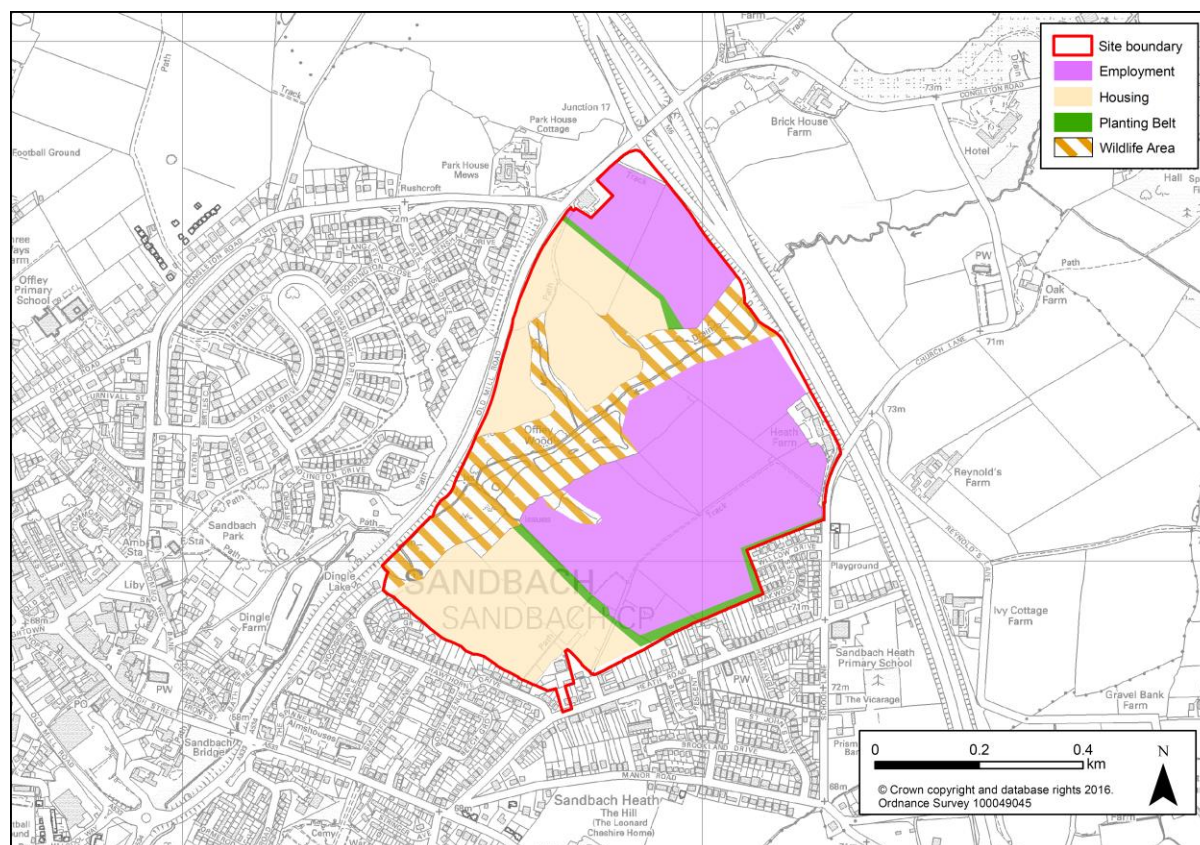


Figure 15.44 Land adjacent to Junction 17 of M6, south east of Congleton Road Site – strategic site allocation

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 The intention of this allocation is to ensure that the primary use of the site is for employment purposes with around 20 hectares being required for this purpose. The Site is allocated for class B1 business and B2 industrial, taking account of the characteristics of the site and the need for greater employment in Sandbach. However residential development ~~It is considered that a small amount of housing, of up to 200450 dwellings may be ,is required as a sub-ordinate use to cover the infrastructure costs needed to enable the delivery of the whole is site., which is predominantly intended for employment purposes. The delivery of this site~~ This 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.

15.346a A key infrastructure consideration is the provision of a new access road and bridge across the wildlife corridor. This will provide a link between the principal site access by Junction 17 and the main area of employment land in the centre of the site. The employment area should be separated from adjoining areas of housing by landscaped tree buffer. Development of areas adjoining the

Wildlife corridor should be accompanied by proposals for its retention and enhancement. This includes the provision of management plan to govern long term management arrangements.

15.346b The site should be developed in accordance with the allocations set on in Figure 15.44; this provides the appropriate balance of uses to meet the housing and employment needs of the town.

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.

15.347a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

Indicative Site Delivery

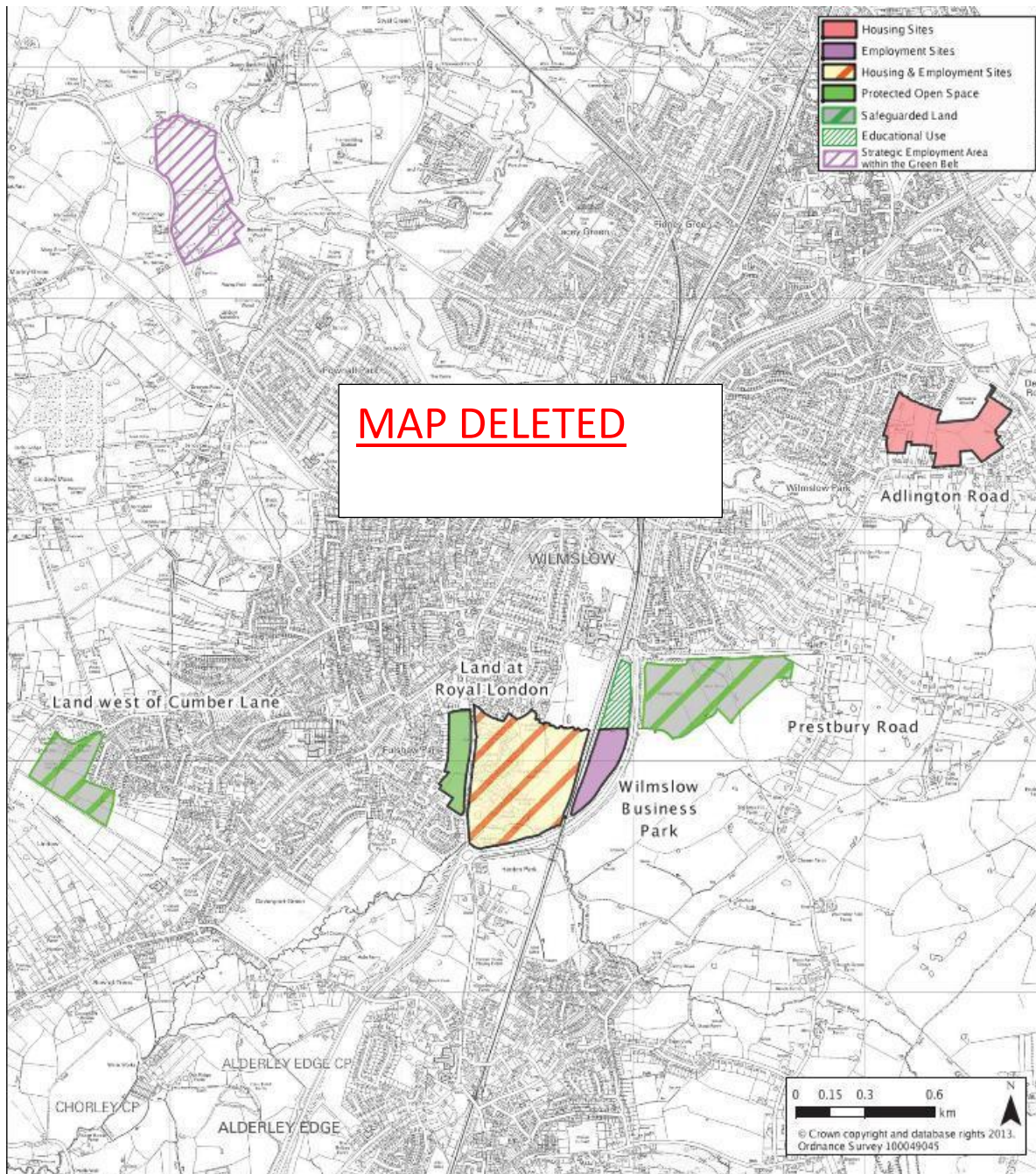
- ~~• 200 homes expected during the early part of the plan period (2015-2020).~~
- It is expected that employment land allocations in mixed use schemes will be phased in tandem with the housing allocations. Where appropriate, the phased release of employment land will be secured through S106 agreements/obligations.

Table 15.34 Policy Context: Land adjacent to Junction 17 of M6, south east of Congleton Road Site

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

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.



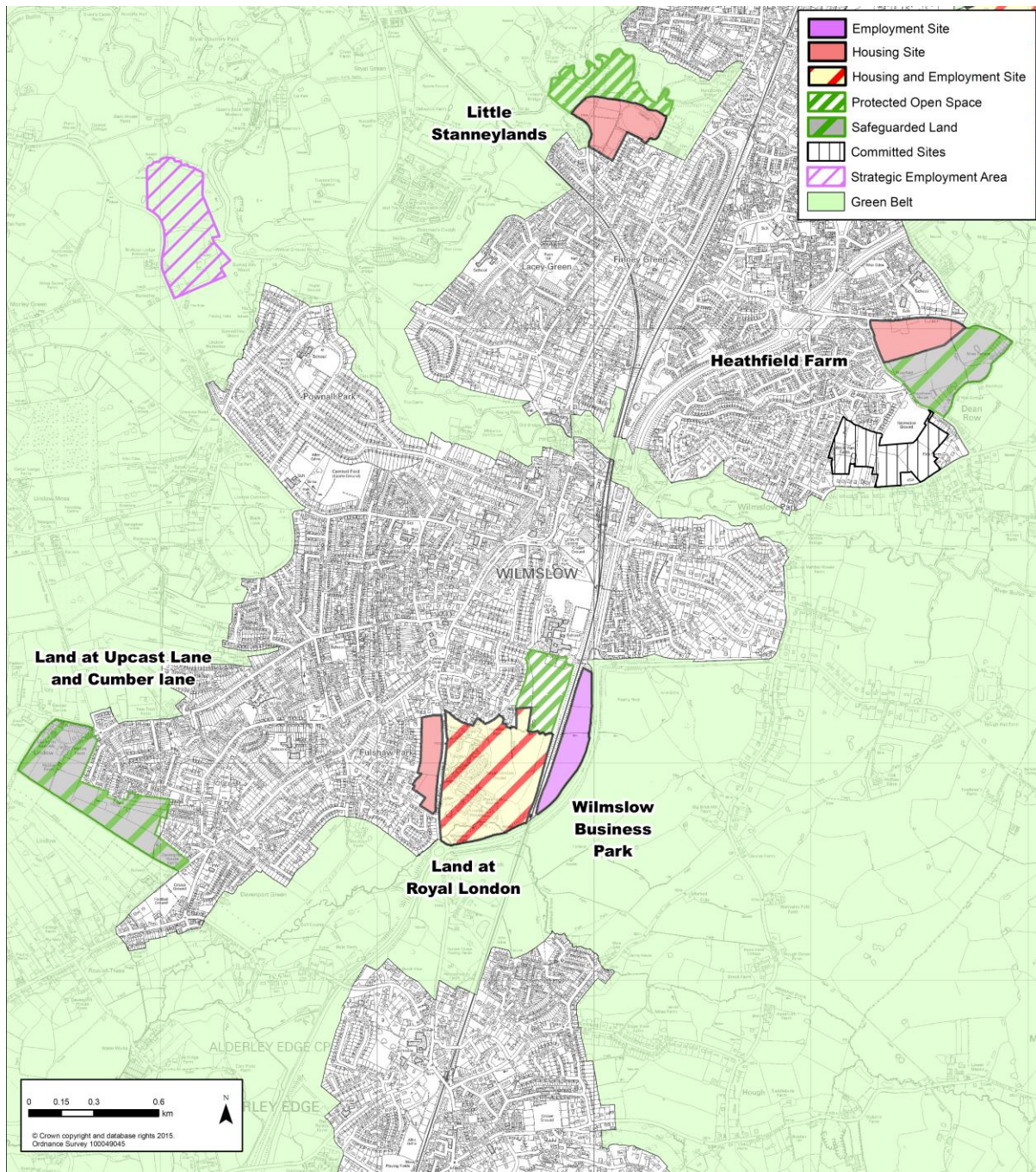


Figure 15.45 Wilmslow Town Map

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).~~

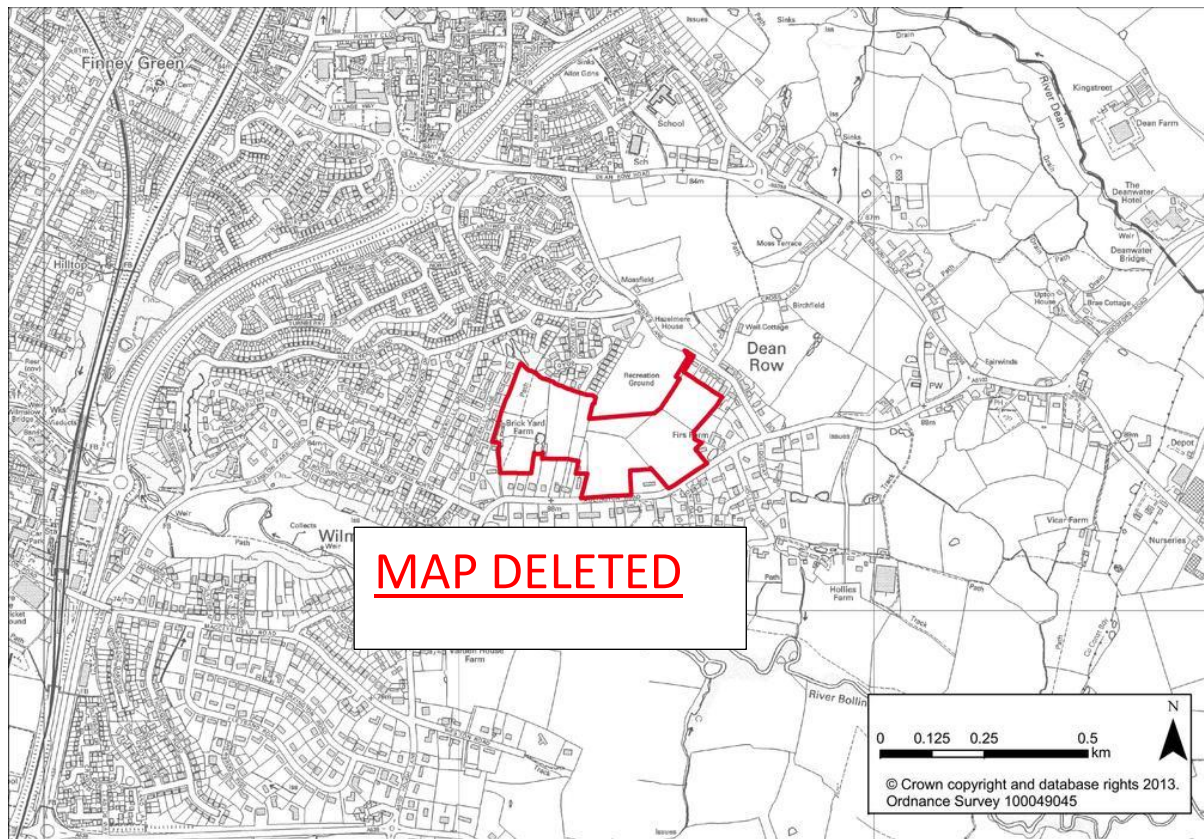


Figure 15.46 Adlington Road Site

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.

Indicative Site 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)

Table 15.35 Policy Context: Adlington Road Site

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

Site CS 26: Royal London including land to the west of Alderley Road, 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 section west of Alderley Road is currently agricultural land bounded by housing to the north, west and south ; and by the existing Royal London Campus (across Alderley Road) to the east.

15.362 The site includes the existing Royal London campus which is to be retained. With the exception of one or two hedgerows, the non-developed area of 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 including land west of Alderley Road, Wilmslow

The development of the Royal London site over the Local Plan Strategy period will be achieved through:

1. The retention and protection of buildings and their settings in the existing Royal London Campus
2. The delivery of around 175 dwellings (around 80 on land to the east of the existing campus, around 20 to the north of the existing campus and around 75 on land west of Alderley Road).
3. The provision of 17,000—5 ha of employment land for up to around 24,000 square metres of B1 employment space and a hotel
4. Incorporation of Green Infrastructure and the provision of public open space ~~to the~~ at the southern end of the land west of Alderley Road
5. Provision of at least 1 ha of land set aside for use as school playing fields within the site in addition to the areas marked as open space on the map, as well as a 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

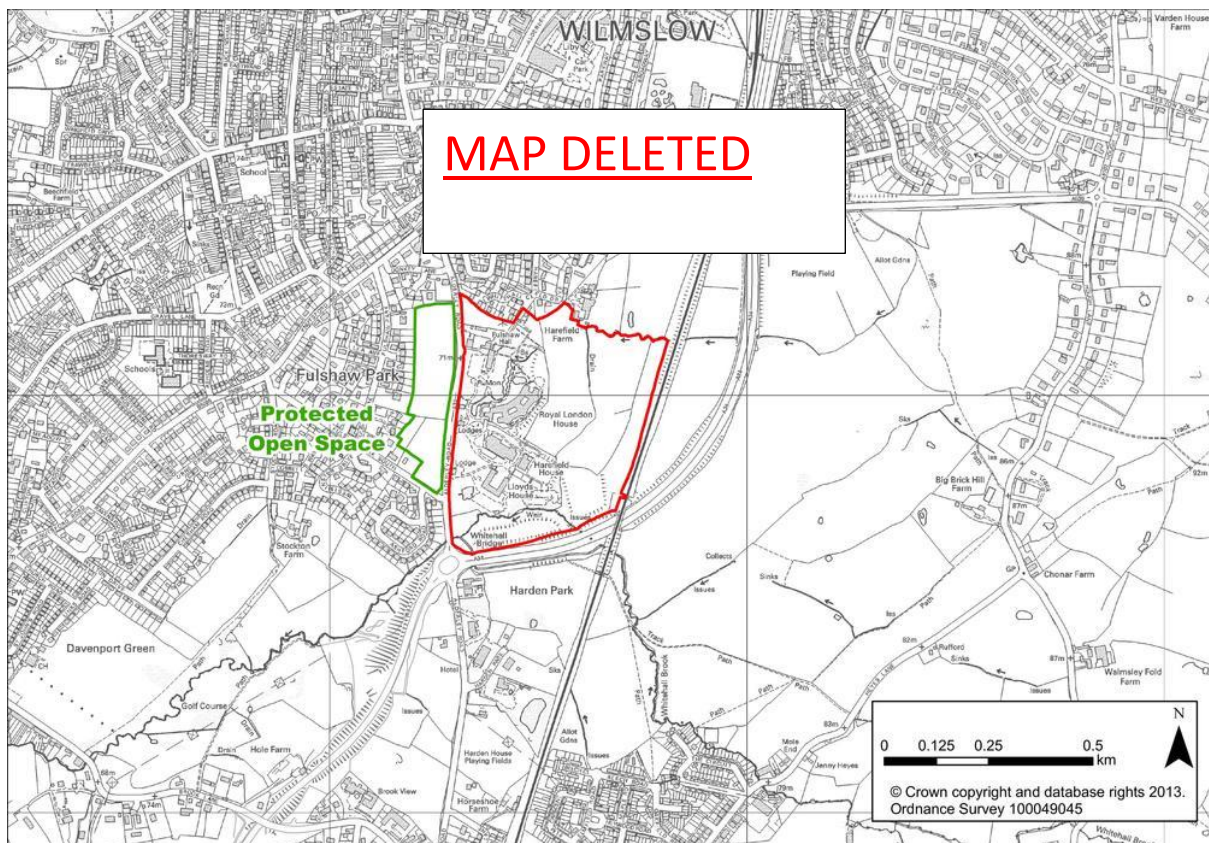
- a. Phased delivery so that a serviced site for B1 employment uses is delivered in conjunction with the residential development.
- b. High quality design and appropriate landscaping / Green Infrastructure should be provided within the site in order to preserve the character of the area and ensure an acceptable relationship between residential and employment uses. The design must respect the site's location as a key entrance into Wilmslow.
- 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; and-
 - iii. a new public open space at the southern end of land west of Alderley Road.
- 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, and the tree and hedge lined frontages to Alderley Road;
- 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.

h.j. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.



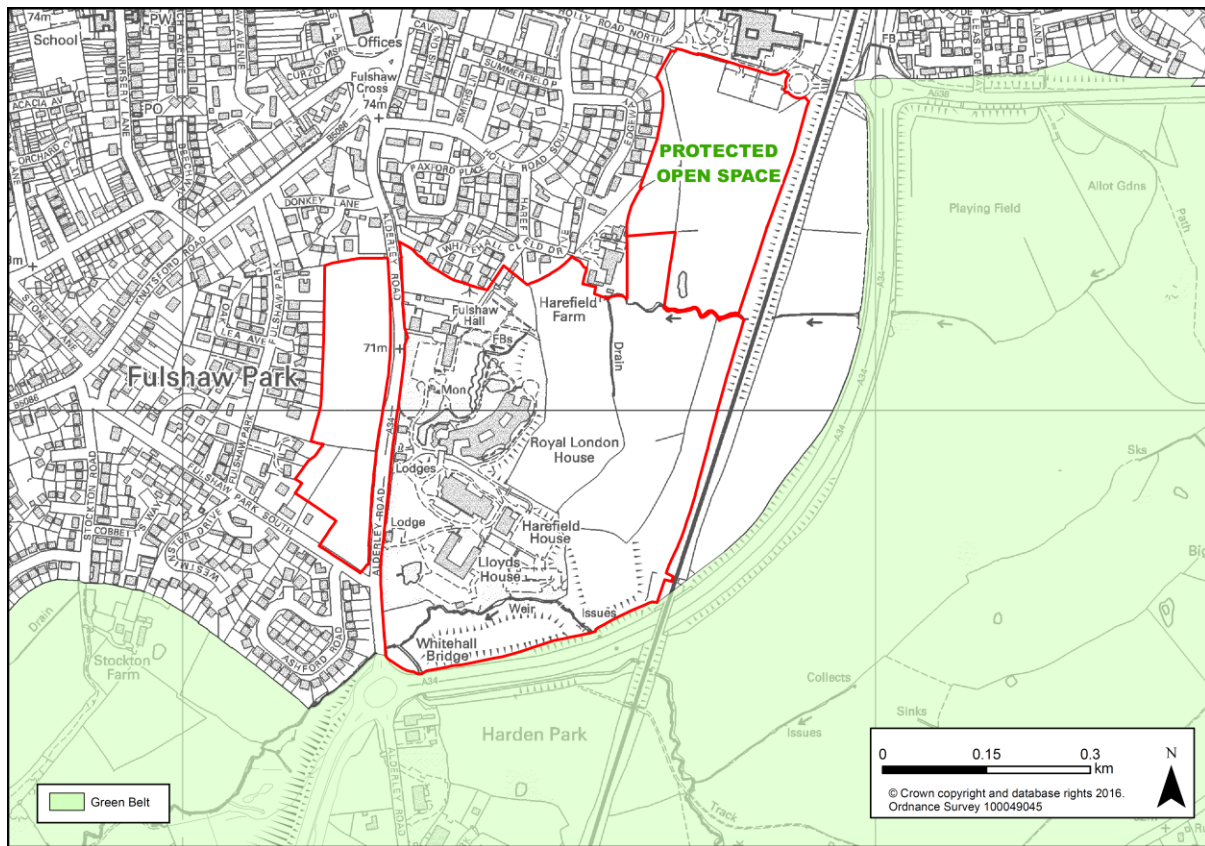


Figure 15.47 Royal London Site

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 providing the key employment in a key growth sector and this site is vital in providing future employment opportunities in Wilmslow. 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. Development should be phased so that employment uses can be brought forward alongside 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 including the visual character of the entrance into Wilmslow from the south along Alderley Road.

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. A new access point off Alderley Road will be required for the western section. Individual dwellings should not have their own direct accesses to Alderley Road.

15.374 Integration within the surrounding community, Town Centre and Railway Station will be integral to important in 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 inclusion of a new area of public open space allocation of this site for Open Space purposes will provide an essential requirement a facility 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.

15.376a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.376b The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

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.

Table 15.36 Policy Context: Royal London Site

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	Site Selection Report , Strategic Housing Land Availability Assessment, Green Belt Assessment Update , Cheshire East Housing Development Study , Strategic Housing Market Assessment , Employment Land Review, Alignment of Economic, Employment and Housing Strategies , Spatial Distribution Update Report , Wilmslow Town Strategy, Development Strategy, Cheshire East Greenspace Strategy, Cheshire East Strategic Flood Risk Assessment, Pre-Submission Core Strategy, Local Plan Strategy Submission Version , Sustainability Appraisal , Habitats Regulations Assessment .
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

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 up to 6.3 ha of employment land for 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 n~~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 or provide a new access to the A34. as well as It must also improve ~~improving~~ connectivity and accessibility within the site and to the wider local area including pedestrian and cycle links to Wilmslow's Railway Station.
- d. ~~The E~~Existing playing fields on site ~~will need to be relocated must be retained~~ within the site or contributions made for off site provision ~~(where applicable)~~. The retention and/or replacement of the outdoor sports facilities should be in accordance with the findings of an adopted, up to date and robust needs assessment.
- e. New development will be expected to respect any existing ecological constraints on site and where necessary, provide appropriate mitigation.
- e.f. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

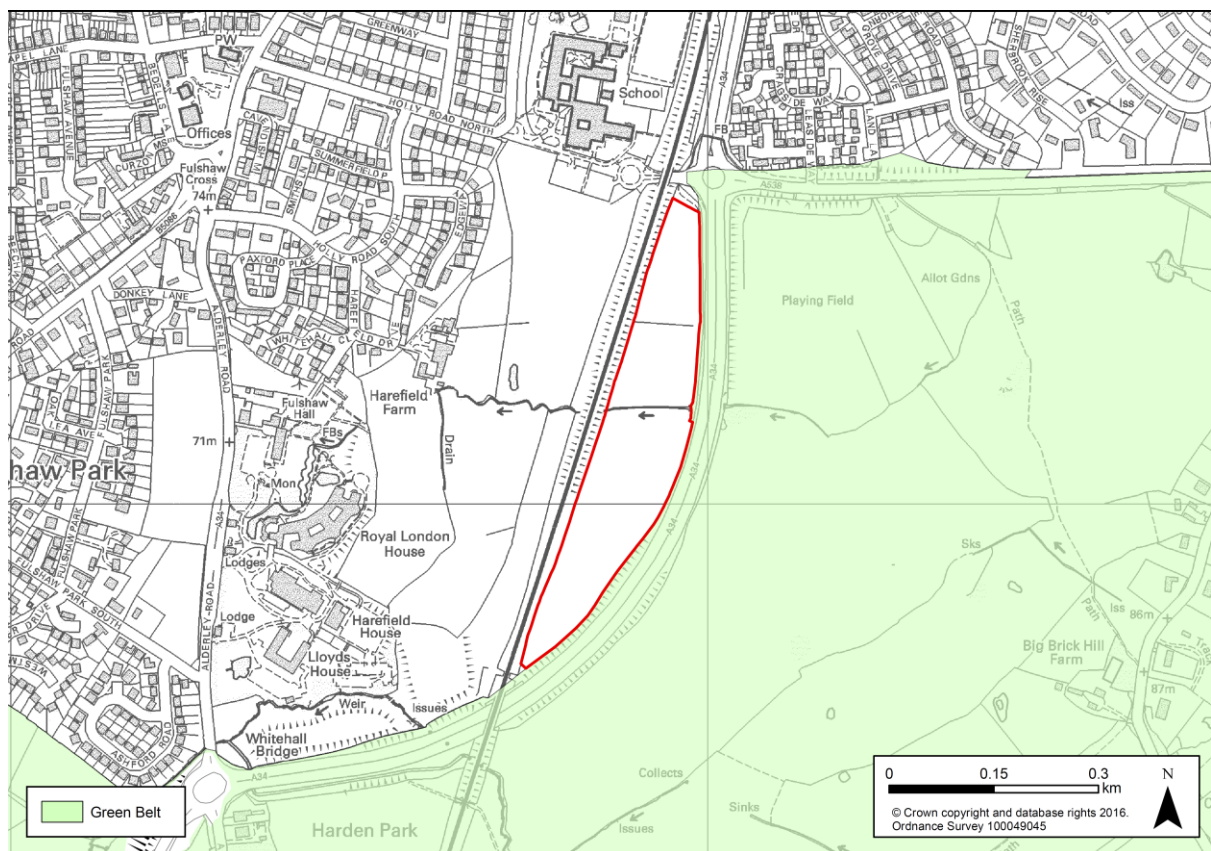
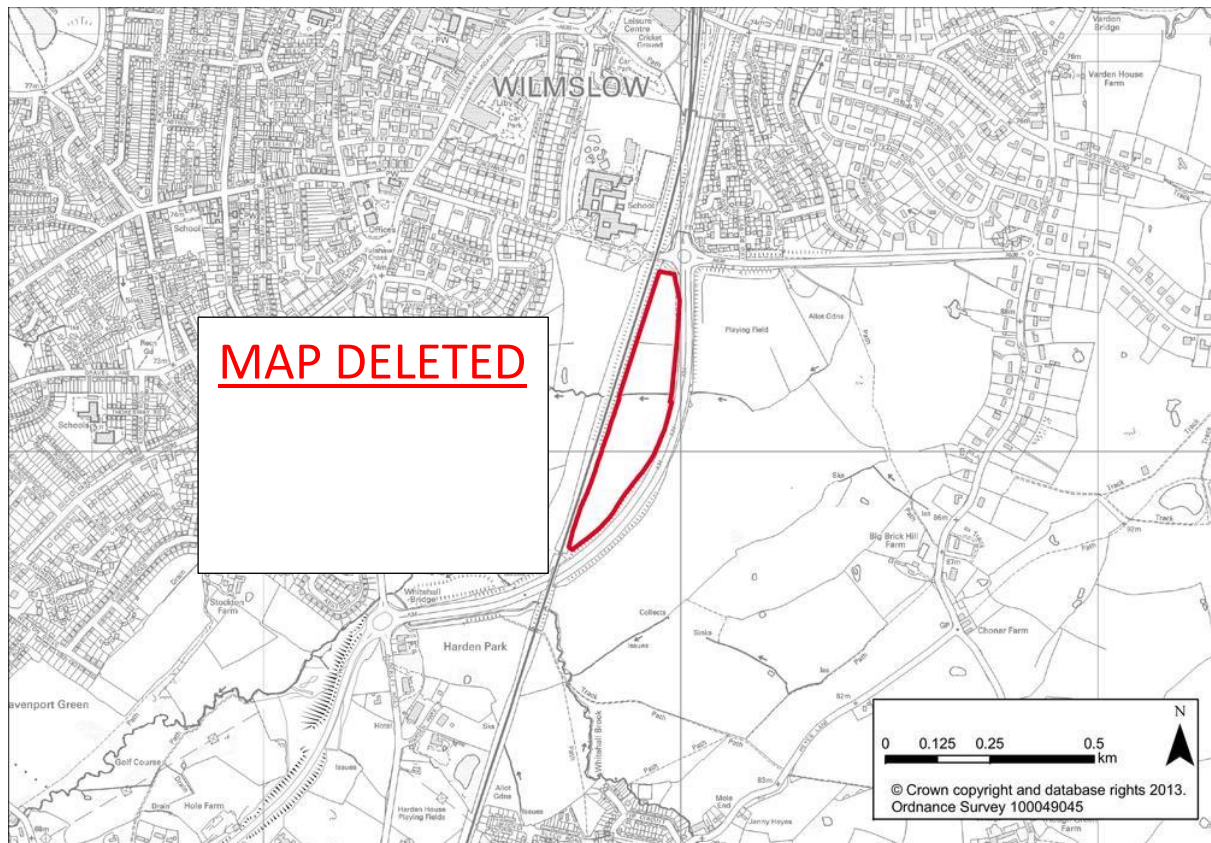


Figure 15.48 Wilmslow Business Park Site

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. It provides excellent linkage and visibility from the main A34 road. The mainline railway station lies less than half a mile to the north.

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 ~~retained~~located 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.

15.389a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.389b The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

Indicative Site Delivery

- Employment development expected during the middle and latter parts of the plan period (2020-2030)

Table 15.37 Policy Context: Wilmslow Business Park

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	Site Selection Report , Employment Land Review, Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report , Wilmslow Town Strategy, Development Strategy, Cheshire East Greenspace Strategy, Green Belt Assessment Update , Pre-Submission Core Strategy, Local Plan Strategy Submission Version ; Sustainability Appraisal ; Habitats Regulations Assessment .
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

Site CS 61: Land at Little Stanneylands, Wilmslow

15.389a The Little Stanneylands site presents an opportunity to deliver a high quality, sustainable residential development to contribute to the identified housing requirement for Wilmslow.

15.389b The site is located to the north of Wilmslow to the north west of Stanneylands Road. It is adjacent residential development, the Stanneylands Hotel and Wilmslow Garden Centre. Beyond the northern site boundary, the land drops down into the Dean River valley.

15.389c There are a number areas of mature trees within and around the site, including a number protected by TPOs. At present, the site is not publicly-accessible and has no footpaths running through the area.

15.389d Allocation of this site will require an adjustment to the Green Belt boundary.

Site CS61 **Land at Little Stanneylands, Wilmslow**

The development of the Little Stanneylands site over the Local Plan Strategy period will be achieved through:

1. The delivery of around 200 dwellings;
2. Provision of a direct cycle and pedestrian link from the site to Manchester Road, linking the site to Handforth station and centre;

3. Provision of a new pedestrian and cycle bridge across the River Dean and improvement of public access along the river valley to include a footpath link from Linneys Bridge to Manchester Road;
4. Retention of trees and woodlands at the edges of the site, with new planting to re-enforce landscape features and to properly define a new Green Belt boundary.

Site Specific Principles of Development

- a) The development must be 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;
- c) Creation of a new vehicular access to Stanneylands Road, or as an alternative to Manchester Road;
- d) Improve the connectivity and accessibility into and out of the site to Handforth centre and the wider local area with the provision of cycle paths and pedestrian linkages;
- e) Provision should be made for public open space to the north and west of the site utilising the river valley. Any new development will be expected to make contributions to playing fields and children's play facilities where these 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 health and education 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).
- i) Provide for a long-term management strategy for land along the Dean Valley;
- j) Respect for the setting of listed buildings adjacent to the site.
- k) A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site."

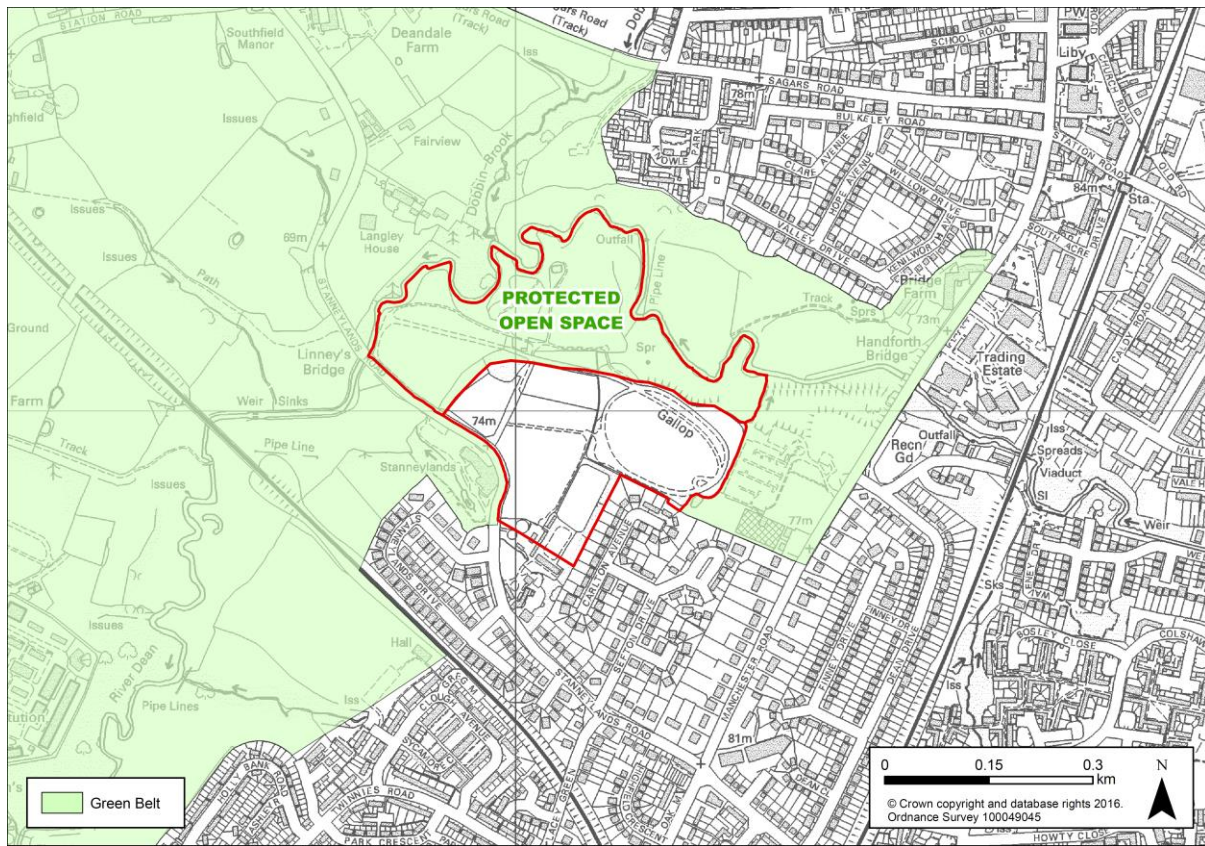


Figure 15.48a: Land at Little Stanneylands

Justification

15.389e The site offers an excellent opportunity for a sustainably residential development which will contribute to meeting Wilmslow's housing requirements.

15.389f The site is reasonably well located to Wilmslow with bus routes nearby and within easy walking distance to Handforth railway station and district centre, provided an appropriate pedestrian linkage to Manchester Road is provided. This needs to be a direct safe and level access in order that the full sustainable potential of the site can be realised.

15.389g With a quality design, the development of the site could respect the character and distinctiveness of the locality with quality design. Green links along the River Dean could be created, improving local connectivity and benefitting new residents as well as the wider area. It is proposed that land to the north and west lying between the development and the River Dean will be dedicated as a new area of land with public access. In addition to measures to improve use and accessibility, the land will require an appropriate management plan and arrangements for its long term management that retain its special character.

Table 15.37a Policy Context: Land at Little Stanneylands

<u>Policy</u>	
----------------------	--

<u>Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 38, 41, 47, 50, 52, 56, 69, 83, 85, 100, 109, 112, 117, 126, 132 & 137</u>
<u>Local Evidence</u>	<u>Local Evidence Site Selection Report; Strategic Housing Land Availability Assessment, Green Belt Assessment Update; Cheshire East Housing Development Study; Spatial Distribution Update Report; Wilmslow Town Strategy; Development Strategy; Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment; Heritage Impact Assessment.</u>
<u>Strategic Priorities</u>	<u>Priority 1: Promoting economic prosperity by creating conditions for business growth</u> <u>Priority 2: To create sustainable communities</u> <u>Priority 3: Environmental quality should be protected and enhanced</u> <u>Priority 4: To reduce the need to travel</u>
<u>SCS Priorities</u>	<u>Priority 1. Nurture strong communities</u> <u>Priority 2. Create conditions for business growth</u> <u>Priority 5. Ensure a sustainable future</u> <u>Priority 7. Drive out the causes of poor health</u>

Site CS 62: Heathfield Farm (allocation), Wilmslow

15.389h The Heathfield Farm site presents an opportunity to deliver a high quality, sustainable residential development to contribute to the identified housing requirement for Wilmslow.

15.389i The site is located to the eastern side of Wilmslow, south of Dean Row Road. It is directly adjacent to existing residential areas to the north and west.

15.389j The site is gently undulating with several trees and groupings that are covered by Tree Preservation Orders. A public footpath runs north-south at the eastern end of the site.

15.389k In addition to this area of the site allocated for housing, the area beyond forms a logical extension which is suitable for safeguarding for potential future development needs beyond the Plan period.

15.389l Allocation of this site will require an adjustment to the Green Belt boundary.”

Site CS62 **Heathfield Farm (allocation), Wilmslow**

The development of the Heathfield Farm site over the Local Plan Strategy period will be achieved through:

1. The delivery of around 150 dwellings;
2. Provision of direct cycle and pedestrian links from the site to the west, to improve links to the Summerfields local centre and Wilmslow town centre / railway station;
3. The retention of the public footpath crossing the site;

Site Specific Principles of Development

- a) The development must be 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, hedgerows and ponds with new planting to re-enforce these areas, help break up the site and create green infrastructure.
- c) Utilise the existing access off the Dean Row Road / Handforth Road roundabout as the main point of access. Proposals should consider the option of a future link to Pinewood Road in any future phases of development on the safeguarded land.
- d) Improved the connectivity and accessibility into and out of the site to the wider area with the provision of or contribution to pedestrian linkages and cycle paths, including a pedestrian and cycle link to Browns Lane / Pinewood Road.
- e) Provision should be made for public open space within the site, supplementing existing green infrastructure as well as improving linkages with the existing area of public open space to the south of Browns Lane. New development will be expected to make contributions to playing fields and children's play facilities where these 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 SC 5 (Affordable Homes).
- i) A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- j) Any development that would prejudice the potential for future development of the adjacent safeguarded land (Site ref CS 63) will not be permitted.

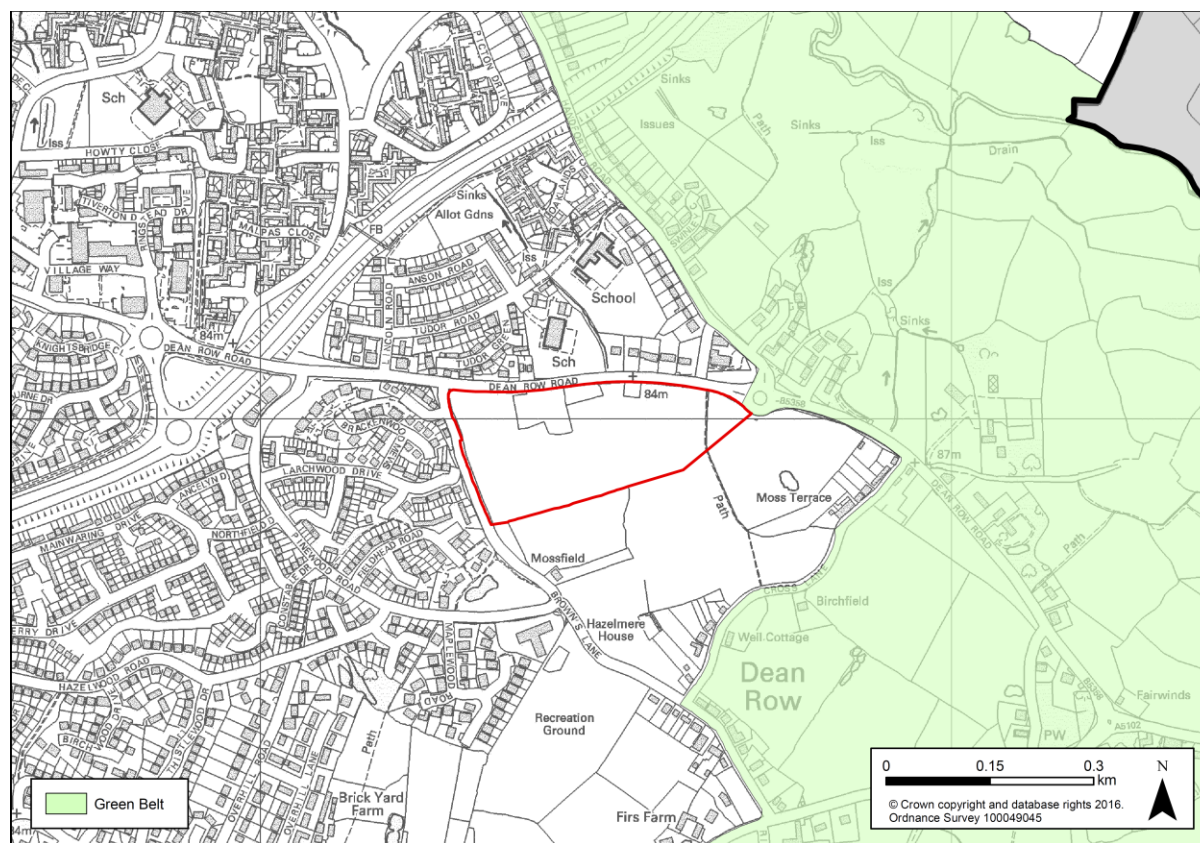


Figure 15.48b: Heathfield Farm (allocation), Wilmslow

15.389m(i) The site offers an excellent opportunity for a sustainable residential development which will contribute to meeting Wilmslow's housing requirements.

15.389m(ii) The site is reasonably well located to both Wilmslow and Handforth, with bus routes nearby and is within walking distance to shops and the train stations, provided appropriate pedestrian/cycle links are provided.

15.389n With a quality design, the development of the site could respect the character and distinctiveness of the locality with quality design.

15.389o The site forms part of a larger area of land removed from the green belt, the remainder of which is safeguarded. This safeguarded land should remain undeveloped for the duration of the plan period. However the construction of the Heathfield Farm allocation should anticipate the potential development of the adjoining land at some point and not prejudice this possibility. Linkage to Pinewood Road should be considered as part of this process.

Table 15.37b Policy Context: Heathfield Farm Site

Policy Context	
National	NPPF (principally paragraphs): 38, 41, 47, 50, 52, 56, 69, 83, 85, 100, 109, 112, 117, 126,

<u>Policy</u>	<u>132 & 137</u>
<u>Local Evidence</u>	<u>Site Selection Report; Strategic Housing Land Availability Assessment, Green Belt Assessment Update; Cheshire East Housing Development Study; Spatial Distribution Update Report; Wilmslow Town Strategy; Development Strategy; Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment; Heritage Impact Assessment.</u>
<u>Strategic Priorities</u>	<u>Priority 1: Promoting economic prosperity by creating conditions for business growth</u> <u>Priority 2: To create sustainable communities</u> <u>Priority 3: Environmental quality should be protected and enhanced</u> <u>Priority 4: To reduce the need to travel</u>
<u>SCS Priorities</u>	<u>Priority 1. Nurture strong communities</u> <u>Priority 2. Create conditions for business growth</u> <u>Priority 5. Ensure a sustainable future</u> <u>Priority 7. Drive out the causes of poor health</u>

Safeguarded Land

15.389o1 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'.

15.389o2 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.

15.389o3 Safeguarded land is required around the larger settlements that are inset into the Green Belt .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.

Site CS63 (Safeguarded) Land at Heathfield Farm (Safeguarded), Wilmslow

15.389p The Heathfield Farm (safeguarded) site presents an opportunity to safeguard land which may be required in future plans to meet identified development needs in the future.

15.389q The site is located to the eastern side of Wilmslow, south of Dean Row Road. It is adjacent to the LPS Site CS 62 (Heathfield Farm) and offers the potential for a future phase of development if required through a review of the Local Plan.

15.389r The site is gently undulating in character with several trees and groupings that are covered by Tree Preservation Orders. There is a pond at the eastern end of the site and a public footpath runs north-south through the site.

15.389s Safeguarding this site will require an adjustment to the Green Belt boundary.

Site CS63 (Safeguarded) **Land at Heathfield Farm, Wilmslow**

- 1. 9 hectares of safeguarded land**

Principles of Development

- This site is not allocated for development at the present time.**

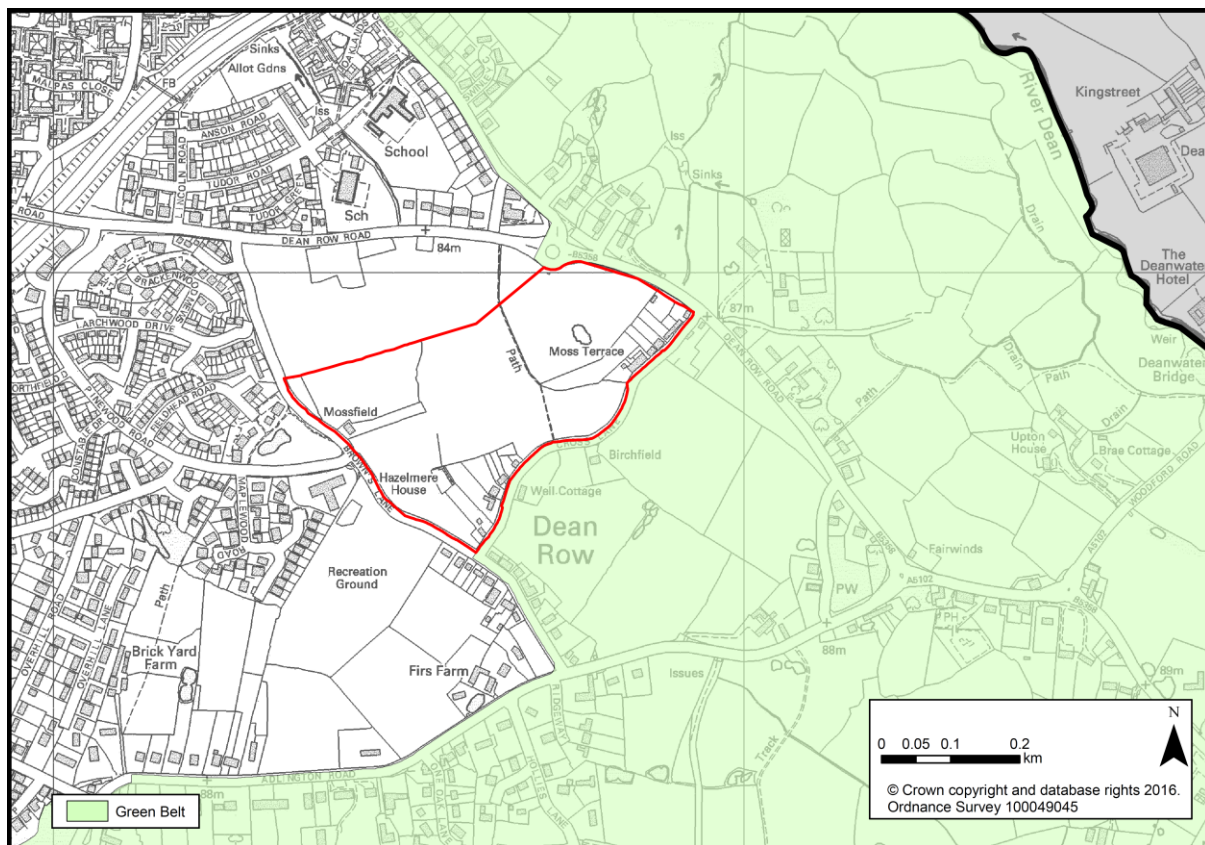


Figure 15.48c: (Safeguarded) Land at Heathfield Farm, Wilmslow

Justification

15.389t Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.

15.389u The Heathfield Farm (safeguarded) site offers the potential for a future phase of development at Heathfield Farm if required in the future.

Table 15.37c Policy Context: Heathfield Farm Safeguarded Site

<u>Policy Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91</u>
<u>Local Evidence</u>	<u>Site Selection Report; Development Strategy, Wilmslow Town Strategy, Strategic Housing Land Availability Assessment, Green Belt Assessment Update; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.</u>
<u>Strategic Priorities</u>	<u>Priority 1: Promoting economic prosperity</u> <u>Priority 2: To create sustainable communities</u> <u>Priority 3: Environmental quality should be protected and enhanced</u>
<u>SCS Priorities</u>	<u>Priority 1: Nurturing strong communities</u> <u>Priority 2: Creating conditions for business growth</u> <u>Priority 5: Ensuring a sustainable future</u> <u>Priority 7: Driving out the causes of poor health</u>

Site CS36 (Safeguarded) Land at Upcast Lane / Cumber Lane, Wilmslow

15.389v The Upcast Lane / Cumber Lane (safeguarded) site presents an opportunity to safeguard land which may be required in future plans to meet identified development needs in the future.

15.389w 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 future development needs of the town.

15.389x Safeguarding this site will require an adjustment to the Green Belt boundary.

Site CS36 (Safeguarded) Land at Upcast Lane / Cumber Lane, Wilmslow

1. 15ha of Safeguarded Land⁹⁷

Site Specific Principles of Development

- This site is not allocated for development at the present time⁹⁷.

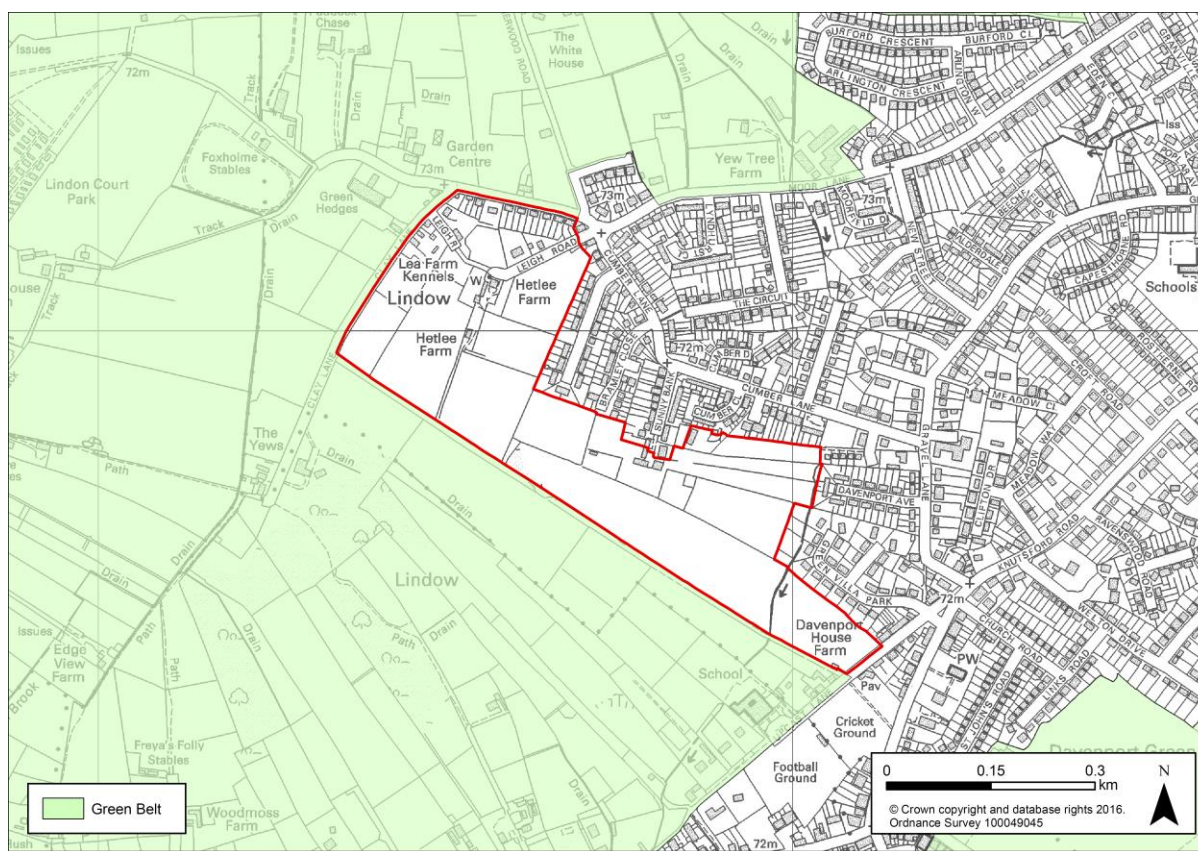


Figure 15.48d: (Safeguarded) Land at Upcast Lane / Cumber Lane, Wilmslow

15.389y This site is situated to the south-western edge of Wilmslow. Surrounding land uses include residential and open countryside.

15.389z Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.

15.389aa Development has encroached onto the north-west of the site, limiting its role in preventing urban sprawl, and there are strong boundaries to the south and west. It is well-connected to the existing settlement to the north and east, and would constitute a natural extension to Wilmslow.

15.389ab There are a number of potential access points to this land which would enable it to be developed at a future point in time.

⁹⁷ The site boundary as shown on the plan extends to 17ha but the area occupied by existing buildings and their curtilages on Moor Lane, Clay Lane and Leigh Road (2 ha) has been deducted from the total area of safeguarded land as these are existing buildings and may not be available for development in the future.

Table 15.47 Policy Context: Upcast Lane / Cumber Lane Safeguarded Site

<u>Policy Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91</u>
<u>Local Evidence</u>	<u>Site Selection Report; Development Strategy, Wilmslow Town Strategy, Strategic Housing Land Availability Assessment, Green Belt Assessment Update; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.</u>
<u>Strategic Priorities</u>	<u>Priority 1: Promoting economic prosperity</u> <u>Priority 2: To create sustainable communities</u> <u>Priority 3: Environmental quality should be protected and enhanced</u>
<u>SCS Priorities</u>	<u>Priority 1: Nurturing strong communities</u> <u>Priority 2: Creating conditions for business growth</u> <u>Priority 5: Ensuring a sustainable future</u> <u>Priority 7: Driving out the causes of poor health</u>

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 to accommodate in the order of 61ha of employment land subject to the following criteria being met:

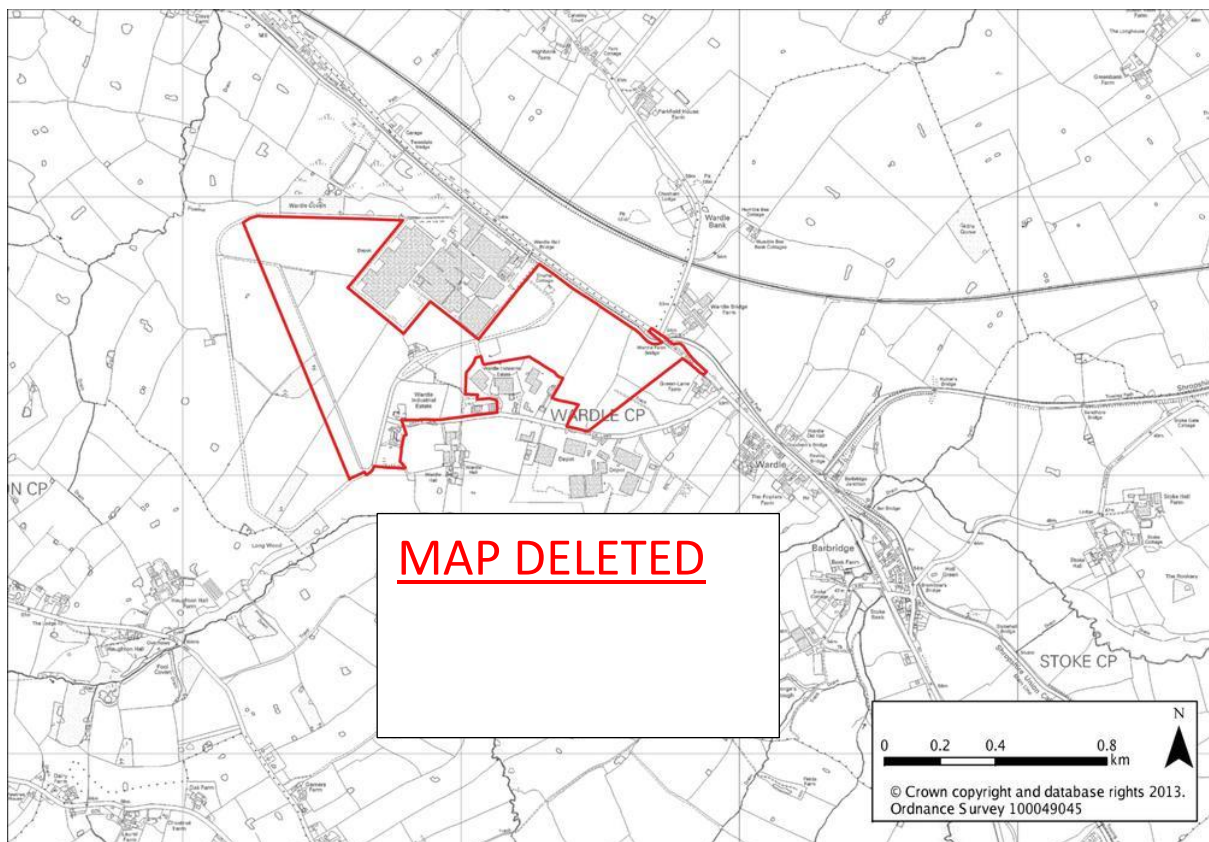
1. Proposals to enhance the appearance, access (off the A51) and landscape character of the area will be supported;
2. Intensification of employment and ancillary uses within the area including B1c (Light Industry), B2 and B8 uses, of an appropriate scale, design and character and in accordance with 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.

~~v.~~vi. The retention and enhancement of Public Rights and Way through the site

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 Alraham.
- 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 artefacts.
- 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.
- i. There are known to be particularly extensive remains of a WWII airfield and a desk based archaeological assessment will be required for this site.
- j-k. Provision of a appropriately designed entrance feature relating to the historical significance of the site



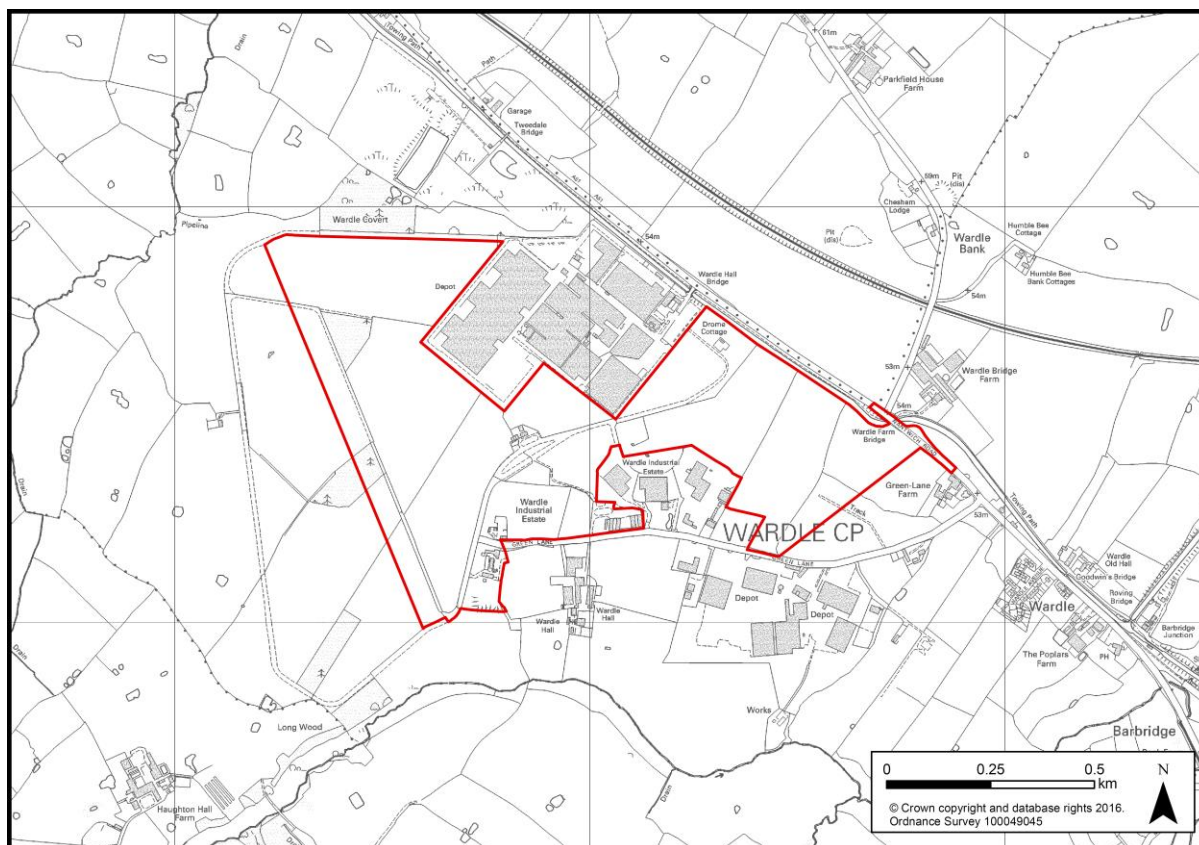


Figure 15.49 Wardle Employment Improvement Area

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 (Boughey'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 now has outline planning approval with a signed Section 106 agreement 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)

Table 15.38 Policy Context: Wardle Employment Improvement Area

Policy Context	
National Policy	NPPF (principally paragraphs): 18, 28, 30, 31, 32, 34, 35, 36, 41, 56, 117, 126
Local Evidence	Site Selection Report , Development Strategy, Employment Land Review, Alignment of Economic, Employment and Housing Strategies , Pre-Submission Core Strategy, Cheshire East Strategic Flood Risk Assessment ; Cheshire East green Space Strategy ; Spatial Distribution Update Report ; Local Plan Strategy Submission Version ; Sustainability Appraisal ; Habitats Regulations Assessment
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

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 jobs⁹⁶⁹⁸, 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 science⁹⁷⁹⁹ 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:

⁹⁸ AstraZeneca (www.astrazeneca.co.uk/astrazeneca-in-uk/our-uk-sites), September 2013

⁹⁹ 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).

- i. For human health science research and development, technologies and processes; or
 - ii. For residential (around 200 to 300 new homes) or other high value land uses demonstrated to be necessary for the delivery of the life science park⁹⁸¹⁰⁰ 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 for this purpose.
2. Development shall be in accordance with the Alderley Park Development Framework¹⁰¹ 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)¹⁰⁰¹⁰² 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 an~~ equivalent amount of PDL on the site is restored to greenfield status, the restored land should be of to an equivalent or better quality than that other land the greenfield land that is used, so there is no overall increase in the developed footprint.
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 ,the Conservation Area and other Heritage and Landscape assets on and around this site. A Heritage Impact Assessment must be undertaken to determine the level of development that can be achieved.

¹⁰⁰ 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.

¹⁰¹ ~~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.~~
http://www.cheshireeast.gov.uk/business/major_regeneration_projects/cheshire-science-corridor.aspx

¹⁰² The PDL has been defined by the Council as shown on the plan accompanying this policy

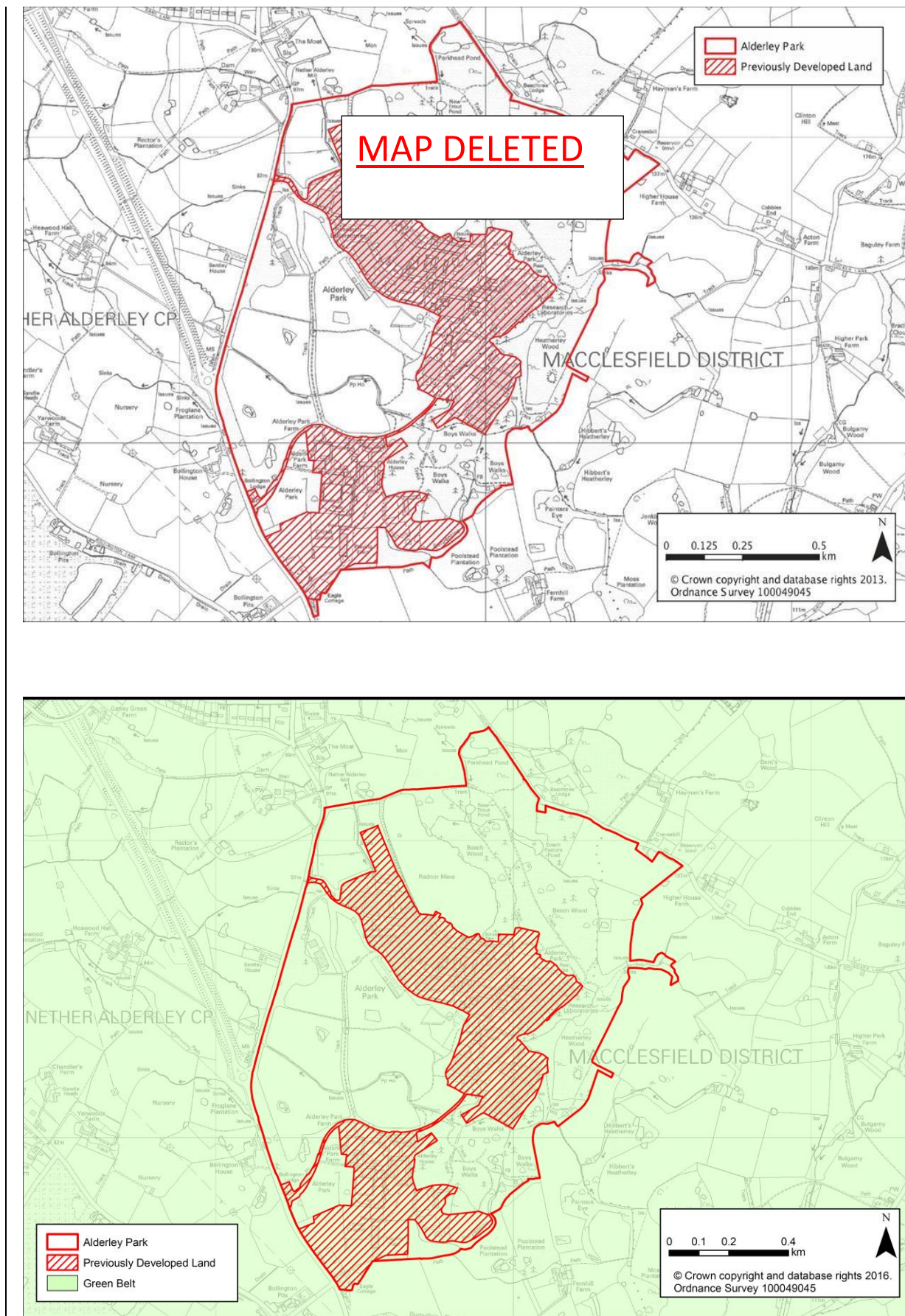


Figure 15.50 Alderley Park Opportunity Site

Site Specific principles of development

- a. Contributions to education and health infrastructure.
- b. This Local Plan Strategy site is expected to provide affordable housing in line with policy requirements set out in Policy SC 5 (Affordable Homes).
- c. Contributions towards improvements to Monks Heath crossroads.
- d. The protected trees shall be retained and incorporated into any development.
- e. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- f. A high quality of design will be required in all areas of the site.

Justification

15.398 Although this site is designated as an existing employment site, the National Planning Policy Framework states that ‘policies should avoid the long term protection of sites allocated for employment uses where there is no reasonable prospect of a site being used for that purpose’. Following the announcement by AstraZeneca of their plans to reduce the scale of their facility on this site to around 700 jobs by 2016, Cheshire East Council has sought to work alongside the company to maximise the potential of this site as a specialist employment facility. The Council and AstraZeneca have a shared aspiration that the site should evolve from a single occupier site to a 'cluster' of life science businesses with a particular focus on human health science research and development, technologies and processes.

15.399 However, it is recognised that, in order to enable the delivery of this vision, it may be necessary to allow a wider range of uses on some areas of the site, without satisfying the requirements of Policy EG3. In order to maximise the sites employment capability, alternative uses must be restricted to those which have been demonstrated as either necessary for the delivery of the desired life science park and not prejudicial to its longer term growth, or complimentary to the life science park and not prejudicial to its establishment or growth.

15.400 ~~It is intended that a Masterplan or similar document be developed and adopted as an Supplementary Planning Document or similar to provide guidance on the development and design principles for this site.~~ The Alderley Park Development Framework has been developed to proactively guide any future development on the site. The site is subject to a planning application (15/5401M, registered on 30/11/15) for the demolition of a number of specified buildings, and a mixed use development.

15.401 For the avoidance of doubt this site remains within the Green Belt.

15.401a Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 ‘Indoor and Outdoor Sports Facilities’.

15.401b The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.402c A proposal needs to be put forward and agreed with Sport England that replaces the playing fields to an equivalent or better quantity and quality in a suitable location.

15.402d In line with the development framework, a high quality of design, together with a commitment to quality of materials, finishes, detailing and landscaping will be required, reflecting the unique characteristics of the site.

Indicative Site Delivery

- Potential redevelopment of the site during the plan period

Table 15.39 Policy Context: Alderley Park Opportunity Site

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	<u>Site Selection Report, Strategic Housing Land Availability Assessment; Cheshire East Housing Development Study, Employment Land Review, Alignment of Economic, Employment and Housing Strategies, Alderley Park Planning Brief (Macclesfield Borough Council, 1999), Pre-Submission Core Strategy, Cheshire East Strategic Flood Risk Assessment; Cheshire East green Space Strategy; Spatial Distribution Update Report; Alderley Park Development Framework; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.</u>
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

Other Safeguarded Land

15.402d1 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’.

15.402d2 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.

15.402d3 Safeguarded land is required around the larger settlements that are inset into the Green Belt .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.

Site CS 64 (Safeguarded): Cheshire Gateway

15.402e This site lies to the east of the A556 at junctions 7 and 8 of the M56, north of Knutsford and comprises an area of land that has, uniquely, been enclosed by new strategic highways infrastructure through the construction of a 4.5 mile (7.5km) improvement of the A556 trunk road between Knutsford and Bowdon to create a modern dual carriageway road linking the M6 and M56 motorways. This is a location that could, in the longer term, support the further development of the North Cheshire Science Corridor, a priority of the Cheshire and Warrington Strategic and Economic Plan.¹⁰³

15.402f Safeguarding this site will require an adjustment to the Green Belt boundary.

Site CS 64 (Safeguarded) Cheshire Gateway

1. 9ha of developable safeguarded land.

Principles of Development

- The site is not allocated for development at the present time.

¹⁰³ <http://www.871candwep.co.uk/content/uploads/2015/05/Strategic-and-Economic-Plan-and-Growth-Plan-for-Cheshire-and-Warrington.pdf>

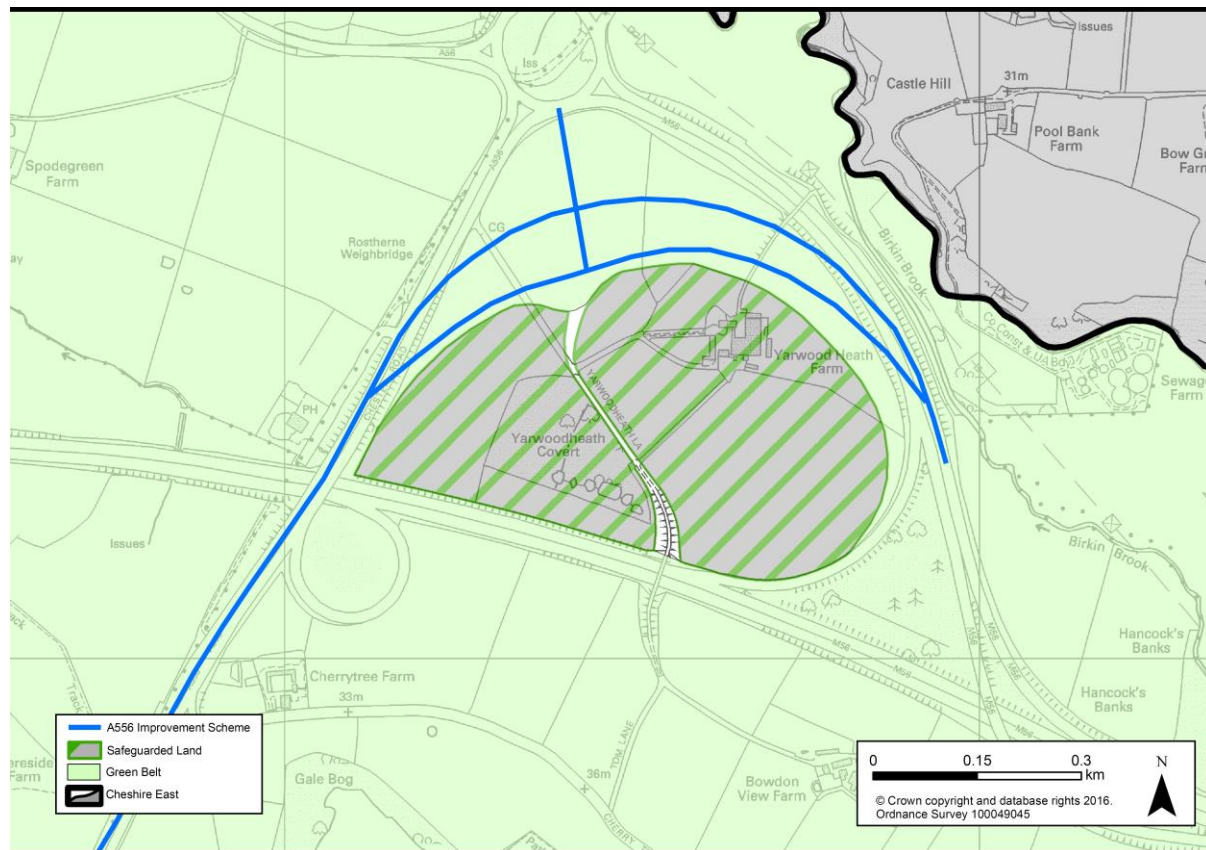


Figure 15.50a Cheshire Gateway

Justification

15.402g Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the Plan period.

15.402h Although safeguarded land is not at this stage identified for any particular development, the site is considered to have potential to meet longer-term need for high quality technology/science based businesses

15.402i The Council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site(s):

- impact on natural hydrological function, pathways, groundwater and surface water
- impact on recharge to groundwater and consequent impact on site
- impact on water resources
- impact on water chemistry
- impacts on nutrient status
- risks from pollution during construction (e.g., spillages or minor pollution incidents and the storage of oils and fuels)
- impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- impacts from dust generated during the construction work

- impact of increased foot traffic on sensitive habitats and species

Table 15.39a Policy Context: Cheshire Gateway

<u>Policy Context</u>	
<u>National Policy</u>	<u>NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91</u>
<u>Local Evidence</u>	<u>Site Selection Report, Green Belt Assessment Update, Sustainability Appraisal, Habitats Regulations Assessment, Local Plan Strategy Submission Version</u>
<u>Strategic Priorities</u>	<u>Priority 1: Promoting economic prosperity</u> <u>Priority 2: To create sustainable communities</u> <u>Priority 3: Environmental quality should be protected and enhanced</u>
<u>SCS Priorities</u>	<u>Priority 1: Nurturing strong communities</u> <u>Priority 2: Creating conditions for business growth</u> <u>Priority 5: Ensuring a sustainable future</u> <u>Priority 7: Driving out the causes of poor health</u>

New Settlement

This section will be removed from the report

~~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, Dairy 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 should be retained and / or diverted.~~
- ~~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 should aim to deliver 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).~~

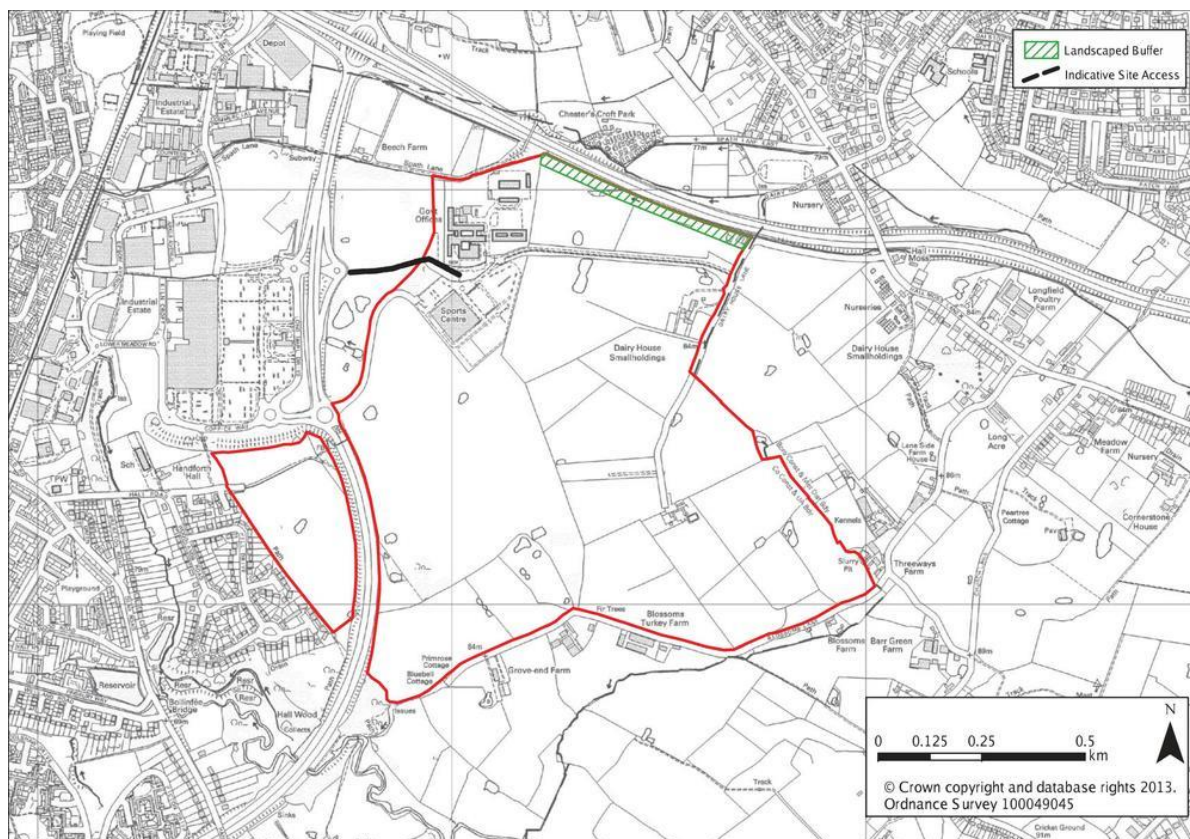


Figure 15.51 North Cheshire Growth Village

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~~

Table 15.40 Policy Context: North Cheshire Growth Village

Policy Context	
National	NPPF (principally paragraphs): 18, 29, 38, 47, 50, 52, 56, 57, 58, 69, 70, 72, 74, 75, 83,

Cheshire East Local Plan Strategy – Proposed Changes (Committee Report Publication Document)

Policy	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

Committed Strategic Sites

Table 15.41 Committed Strategic Sites at 31st December 2013 To be updated to reflect the position as at 30 sept 2015. See appendix A for a list of committed strategic sites.

Town	Site	Further Information
Crewe	Coppenhall East	In control of major house builders, 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, subject to Section 106 Legal Agreement.
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 road, cycleways, footpaths, landscaping and associated works, subject to Section 106 Legal Agreement.
Macclesfield	Land west of Springwood Way	Planning permission granted (13/2661M) for 173 dwellings on land previously allocated as a business park, subject to Section 106 Legal Agreement.
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 Section 106 Legal Agreement.
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 Section 106 Legal Agreement.
Middlewich	Warmingham Lane	Part of this site is has outline permission (12/2685C) with some matters reserved for proposed residential development of up to 194 dwellings, site access, highway works, landscaping, open space and associated works. Part of this site has full planning permission (12/2584C) for the erection of 149 dwellings with associated access and landscaping arrangements alongside a newt relocation strategy, subject to Section 106 Legal Agreement.
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 Section 106 Legal Agreement (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>

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 Belt¹⁰⁴.

~~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 5 to 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.

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.

¹⁰⁴ -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

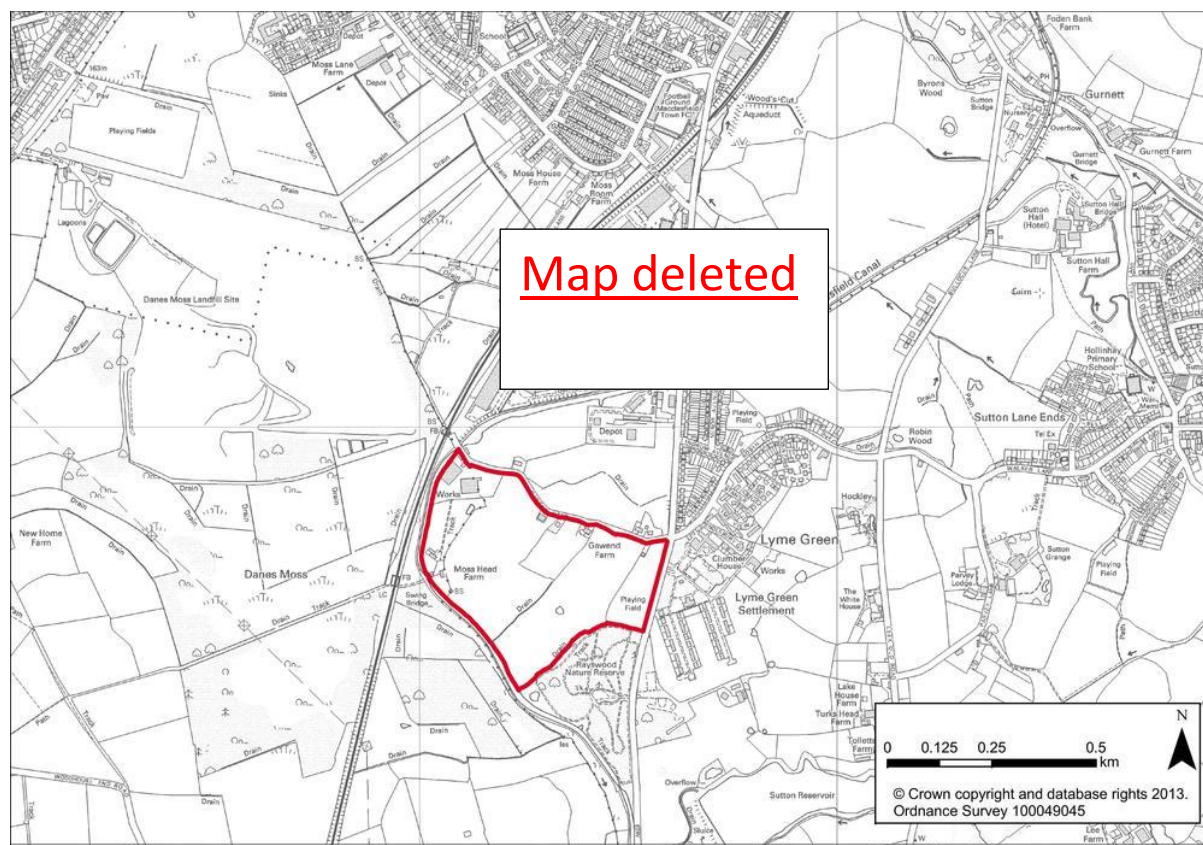


Figure 15.52 Safeguarded Land – Lyme Green(Popup full image)

Justification

15.421 Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.

Table 15.42 Policy Context: Lyme Green Safeguarded Site

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	<p>Priority 1: Promoting economic prosperity</p> <p>Priority 2: To create sustainable communities</p> <p>Priority 3: Environmental quality should be protected and enhanced</p>
SCS Priorities	<p>Priority 1: Nurturing strong communities</p> <p>Priority 2: Creating conditions for business growth</p> <p>Priority 5: Ensuring a sustainable future</p>

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 Gawsorth 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.~~

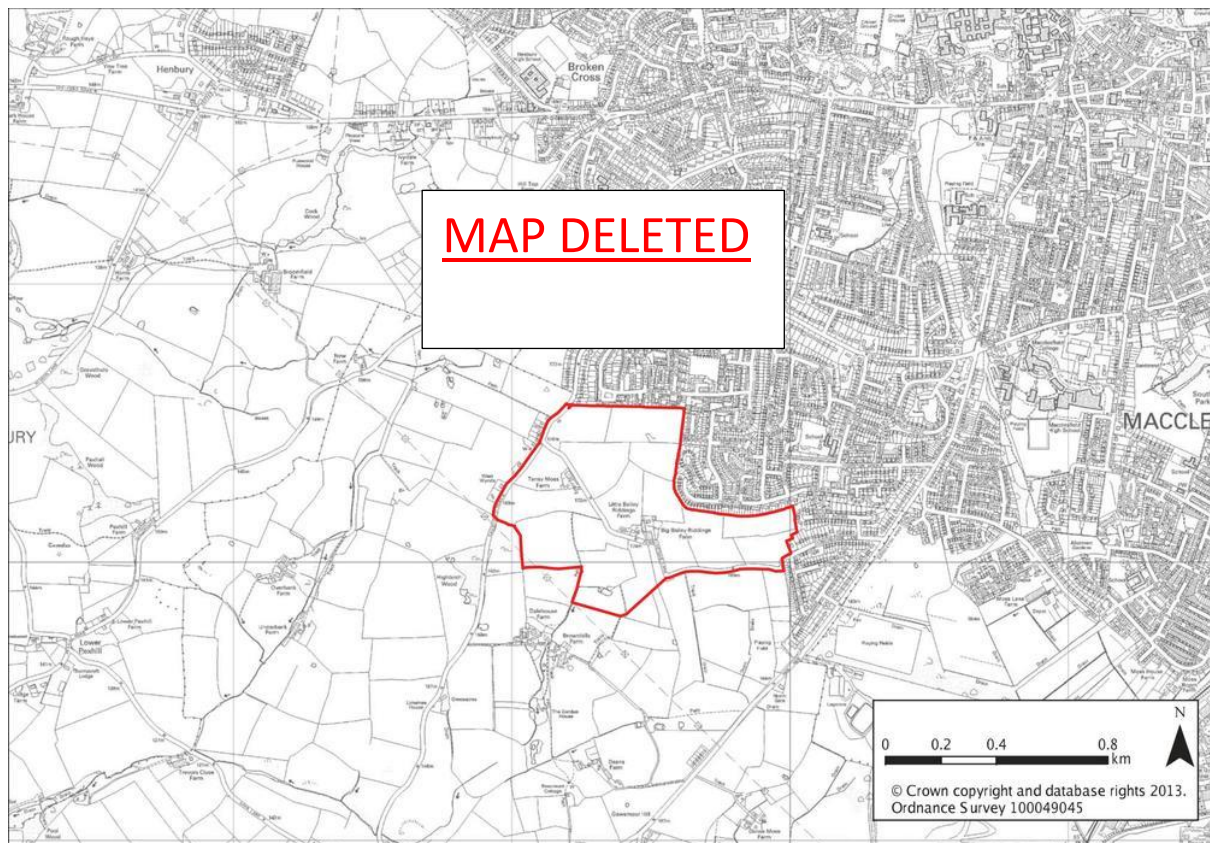


Figure 15.53 Safeguarded Land – South West Macclesfield

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.

Table 15.43 Policy Context: South West Macclesfield Safeguarded Land

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	<p>Priority 1: Promoting economic prosperity</p> <p>Priority 2: To create sustainable communities</p> <p>Priority 3: Environmental quality should be protected and enhanced</p>
SCS Priorities	<p>Priority 1: Nurturing strong communities</p> <p>Priority 2: Creating conditions for business growth</p> <p>Priority 5: Ensuring a sustainable future</p> <p>Priority 7: Driving out the causes of poor health</p>

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.

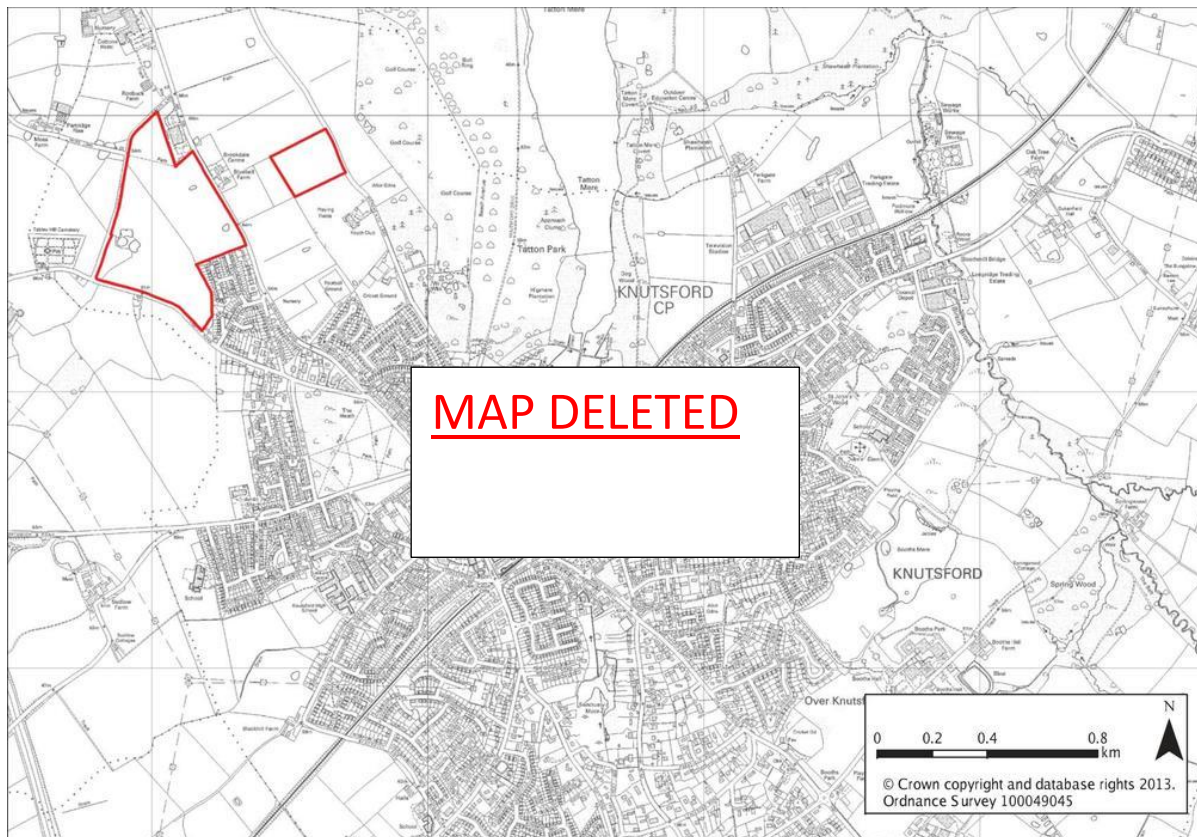


Figure 15.54 Safeguarded Land – North West Knutsford

Justification

15.428 Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period:

Table 15.44 Policy Context: North West Knutsford Safeguarded Land

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

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

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.~~

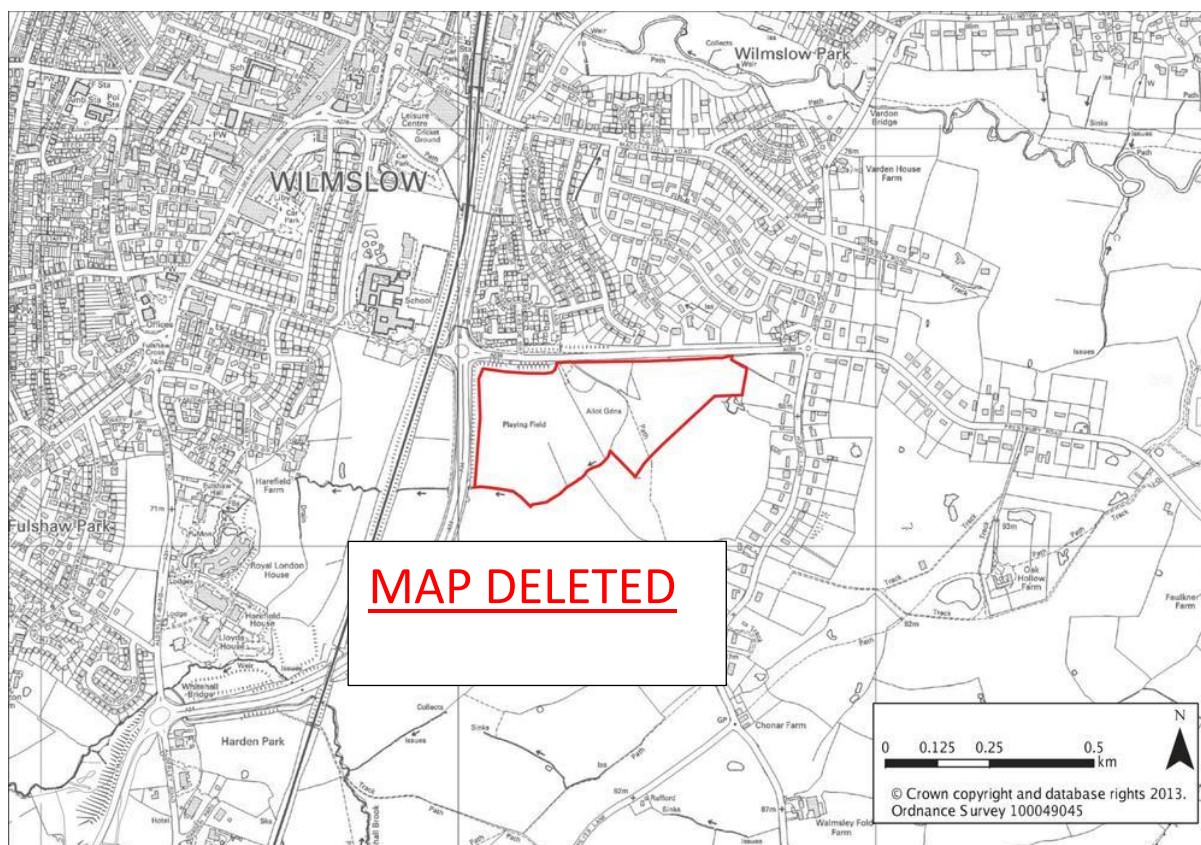


Figure 15.56 Safeguarded Land – Prestbury Road, Wilmslow

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.

Table 15.46 Policy Context: Prestbury Road Safeguarded Site

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	Priority 1: Promoting economic prosperity

Priorities	<p>Priority 2: To create sustainable communities</p> <p>Priority 3: Environmental quality should be protected and enhanced</p>
SCS Priorities	<p>Priority 1: Nurturing strong communities</p> <p>Priority 2: Creating conditions for business growth</p> <p>Priority 5: Ensuring a sustainable future</p> <p>Priority 7: Driving out the causes of poor health</p>

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.

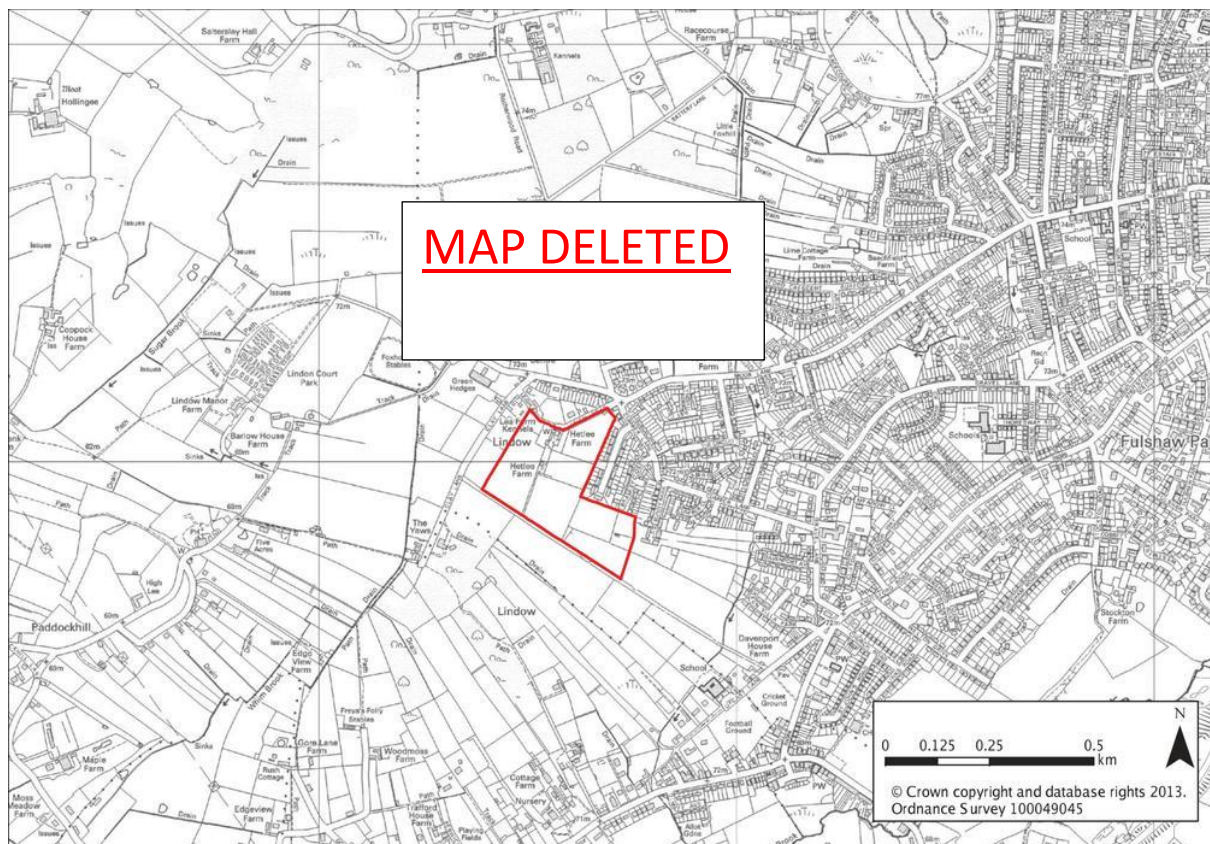


Figure 15.57 Safeguarded Land — West of Upcast Lane, Wilmslow

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.

Table 15.47 Policy Context: West of Upcast Lane Safeguarded Site

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

16 Monitoring and Implementation

16.1 This Local Plan Strategy will influence positive changes for the people who live, work and visit the Borough, by addressing the key challenges which face it. It is therefore essential that changes are measured through a Monitoring Framework. Monitoring will assess the delivery and effectiveness of achieving the vision, objectives, spatial strategy, the strategic priorities and the policies. In addition, one of the key tests of soundness for the Local Plan Strategy is to ensure the plan is “Effective” and that the plan is deliverable in the plan period.

16.2 The Local Authority will produce a Monitoring Report (MR) which will be published annually on the Councils website for public view. The MR will demonstrate how the policies within the Local Plan Strategy are achieving their objectives by;

- Assessing the performance of the Local Plan Strategy and other Local Plan documents by considering progress against the indicators proposed;
- Setting out Cheshire East's updated housing trajectory;
- Identifying the need to reassess or review any policies or approaches;
- Making sure the context and assumptions behind our strategy and policies are still relevant;
- Identifying trends in the wider social, economic and environmental issues facing Cheshire East affecting the Local Plan policies.

16.3 The Council has ensured the monitoring framework is Specific, Measurable, Achievable and Realistic and where appropriate, Time bound (SMART) in order that the Local Plan Strategy will meet the National Planning policies test of soundness. Some of the policies will relate to more than just one indicator there by a more comprehensive snap shot may be achieved. One indicator may have a multiple of uses and therefore refer to more than just one policy.

16.4 Monitoring data will be drawn from a whole range of sources. These sources will include national, regional and locally published sources, surveys carried out by the Council, for example annual employment, retail and housing completion surveys, town centre surveys. It will also include the Strategic Housing Land Availability Assessment (SHLAA) and other surveys carried out in conjunction with stake holders and partners as applicable.

16.5 The Monitoring Report will provide the Council with an indication through measured indicators as to whether the plan is meeting key Strategic Priorities. Where the evidence or trends show there is under performance or policies are out of date or clearly not providing their aim this would trigger the Council to take action. This trigger will vary depending on the indicator in question. The Council will consider what action is needed, for example whether the policy needs to be strengthened, maintained or revise that part of the Local Plan Strategy, whichever was the more appropriate.

16.6 The Local Plan Strategy is intended to be a robust document, suitable for setting the direction of development locally for the next 20 years. Nevertheless changing conditions may be so significant as to require a review or partial review of the Local Plan Strategy, for example; where development

fails to come forward due to infrastructure or land assembly difficulties, significant changes to national planning policy or because of influences beyond its control. Where appropriate, the Council will work collaboratively with developers and stake holders to find solution or it may be able to use its influence and powers to assist in the delivery.

16.7 There are a number of contingency measures the Council could apply if issues materialise. In the event of difficulties arising, the steps the Council will apply will be dependent on the situation, each being assessed on its individual merits. Example remedial action, in which the Council could consider applying, should an issue arise, are however as follows:

- Review and re prioritise head of terms for securing developer contribution to enable priority schemes to be developed;
- Review its SHLAA, Site allocations DPD to bring forward new sites;
- Carry out an employment land review and Market Appraisal of Employment land to maximise their efficient use;
- Consider the release of sites to achieve a five year housing supply
- Use its compulsory purchase powers

16.8 The direct investment in land and buildings and developer contributions towards infrastructure will be fundamental to ensuring the implementation of the Local Plan Strategy.

16.9 The Local Plan policies will be implemented through a number of mechanisms, including but not exclusive to:

- Development management, through appropriate consideration of planning applications;
- Development and preparation of more detailed policies through the Site Allocations and Policies Development Plan Document, Waste Development Plan Document and future Supplementary Planning Documents;
- Working with partner bodies, organisations, funding bodies, businesses and developers through private and public sector partnership arrangements and investment;
- Partnership working with public sector partners such as health and social care providers;
- Funding mechanisms including developer contributions, the Community Infrastructure Levy and other funding mechanisms;
- Private sector, including registered landlords;
- Local Design Review, design and quality audits and awards;
- Preparation of town / village design statements and neighbourhood plans by Town / Parish Councils and local communities;
- Regular updating of the evidence base to support the Local Plan, as required.

16.10 A list of potential agencies and partners that the Council will actively engage with are as follows:

- Land owners
- Developers
- Registered Providers
- Tourism providers
- Visitor attractions
- National Trust
- Peak District National Park
- Leisure providers
- Local Nature Partnership
- Countryside ranger service
- Natural England
- Wildlife Trust
- Cheshire Region Biodiversity Partnership
- English Heritage
- Environment Agency
- Minerals Industry
- Waste Management Industry
- DEFRA
- University of Manchester
- Public Transport Providers
- Infrastructure Service Providers
- Connecting Cheshire Partnership
- Neighbouring Local Authorities
- Cheshire Brine [Subsidence](#) Compensation Board
- [Sport England](#)

16.11 The following table identifies the indicator/monitoring details, relevant targets, when action will be taken if the target is not met, along with the implementation and delivery mechanisms.

Table 16.1 Monitoring Framework					
Indicator No.	Indicator	Related Strategic Priority and Policy	Target	Trigger	Proposed Action for Target not being met
S1	Provision of infrastructure	SP1, SP2, SP3, SP4, IN1, IN2, MP1, SD1,SD2, SC5, SE6, CO2, CO4	To achieve implementation of the latest published list of priority Infrastructure Schemes	Decrease in s106/CIL infrastructure funding of more than 20% on a rolling three year average	<ul style="list-style-type: none"> Identify the problems and causes of the variants Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Consider reviewing the operation of CIL Consider a review of the CIL Charging Schedule
S2	Housing completions	SP2, PG1,PG2, PG7,MP1, SD1,SD2, SE2,CS1, CS13,CS16, CS25, CS37, SL1-SL9	1350-1800 dwellings per annum	Shortfall in housing completions of more than 20% on a rolling three year average.	<ul style="list-style-type: none"> Identify the problems and causes of the variants Consider if it is appropriate to bring forward sites programmed for later in the plan period Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Consider a review of the relevant policies
S3	Five-year housing supply	SP2, PG1, PG2, PG7, MP1, SD1, SD2, SE2, CS1, CS13, CS16, CS25, CS37, SL1-SL9	To maintain at least a five year deliverable supply of housing land for the forthcoming five years	A shortfall of greater than 1 year	<ul style="list-style-type: none"> Identify the problems and causes of the variants Consider if it is appropriate to bring forward sites programmed for later in the plan period Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other

					contributions)
S4	Gross total of affordable housing units provided	SP2, PG1, PG2, PG7, MP1, SD1, SD2, SC4, SC5, SC6, CS1, CS13, CS16, CS25, CS37, SL1-SL9	250-355 units per annum	A shortfall of net affordable housing completions of more than 20% on a rolling three year average.	<ul style="list-style-type: none"> Identify the problems and causes of the variants Consider if it is appropriate to bring forward sites programmed for later in the plan period Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Consider a review of the relevant policies
S5	Percentage of empty homes in the Borough	SP2, MP1, SD1, SD2, SE2	Reduce the long term vacancy rate by 15%	If target is not achieved by 2018	<ul style="list-style-type: none"> Identify the problems and causes of the variants Work closely with key partners to target efforts and financial resources to persistent long term vacancies: (Housing strategy/empty homes officer)
S6	Net additional pitches for Gypsy, Traveller and Travelling Show People	SP2, MP1, SD1, SD2, SC7	Up to 10 transit pitches for Gypsy and Travellers; 37 to 54 additional permanent pitches for Gypsy and Travellers and 4 additional plots for Travelling show people up to 2016. Post 2016 requirement numbers to be produced from evidence work yet to be completed.	Minimum pitch/plot no. not achieved by 2016.	<ul style="list-style-type: none"> Consider a review of the relevant policies Consider if it is appropriate to bring forward sites programmed for later in the plan period Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Consider a review of the relevant policies
E1	Net take up of employment land	SP1, MP1, SD1, SD2, EG1, EG3, CS1-CS3, CS10, CS18, CS19, CS23, CS24, CS26, CS29, SL1, SL4, SL6, SL7, SL10	Exceed the previous three year rolling average of take up by at least 20%	If under performance is less than 20% of the three year rolling average take up of land	<ul style="list-style-type: none"> Identify the problems and causes of the variants Consider if it is appropriate to bring forward sites programmed for later in the plan period Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance

					including grants, consider reviewing section 106 agreements, other contributions) Identify the problems and causes of the variants
E2	Total amount of land last used for employment purposes lost to other uses	SP1, MP1, SD1, SD2, EG1, EG3	Not to exceed the three year rolling average by more than 20%	loss not to exceed the three year rolling average by more than 20%	<ul style="list-style-type: none"> Identify the problems and causes of the variant Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Identify the problems and causes of the variants Look to provide additional guidance on relevant policies
E3	The percentage of premises (businesses/residents) which have access to fibre broadband service (>24Mbps)	SP1, SP2, MP1, SD1, SD2, CO3	96% of premises by 2016 and 99% by 2020 (subject to funding being received)	If target is missed by more than 1% by the target years	<ul style="list-style-type: none"> Seek opportunities for additional funding Stimulate demand
E4	Mineral provision and landbanks	SP1, SP3, MP1, SD1, SD2, SE10	To meet levels of aggregate provision as set out in Sub-national Guidelines/Local Aggregate Assessments and maintain mineral landbanks (aggregates and silica sand) in line with national planning policy	If under performance is less the 20% of the three year rolling average	<ul style="list-style-type: none"> Identify the problems and causes of the variants Work closely with key mineral stakeholders (e.g. The Aggregates Working Party) to better manage the delivery
EQ1	Provision of sports pitches	SP2, SP3, MP1, SD1, SD2, SC2, SC3, SE6	<p><u>Protect – no quantitative and qualitative loss</u></p> <p><u>Provide – delivery of recommendations contained within the Playing Pitch Strategy action plan</u></p> <p><u>Enhance - delivery of recommendations contained within the Playing Pitch Strategy action plan</u></p> <p>No net loss</p>	Any significant unmitigated loss to other uses of sport, recreation and informal open space	<ul style="list-style-type: none"> Consider if it is appropriate to bring forward sites programmed for later in the plan period Consider a review of the relevant policies Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Identify the problems and causes of the variants Enforce corrective action or

					mitigation on individual schemes or features
EQ1a	<u>Provision of indoor sports facilities</u>	<u>SP2, SP3, MP1, SD1, SD2, SC2, SC3</u>	<u>No net loss of indoor sports facilities, as recorded on the Sport England Active Places Database</u>	<u>Any significant loss of key facilities</u>	<ul style="list-style-type: none"> • <u>Consider if it is appropriate to bring forward sites programmed for later in the plan period;</u> • <u>Consider a review of the relevant policies;</u> • <u>Work closely with landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions)</u> • <u>Identify the problems and causes of the variants</u> • <u>Enforce corrective action or mitigation on individual schemes or features</u>
EQ2	Creation and loss of areas designated for their intrinsic environmental value including sites of international, national, regional, sub-regional or local significance	SP3, MP1, SD1, SD2, SE3, SE14, SE15	No net loss	Any loss in areas of biodiversity importance	<ul style="list-style-type: none"> • Identify the problems and causes of the variants • Consider a review of the relevant policies • Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Identify the problems and causes of the variants • Activate Compensation, enforcement or mitigation mechanisms
EQ3	Listed buildings at risk of loss	SP3, MP1, SD1, SD2, SE7	Reduction in number of buildings at risk by 2020, 2025 and 2030	No reduction by target years	<ul style="list-style-type: none"> • Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) • Identify the problems and causes of the variants • Activate Compensation, enforcement or mitigation mechanisms • Prioritise conservation advice and

					provide assistance where appropriate.
EQ4	Waste arisings and the amounts of waste recycled, recovered or going for disposal	SP3, MP1, SD1, SD2, SE11	To meet with relevant nationally and locally set waste targets	Under performance by target years	<ul style="list-style-type: none"> Identify the problems and causes of the variants Work closely with key waste stakeholders to better manage the delivery
T1	Progress on Key Highway Schemes listed in Policy CO2	SP1, SP2, SP3, SP4, IN1, MP1, SD1, SD2, CO2	In line with timescales detailed within the latest Infrastructure Delivery Plan	If any scheme delivery is later than 3 years than 1 year from the specified target date	<ul style="list-style-type: none"> Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Seek opportunities for additional funding Consider renegotiation of section 106 agreements
T2	New major developments within 500m of a bus stop served by commercial bus service	SP1, SP2, SP3, SP4, MP1, SD1, SD2, CO1, SC4	To achieve 5% above the baseline	If under performance is less the 20% of the three year rolling average	<ul style="list-style-type: none"> Identify the problems and causes of the variants Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Provide mitigation to ensure all new developments are meeting high standards of sustainability

17 Glossary

Affordable housing (or sub-market housing)	<p>Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices.</p> <p>Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</p>
Aggregate	<p>Materials used for construction purposes such as sand, gravel, crushed rock and other bulk material.</p>
Amenity	<p>A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.</p>
Area of Search	<p>A broad area within which sites are sought for development, for example, for housing, mineral extraction, or renewable energy.</p>
Best and most versatile agricultural land	<p>Land in grades 1, 2 and 3a of the Agricultural Land Classification.</p>
Blue Infrastructure	<p>A network of water that supports native species, maintains natural ecological processes, prevents flooding, sustains air and water resources, and contributes to the health and quality of life of local communities.</p>
Brownfield Land and sites	<p>Previously developed land that is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.</p>
Building for Life 12	<p>The industry standard endorsed by government for designing new homes in England, based on 12 key criteria.</p>
Climate change adaptation	<p>Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures. Such adjustments seek to moderate harm or exploit beneficial opportunities.</p>
Climate change mitigation	<p>Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.</p>
Community	<p>The basic facilities, services and installations needed for the functioning of a community or society. It includes community buildings and halls,</p>

Cheshire East Local Plan Strategy – Proposed Changes (Committee Report Publication Document)

Infrastructure	leisure facilities, cultural facilities, education services, healthcare facilities and renewable energy installations.
Community Infrastructure Levy (CIL)	A levy allowing Local Authorities to raise funds from owners or developers of land undertaking new building projects in their area.
Community Strategy	A strategy prepared by a Local Authority to improve local quality of life and aspirations, under the Local Government Act 2000.
Conservation	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Conservation Area	Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.
Design Code	A set of written and graphical rules that set the parameters for the detailed design of a significant new development. These can be required at outline or detailed stage
Design Review	Assessment of design proposals by a nominated panel, the recommendations of which would be a material consideration in determining the application
Design SPD	Intended supplementary planning document to be prepared to support policies in the Local Plan covering the issues of design and built heritage conservation
Designated Heritage Assets	Assets recognised as having national heritage significance and/or benefiting from statutory protection: Conservation Areas; Listed Buildings; Scheduled Monuments; Registered Parks and Gardens; Registered Battlefields; and World Heritage Sites
Development	Defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land." Most forms of development require planning permission.
Development Plan	This includes adopted Local Plans and Neighbourhood Plans and is defined in Section 38 of the Planning and Compulsory Purchase Act 2004.
Economic Development	Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).

Employment Land	Land identified for business, general industrial, and storage and distribution development as defined by Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987. It does not include land for retail development nor 'owner specific' land.
Employment Land Review (ELR)	A review of the employment land portfolio within the Borough to form part of the evidence base for the Local Plan.
Environmental Impact Assessment (EIA)	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
European site	This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in Regulation 8 of the Conservation of Habitats and Species Regulations 2010.
Geodiversity	The range of rocks, minerals, fossils, soils and landforms.
Green Belt	A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of the Green Belt are to: check the unrestricted sprawl of large built up areas; to prevent neighbouring towns from merging into one another; safeguard the countryside from encroachment; preserve the setting and special character of historic towns; and assist urban regeneration by encouraging the recycling of derelict and other urban land. Green Belts are defined in a Local Planning Authority's Development Plan.
Greenfield	Land, or a defined site, usually farmland, that has not previously been developed.
Green Gap	A current local designation that seeks to maintain the definition and separation of existing communities, and to indicate support for the longer term objective of preventing Crewe, Willaston, Wistaston, Nantwich, Haslington and Shavington from merging into each other.
Green Infrastructure (GI)	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
Habitats Directive	European Directive to conserve natural habitats and wild flora and fauna.
Heritage Asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions,

	because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Heritage Crime	Any offence which harms the value of heritage assets and their settings to this and future generations
Housing to meet local needs	Affordable housing - housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.
Historic Environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Inclusive design	Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone.
Infill development	The development of a relatively small gap between existing buildings.
Infrastructure	Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.
Infrastructure Plan	National planning policy formally requires Local Authorities to demonstrate sufficient infrastructure exists, or will be provided, to support their strategies for new development as set out in their Local Plan documents.
Key Service Centre (KSC)	Towns with a range of employment, retail and education opportunities and services, with good public transport. The KSCs are Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow.
Key Worker Dwelling	A key worker is a public sector employee who is considered to provide an essential service; this includes those involved in health; education; emergency services and social workers.
Landbank (Mineral)	Quantity of mineral remaining to be worked at sites with planning permission. Usually expressed as the number of years that permitted reserves will last at an indicated level of supply or given rate of extraction.

Lifetime Homes

An informal, but nationally recognised standard for the internal space and adaptability standards for new housing

Listed Building

A building of special architectural or historic interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and includes any buildings or permanent structures within its curtilage which have formed part of the land since before 1 July 1948. English Heritage is responsible for designating buildings for listing in England.

Local Landscape Designation Areas

Non-statutory and locally designated areas outside the national landscape designations, which are considered by the local planning authority to be of particular landscape value to the local area.

Local Development Order (LDO)

An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.

Local Enterprise Partnership (LEP)

A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Local Plan

The plan for the future development of the local area, drawn up by the Local Planning Authority in consultation with the community. In law this is described as the Development Plan Documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be Development Plan Documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.

Local Plan Strategy

Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for an area, having regard to the Community Strategy. The Local Plan Strategy was previously referred to as the Core Strategy.

Local Planning Authority (LPA)

The Local Authority or Council that is empowered by law to exercise planning functions. Often the local borough or district council. National Parks and the Broads Authority are also considered to be Local Planning Authorities.

Local Service Centre (LSC)

Smaller centres with a limited range of employment, retail and education opportunities and services, with a lower level of access to public transport. The LSCs are Alderley Edge, Audlem, Bollington, Bunbury, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley,

Prestbury, Shavington and Wrenbury

Major Development	Major development is defined as: Residential developments of 10 or more dwellings or a site area of more than 0.5ha; Retail, commercial or industrial or other developments with a floorspace of more than 1,000 square metres or a site area of more than 1ha.
Main town centre uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities and the more intensive sport and recreation uses (including cinemas, restaurants, drive through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Masterplanning	An activity to create a 2 or 3 dimensional image of a development to help articulate the design vision for a site. Often these are illustrative rather than detailed.
Mineral Resources	Natural concentrations of minerals in or on the Earth's crust that are or may become of economic interest because they are present in such a form, quality and quantity that there is potential for eventual economic extraction.
Mineral Reserve	Mineral deposits which have been tested to establish the quality and quantity of material present and which could be economically and technically exploited.
Mineral Safeguarding Area	An area designated by Minerals Planning Authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.
Monitoring Report	A report prepared by Local Planning Authorities, assessing progress with and the effectiveness of a Local Plan.
Neighbourhood Plan	A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
Non-designated heritage asset	<p>Locally important heritage assets identified by the Local Planning Authority, where there is often a strong local affinity or association:</p> <ul style="list-style-type: none">• Areas of Local Archaeological Interest (including the Areas of Archaeological Potential and Sites of Archaeological Importance identified in Local Plans)

- Buildings of local architectural or historic interest (Local List)
- Locally important built assets not on the Local List
- Locally significant historic parks and gardens
- Other locally important historic landscapes

Open Countryside	<p>The open countryside is defined as the area outside the settlement boundaries of those towns and villages in the Borough identified as Principal Towns, Key Service Centres, Local Services Centres or Villages. Settlement boundaries will be shown on the Proposals Map of the Local Plan.</p>
Open Space	<p>All space of public value, including public landscaped areas, playing fields, parks and play areas, and areas of water such as rivers, canals, lakes and reservoirs, which may offer opportunities for sport and recreation or act as a visual amenity and a haven for wildlife.</p>
Outdoor Sports facilities	<p>Sports facilities with natural or artificial surfaces (and either publicly or privately owned) – including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields and other outdoor sports areas – these facilities may have ancillary infrastructure such as changing accommodation or pavilions.</p>
Passive environmental design	<p>Design that maximises the use of natural/renewable resources such as sunlight, shade and wind to minimise carbon output and improve the comfort of new development</p>
Passive Surveillance	<p>Supervision created by surrounding activity and overlooking that deters crime and disorder</p>
Place Shaping Consultation	<p>A stage in preparing new plans for places in Cheshire East. It looks at the challenges facing each town or village and ideas about how each place can be improved. It looks at the options for the plan for each place. From this a Strategy for each town or village is produced and the proposals can be incorporated into the Local Plan.</p>
Pollution	<p>Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.</p>
Preferred Area	<p>Areas containing known mineral resources largely unaffected by substantial planning constraints where planning permission might reasonably be anticipated providing proposals are environmentally</p>

	acceptable.
Previously Developed Land	Land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
Principal Town	The largest towns with a wide range of employment, retail and education opportunities and services, serving a large catchment area with a high level of accessibility and public transport. The Principal Towns are Crewe and Macclesfield.
Public Benefit	The benefit to the community, the region, and potentially nationally, arising from the proposed development
Public realm	Those parts of a village, town or city, whether publicly or privately owned, available for everyone to use. This includes streets, squares and parks.
Ramsar sites	Wetlands of international importance, designated under the 1971 Ramsar Convention.
Registered Battlefield	The English Heritage Register of Historic Battlefields identifies 43 important English battlefields. Its purpose is to offer them protection and to promote a better understanding of their significance.
Registered Parks and Gardens	English Heritage compile a register of 'Historic Parks and Gardens. Historic parks and gardens are a fragile and finite resource: they can easily be damaged beyond repair or lost forever. From town gardens and public parks to the great country estates, such places are an important, distinctive, and much cherished part of our inheritance.
Renewable energy	Energy flows that occur naturally and repeatedly in the environment, for example from the wind, water flow, tides or the sun.
Residential Amenity	The quality of the living environment for occupants of a dwelling house, including its associated external spaces

Rural exception sites	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.
Safeguarded Land	Safeguarded Land is land between the urban area and the Green Belt. It ensures the protection of Green Belt within the longer time-scale by reserving land which may be required to meet longer-term development needs without the need to alter Green Belt boundaries.
Scheduled Ancient Monument	A nationally-important site or monument which is given legal protection against disturbance or change.
Secured by Design	An accreditation run by the police to endorse the safety and security of new development
Self Build	The definition of self build includes housing built by individuals or groups of individuals for their own use, either by building the homes themselves or working with builders.
Sense of place	Distinctive qualities in a new development that capture and build upon the existing qualities of the surrounding area, or which define a new, distinctive townscape character
Setting	The area surrounding a place, a building or feature that contributes to its appreciation/enjoyment
Setting of a heritage asset	The surroundings in which an asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Significance	The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting
Site Allocations and Development Policies Document	Part of the Local Plan which will contain land allocations and detailed policies and proposals to deliver and guide the future use of that land.
Sites of Biological Importance (SBIs)/Local	Locally important sites of nature conservation adopted by local

Cheshire East Local Plan Strategy – Proposed Changes (Committee Report Publication Document)

Wildlife Sites	authorities for planning purposes.
Site of Special Scientific Interest (SSSI)	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
Spatial Portrait	A description of the Borough as a place to live, work and visit, including its key characteristics and features.
Special Areas of Conservation (SAC)	Areas given special protection under the European Union's Habitat Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.
Special Protection Areas (SPA)	Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.
Statement of Community Involvement (SCI)	This sets out the processes to be used by the Local Authority in involving the community in the preparation, alteration and continuing review of all Local Development Documents and development management decisions. The Statement of Community Involvement supports the Local Plan.
Strategic Site/Location	An important or essential site/area in relation to achieving the vision and strategic priorities of the Local Plan and which contributes to accommodating the sustainable development planned for over the local plan period.
Supplementary Planning Documents (SPD)	A Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document.
Sustainability Appraisal (SA)	An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.
Sustainable Development	<p>A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs."</p> <p>The Government has set out four aims for sustainable development in its strategy 'A Better Quality of Life, a Strategy for Sustainable Development</p>

in the UK'. The four aims, to be achieved simultaneously are:

- Social progress that recognises the needs of everyone;
- Effective protection of the environment;
- Prudent use of natural resources; and
- Maintenance of high and stable levels of economic growth and employment.

Sustainable Drainage System (SuDS)

An approach to managing rainfall in development that replicates natural drainage, managing it close to where it falls, maximising infiltration and minimising surface run-off.

Town Centre

Includes a range of different-sized centres, including market and country towns, traditional suburban centres, and quite often, the principal centre(s) in a Local Authority's area.

Transport Assessment

An assessment of the availability of, and levels of access to, all forms of transportation. In relation to a proposed development it identifies what measures will be required to improve accessibility and safety for all modes of travel particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

Travel Plan

A plan or long-term management strategy that aims to promote sustainable travel choices, for example, cycling, as an alternative to single occupancy car journeys that may impact negatively on the environment, congestion and road safety. Travel Plans can be required when granting planning permission for new developments.

Tree Preservation Order

A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to a Tree Preservation Order may not normally be topped, lopped or felled without the consent of the Local Planning Authority.

Viability Study

A report, including a financial appraisal, to establish the profit or loss arising from a proposed development. It will usually provide an analysis of both the figures inputted and output results together with other matters of relevance. An assessment will normally provide a judgement as to the profitability, or loss, of a development.

Waste Arising

The amount of waste generated in a given locality over a given period of time.

Waste Hierarchy	A framework for securing a sustainable approach to waste management.
Wildlife Corridor	Strips of land, for example along a hedgerow, conserved and managed for wildlife, usually linking more extensive wildlife habitats.
Windfall sites	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.
World Heritage Site	A place that is listed by the United Nations Educational, Scientific and Cultural Organisation as of special cultural or physical significance which the World Heritage Committee considers as having outstanding universal value.

Appendix A: Proposed Growth Distribution

Proposed Housing Growth Distribution

A.1 The Tables below illustrate the proposed distribution of housing growth across Cheshire East as distributed across Principal Towns, Key Service Centres, New Settlements, Local Service Centres and Other Settlements and Rural Villages.

Principal Towns

Area	Expected Level of Development	Completions 01/04/10-30/09/15	Commitments 30/09/15 ^(a)	Local Plan Strategy Sites and Strategic Locations		Site Allocations	Total
Crewe	7700	890	1857	Central	400	158	8050
				Crewe(103)			
				Basford East	850		
				Basford West	370		
				Leighton West	850		
				Leighton	500		
				Crewe Green	150		
				Sydney Road (incl. extended site)	525		
				South Cheshire	650		
				Growth Village			
				The Shavington /	400		
				Wybunbury			
				Triangle			
				East Shavington	275		
				Broughton Road	175		

				<u>Crewe Subtotal</u>	<u>5145</u>		
<u>Macclesfield</u>	<u>4250</u>	<u>608</u>	<u>835</u>	<u>Central</u>	<u>500</u>	<u>107</u>	<u>4300</u>
				<u>Macclesfield(103)</u>			
				<u>South</u>	<u>1050</u>		
				<u>Macclesfield</u>			
				<u>Development</u>			
				<u>Area</u>			
				<u>Land off</u>	<u>300</u>		
				<u>Congleton Road</u>			
				<u>Land East of Fence Avenue</u>	<u>250</u>		
				<u>Gaw End Lane</u>	<u>300</u>		
				<u>Land South of Chelford Road</u>	<u>200</u>		
				<u>Land between Chelford Road and Whirley Road</u>	<u>150</u>		
				<u>Macclesfield Subtotal</u>	<u>2750</u>		
<u>Totals</u>	<u>11950</u>	<u>1498</u>	<u>2692</u>		<u>7895</u>	<u>265</u>	<u>12350</u>

^{103 note} Central Crewe and Central Macclesfield include general brownfield allowance for existing urban areas and existing commitments are included.

Key Service

Centres

<u>Area</u>	<u>Expected Level of Development</u>	<u>Completions 01/04/10-30/09/15</u>	<u>Commitments 30/09/15^(*)</u>	<u>Local Plan Strategy Sites and Strategic Locations</u>	<u>Site Allocations</u>	<u>Total</u>
<u>Alsager</u>	<u>2000</u>	<u>98</u>	<u>530</u>	<u>Former MMU Campus</u>	<u>400</u>	<u>2050</u>
				<u>Twyfords and Cardway</u>	<u>550</u>	

				<u>White Moss Quarry</u>	<u>350</u>		
				<u>Alsager Subtotal</u>	<u>1300</u>		
<u>Congleton</u>	<u>4150</u>	<u>610</u>	<u>1122</u>	<u>Congleton Business Park Extension</u>	<u>625</u>	<u>0</u>	<u>4657</u>
				<u>Giantswood Lane to Manchester Road</u>	<u>500</u>		
				<u>Giantswood Lane South</u>	<u>150</u>		
				<u>Manchester Road to Macclesfield Road</u>	<u>450</u>		
				<u>Back Lane / Radnor Park Strategic Location</u>	<u>750</u>		
				<u>Tall Ash Farm</u>	<u>225</u>		
				<u>Lamberts Lane</u>	<u>225</u>		
				<u>Congleton Subtotal</u>	<u>2925</u>		
<u>Handforth (incl. NCGV)</u>	<u>2200</u>	<u>63</u>	<u>322</u>	<u>Land between Clay Lane and Sagars Road</u>	<u>250</u>	<u>15</u>	<u>2300</u>
				<u>North Cheshire Growth Village</u>	<u>1650</u>		
				<u>Handforth Subtotal</u>	<u>1900</u>		
<u>Knutsford</u>	<u>950</u>	<u>25</u>	<u>50</u>	<u>Land North of Northwich Road</u>	<u>175</u>	<u>75</u>	<u>1000</u>
				<u>Land West of Manchester Road</u>	<u>75</u>		
				<u>Land East of Manchester Road</u>	<u>250</u>		
				<u>Parkgate Extension</u>	<u>200</u>		
				<u>Land South of Longridge</u>	<u>150</u>		
				<u>Knutsford Subtotal</u>	<u>850</u>	-	-
<u>Middlewich</u>	<u>1950</u>	<u>335</u>	<u>352</u>	<u>Glebe Farm</u>	<u>525</u>	<u>153</u>	<u>2000</u>
				<u>Brooks Lane Strategic</u>	<u>400</u>		

				<u>Location</u>			
				<u>Land off Warmingham Lane (Phase 2)</u>	<u>235</u>		
				<u>Middlewich Subtotal</u>	<u>1160</u>		
<u>Nantwich</u>	<u>2050</u>	<u>394</u>	<u>687</u>	<u>Kingsley Fields</u>	<u>1100</u>	<u>0</u>	<u>2181</u>
				<u>Snow Hill</u>			
				<u>Nantwich Subtotal</u>	<u>1100</u>		
<u>Poynton</u>	<u>650</u>	<u>0</u>	<u>39</u>	<u>Land adjacent to Hazelbadge Road</u>	<u>150</u>	<u>200</u>	<u>689</u>
				<u>Land at Sprink Farm</u>	<u>150</u>		
				<u>Land South of Chester Road</u>	<u>150</u>		
				<u>Poynton Subtotal</u>	<u>450</u>		
<u>Sandbach</u>	<u>2750</u>	<u>624</u>	<u>1877</u>	<u>Land Adjacent to J17 of M6, south east of Congleton Road</u>	<u>450</u>	<u>0</u>	<u>2951</u>
				<u>Sandbach Subtotal</u>	<u>450</u>		
<u>Wilmslow</u>	<u>900</u>	<u>87</u>	<u>312</u>	<u>Royal London</u>	<u>175</u>	<u>26</u>	<u>950</u>
				<u>Little Stanneylands</u>	<u>200</u>		
				<u>Heathfield Farm</u>	<u>150</u>		
				<u>Wilmslow Subtotal</u>	<u>525</u>		

Sub Total

<u>Area</u>	<u>Expected Level of Development</u>	<u>Completions 01/04/15-30/09/15</u>	<u>Commitments 30/09/15^(a)</u>	<u>Local Plan Strategy Sites and Strategic Locations</u>		<u>Site Allocations</u>	<u>Total</u>
<u>Key Service Centres</u>	<u>17600</u>	<u>2236</u>	<u>5291</u>		<u>10660</u>	<u>591</u>	<u>18778</u>

Local Service Centres

<u>Area</u>	<u>Expected Level of Development</u>	<u>Completions 01/04/15-30/09/15</u>	<u>Commitments 30/09/15</u> ^(a)	<u>Local Plan Strategy Sites and Strategic Locations</u>	<u>Site Allocations</u>	<u>Total</u>
<u>Local Service Centres</u>	<u>3500</u>	<u>435</u>	<u>2115</u>		<u>0</u>	<u>3675</u>

Other Settlements and Rural Areas

<u>Area</u>	<u>Expected Level of Development</u>	<u>Completions 01/04/15-30/09/15</u>	<u>Commitments 30/09/15</u> ^(a)	<u>Local Plan Strategy Sites and Strategic Locations</u>	<u>Site Allocations</u>	<u>Total</u>
<u>Other Settlements and Rural Villages</u>	<u>2950</u>	<u>642</u>	<u>1051</u>	<u>Alderley Park Opportunity Site</u>	<u>275</u>	<u>3218</u>

Totals

<u>Area</u>	<u>Expected Level of Development</u>	<u>Completions 01/04/15-30/09/15</u>	<u>Commitments 30/09/15</u> ^(a)	<u>Local Plan Strategy Sites and Strategic Locations</u>	<u>Site Allocations</u>	<u>Total</u>
<u>All Areas</u>	<u>36000</u>	<u>4811</u>	<u>11149</u>		<u>18830</u>	<u>38021</u>

^{(a) note} Commitments, as of 30 September 2015, include sites that are subject to and awaiting s106

agreements but exclude applications on Strategic Sites. The following Strategic Sites have either been granted consent or are subject to outstanding s106 legal agreements:

CS6 Land South of Newcastle Road, Shavington & Wybunbury (360 - under construction);

CS2 LAND OFF CREWE ROAD, BASFORD WEST (370 - full);

CS1 Phase 1 Basford East (490 units - awaiting s106);

CS5 (part) Sydney Road (240 - outline);

CS7 LAND TO THE EAST OF CREWE ROAD, SHAVINGTON CUM GRETTY (275 - outline consent);

CS12 (part) TWYFORDS BATHROOMS, LAWTON ROAD, ALSAGER (335 - outline consent);

CS16 Land Between Manchester Road and Giantswood Lane, Hulme Walfield, Congleton (96 - outline);

CS17 (part) Manchester Road to Macclesfield Road (94 - outline, 45 and 49 units respectively);

CS19 LAND NORTH OF PARKGATE INDUSTRIAL ESTATE, KNUTSFORD (200 - awaiting s106);

CS20 GLEBE FARM, BOOTH LANE, MIDDLEWICH (450 - awaiting s106);

CS21 Land at Kingsley Fields, Nantwich (1,100 - awaiting s106);

CS22 (in Submission Version of LPS) Land at Former Stapeley Water Gardens, London Road, Stapeley (171 - under construction so included in commitments total rather than Strategic Sites);

CS24 LAND BOUNDED BY OLD MILL ROAD & M6 NORTHBOUND SLIP ROAD, SANDBACH (250 - awaiting s106);

CS24 Land off Hawthorne Drive, Sandbach (50 - full);

CS25 (in Submission Version of LPS) LAND AT ADLINGTON ROAD, WILMSLOW - (204 - under construction so included in commitments total rather than Strategic Sites);

CS42 Land at and adjacent to, White Moss Quarry, Butterson Lane, Barthomley, Crewe (350 - outline);

CS44 (part) Land between Black Firs Lane, Chelford Road & Holmes Chapel Road, Somerford (170 - outline);

CS39 (part) Broughton Road (124 full);

Principal Towns

Table A.1 Housing Distribution: Principal Towns

Area	Expected Level of Development	Completions 01/04/10–31/12/13	Commitments 31/12/13 ⁽¹⁰²⁾	Local Plan Strategy Sites and Strategic Locations		Site Allocations	Total
Crewe	7000	286	2010	Central Crewe ⁽¹⁰²⁾	250	34	7000
				Basford East	1000		

				Basford West	370		
				Leighton West	850		
				Leighton Strategic Location	400		
				Crewe Green	150		
				Sydney Road	250		
				South Cheshire Growth Village	800		
				The Shavington / Wybunbury Triangle	350		
				East Shavington	250		
				Crewe Subtotal	4670		
				Central Macclesfield ⁽⁴⁰³⁾	500		
				South Macclesfield Development Area	1050		
Macclesfield	3500	375	778	Land off Congleton Road	300	97	3500
				Land East of Fence Avenue	250		
				Gaw End Lane	150		
				Macclesfield Subtotal	2250		
Principal Towns Total	10500	661	2788	Total	6920	131	10500

Key Service Centres

Table A.2 Housing Distribution: Key Service Centres

Area	Expected Level of Development	Completions 01/04/10–31/12/13	Commitments 31/12/13 ⁽¹⁰²⁾	Local Plan Strategy Sites and Strategic Locations		Site Allocations	Total
Alsager	1600	15	194	Former MMU Campus	350	141	1600
				Twyford's and Cardway	550		
				White Moss Quarry Strategic Location	350		
				Alsager Subtotal	1250		
Congleton	3500	290	714	Congleton Business Park Extension Strategic Location	450	296	3500
				Giantswood Lane to Manchester Road Strategic Location	550		
				Giantswood Lane South	150		
				Manchester Road to Macclesfield	550		

				Road			
				Back Lane/ Radnor Park Strategic Location	500		
				Congleton Subtotal	2200		
Handforth	150	63	27	N/A	0	60	150
				North West Knutsford	300		
Knutsford	650	19	23	Parkgate Extension	200	108	650
				Knutsford Subtotal	500		
				Glebe Farm	450		
Middlewich	1600	173	487	Brooks Lane Strategic Location	400	90	1600
				Middlewich Subtotal	850		
				Stapeley Water Gardens	150	60	1900
Nantwich	1900	116	474	Kingsley Fields	1100		
				Nantwich Subtotal	1250		
Poynton	200	-4	24	N/A	0	180	200
Sandbach ⁽⁴⁰⁴⁾	2200	261	1741	Land adjacent to J17 of M6,	200	0	2202

				south-east of Congleton Road			
				Royal London	75		
Wilmslow	400	100	64	Adlington Road	200	0	439
				Wilmslow Subtotal	275		
Key Service Centres Total	12050	1033	3612	Total	6525	949	12119

New Settlements

Table A.3 Housing Distribution: New Settlements

Area	Expected Level of Development	Completions 01/04/10– 31/12/13	Commitments 31/12/13	Local Plan Strategy Sites and Strategic Locations		Site Allocations	Total
North Cheshire Growth Village, Handforth East	1850	0	237	North Cheshire Growth Village	1650	0	1887

Local Service Centres

Table A.4 Housing Distribution: Local Service Centres

Area	Expected Level of Development	Completions 01/04/10– 31/12/13	Commitments 31/12/13	Local Plan Strategy Sites and Strategic Locations	Site Allocations	Total
Local Service	2500	151	1250	0	1099	2500

Centres						
---------	--	--	--	--	--	--

Other Settlements and Rural Areas

Table A.5 Housing Distribution: Other Settlements and Rural Areas

Area	Expected Level of Development	Completions 01/04/10–31/12/13	Commitments 31/12/13	Local Plan Strategy Sites and Strategic Locations	Site Allocations	Total
Other Settlements and Rural Villages	2000	385	733	0	882	2000

Totals:

Table A.6 Housing Distribution: Totals

Area	Expected Level of Development	Completions 01/04/10–31/12/13	Commitments 31/12/13	Local Plan Strategy Sites and Strategic Locations	Site Allocations	Total
All areas	29050	2230	8756	15095	3047	29128

Proposed Employment Land Distribution

A.2 The Tables below illustrate the proposed distribution of employment land across Cheshire East as distributed across Principal Towns, Key Service Centres, ~~New Settlements~~, Local Service Centres and Other Settlements and Rural ~~Areas~~Villages.

A.3 The figures for take-up between 2010 and 2013 are the gross take-up of new employment land for employment (B1, B2 and B8) uses. The take-up figures do not include redevelopment of existing employment sites for employment use or the losses of employment land to other uses.

A.4 The employment land supply is the amount of land available for new employment development. It includes sites with permission for employment development, sites under construction, existing employment allocations and new allocations in this Local Plan Strategy. It does not include permissions for redevelopment for employment uses where the site is already being used for employment. It does include permissions for changes of use from non-employment uses to employment uses, but does not include changes from one type of employment use to another. It

also does not include sites that are classed as owner-expansion land as these are not generally available for development.

Principal Towns

<u>Area</u>	<u>Expected Level of Development (ha)</u>	<u>Take-up 1/04/10 to 31/03/13 (ha)</u>	<u>Supply 31/03/13 (ha)</u>	<u>Local Plan Strategy Sites and Strategic Locations (ha)</u>		<u>Site Allocations (ha)</u>	<u>Total</u>
<u>Crewe</u>	<u>65.00</u>	<u>0.04</u>	<u>13.81</u>	<u>Basford East</u>	<u>24.00</u>	<u>0.00</u>	<u>65.01</u>
				<u>Basford West</u>	<u>22.16</u>		
				<u>Leighton West</u>	<u>5.00</u>		
				<u>Crewe Total</u>	<u>51.16</u>		
<u>Macclesfield</u>	<u>20.00</u>	<u>0.16</u>	<u>3.01</u>	<u>South Macclesfield Development Area</u>	<u>5.00</u>	<u>1.83</u>	<u>20.00</u>
				<u>Land off Congleton Road</u>	<u>10.00</u>		
				<u>Macclesfield Total</u>	<u>15.00</u>		
<u>Principal Towns Total</u>	<u>85.00</u>	<u>0.20</u>	<u>16.82</u>	<u>Total</u>	<u>66.16</u>	<u>1.83</u>	<u>85.01</u>

Table A.7 Employment Land Distribution: Principal Towns

Key Service Centres

<u>Area</u>	<u>Expected Level of Development (ha)</u>	<u>Take-up 1/04/10 to 31/03/13 (ha)</u>	<u>Supply 31/03/13 (ha)</u>	<u>Local Plan Strategy Sites and Strategic Locations (ha)</u>		<u>Site Allocations (ha)</u>	<u>Total</u>
<u>Alsager</u>	<u>40.00</u>	<u>0.12</u>	<u>0.00</u>	<u>Radway Green Brownfield</u> ¹	<u>0.00</u>	<u>2.88</u>	<u>40.00</u>
				<u>Radway Green</u>	<u>25.00</u>		

¹ Radway Green Brownfield is not counted as contributing to the employment requirement as it is an existing developed site.

<u>Area</u>	<u>Expected Level of Development (ha)</u>	<u>Take-up 1/04/10 to 31/03/13 (ha)</u>	<u>Supply 31/03/13 (ha)</u>	<u>Local Plan Strategy Sites and Strategic Locations (ha)</u>		<u>Site Allocations (ha)</u>	<u>Total</u>
				<u>Extension</u>			
				<u>Radway Green North</u>	<u>12.00</u>		
				<u>Alsager Total</u>	<u>37.00</u>		
<u>Congleton</u>	<u>24.00</u>	<u>0.00</u>	<u>3.80</u>	<u>Back Lane/Radnor Park</u>	<u>7.10</u>	<u>0.10</u>	<u>24.00</u>
				<u>Congleton Business Park Extension</u>	<u>13.00</u>		
				<u>Congleton Total</u>	<u>20.10</u>		
<u>Handforth¹</u>	<u>22.00</u>	<u>0.00</u>	<u>9.72</u>	<u>North Cheshire Growth Village</u>	<u>12.00</u>	<u>0.28</u>	<u>22.00</u>
<u>Knutsford</u>	<u>15.00</u>	<u>0.01</u>	<u>0.00</u>	<u>Parkgate Extension</u>	<u>6.00</u>	<u>1.49</u>	<u>15.00</u>
				<u>Land west of Manchester Road</u>	<u>7.50</u>		
				<u>Knutsford Total</u>	<u>13.50</u>		
<u>Middlewich</u>	<u>75.00</u>	<u>0.47</u>	<u>8.98</u>	<u>Midpoint 18</u>	<u>70.00</u>	<u>0.00</u>	<u>79.45</u>
<u>Nantwich</u>	<u>3.00</u>	<u>0.11</u>	<u>0.07</u>	<u>Kingsley Fields</u>	<u>1.82</u>	<u>1.00</u>	<u>3.00</u>
<u>Poynton</u>	<u>10.00</u>	<u>0.00</u>	<u>0.30</u>	<u>Adlington Business Park Extension</u>	<u>9.92</u>	<u>0.00</u>	<u>10.22</u>

¹ Includes North Cheshire Growth Village.

<u>Area</u>	<u>Expected Level of Development (ha)</u>	<u>Take-up 1/04/10 to 31/03/13 (ha)</u>	<u>Supply 31/03/13 (ha)</u>	<u>Local Plan Strategy Sites and Strategic Locations (ha)</u>		<u>Site Allocations (ha)</u>	<u>Total</u>
<u>Sandbach</u>	<u>20.00</u>	<u>0.03</u>	<u>0.00</u>	<u>Land adjacent to J17 of M6, south east of Congleton Road</u>	<u>20.00</u>	<u>0.00</u>	<u>20.03</u>
<u>Wilmslow</u>	<u>10.00</u>	<u>0.00</u>	<u>0.07</u>	<u>Royal London</u>	<u>5.00</u>	<u>0.00</u>	<u>11.37</u>
				<u>Wilmslow Business Park</u>	<u>6.30</u>		
				<u>Wilmslow Total</u>	<u>11.30</u>		
<u>Key Service Centres Total</u>	<u>219.00</u>	<u>0.74</u>	<u>22.94</u>	<u>Total</u>	<u>195.64</u>	<u>5.75</u>	<u>225.07</u>

Table A.8 Employment Land Distribution: Key Service Centres

Local Service Centres

<u>Area</u>	<u>Expected Level of Development (ha)</u>	<u>Take-up 1/04/10 to 31/03/13 (ha)</u>	<u>Supply 31/03/13 (ha)</u>	<u>Local Plan Strategy Sites and Strategic Locations (ha)</u>		<u>Site Allocations (ha)</u>	<u>Total</u>
<u>Local Service Centres Total</u>	<u>7.00</u>	<u>0.09</u>	<u>3.35</u>	<u>0.00</u>		<u>3.56</u>	<u>7.00</u>

Table A.9 Employment Land Distribution: Local Service Centres

Other Settlements and Rural Areas

<u>Area</u>	<u>Expected Level of Development (ha)</u>	<u>Take-up 1/04/10 to 31/03/13 (ha)</u>	<u>Supply 31/03/13 (ha)</u>	<u>Local Plan Strategy Sites and Strategic Locations (ha)</u>		<u>Site Allocations (ha)</u>	<u>Total</u>
<u>Other Settlements and</u>	<u>69.00</u>	<u>0.57</u>	<u>3.56</u>	<u>Alderley Park Opportunit</u>	<u>0.00</u>	<u>4.00</u>	<u>69.13</u>

<u>Rural Areas</u> ¹				<u>y Site</u> ²			
				<u>Wardle Employment Improvement Area</u>	<u>61.00</u>		
<u>Other Settlements and Rural Areas Total</u>	<u>69.00</u>	<u>0.57</u>	<u>3.56</u>	<u>Total</u>	<u>61.00</u>	<u>4.00</u>	<u>69.13</u>

Table A.10 Employment Land Distribution: Other Settlements and Rural Areas

Totals

<u>Area</u>	<u>Expected Level of Development (ha)</u>	<u>Take-up 1/04/10 to 31/03/13 (ha)</u>	<u>Supply 31/03/13 (ha)</u>	<u>Local Plan Strategy Sites and Strategic Locations (ha)</u>	<u>Site Allocations (ha)</u>	<u>Total</u>
<u>All areas</u>	<u>380.00</u>	<u>1.60</u>	<u>46.67</u>	<u>322.80</u>	<u>15.14</u>	<u>386.21</u>

Table A.11 Employment Land Distribution: Totals

Principal Towns

Table A.7 Employment Land Distribution: Principal Towns

Area	Expected Level of Development (ha)	Take-Up 01/04/10–31/03/13 (ha)	Supply 31/03/13 (ha)	Local Plan Strategy Sites and Strategic Locations (ha)		Site Allocations (ha)	Total
Crewe	65.00	0.04	13.81	Basford East	24.00	0.00	65.01

¹ Includes Alderley Park Opportunity Site and Wardle Employment Improvement Area

² Alderley Park is not counted as contributing to the employment requirement as it is an existing development site in the Green belt so whilst there is scope for redevelopment there is little scope for additional development over and above that already existing.

				Basford West	22.16		
				Leighton West	5.00		
				Crewe Total	51.16		
				South Macclesfield Development Area	5.00		
Macclesfield	15.00	0.16	3.01	Land off Congleton Road	5.00	1.83	15.00
				Macclesfield Total	10.00		
Principal Towns Total	80.00	0.20	16.82	Total	61.16	1.83	80.01

Key Service Centres

Table A.8 Employment Land Distribution: Key Service Centres

Area	Expected Level of Development (ha)	Take-Up 01/04/10-31/03/13 (ha)	Supply 31/03/13 (ha)	Local Plan Strategy Sites and Strategic Locations (ha)		Site Allocations (ha)	Total
				Radway Green Brownfield Site	10.00		
Alsager	35.00	0.12	0.00	Radway Green Extension	25.00	0.00	35.12
				Alsager Total	35.00		
				Back Lane / Radnor Park Strategic Location	10.00		
Congleton	24.00	0.00	3.80	Congleton Business Park Extension Strategic Location	10.00	0.20	24.00
				Congleton Total	20.00		

Handforth	10.00	0.00	9.72	N/A	0.00	0.28	10.00
Knutsford	10.00	0.01	0.00	Parkgate Extension	6.00	3.99	10.00
Middlewich	75.00	0.47	75.10	Midpoint 18 Extension ⁽¹⁰⁵⁾	0.00	0.00	75.57
Nantwich	3.00	0.11	0.07	Kingsley Fields	2.00	0.82	3.00
Poynton	3.00	0.00	0.30	N/A	0.00	2.70	3.00
Sandbach	20.00	0.03	0.00	Land-adjacent to J17 of M6, south east of Congleton Road	20.00	0.00	20.03
Wilmslow	8.00	0.00	0.07	Royal London	5.00	0.00	8.07
				Wilmslow Business Park	3.00		
				Wilmslow Total	8.00		
Key Service Centres Total	188.00	0.74	89.06	Total	91.00	7.99	188.79

New Settlements, Employment Improvement Areas and Opportunity Sites

Table A.9 Employment Land Distribution: New Settlements, Employment Improvement Areas and Opportunity Sites

Area	Expected Level of Development (ha)	Take-Up 01/04/10–31/03/13 (ha)	Supply 31/03/13 (ha)	Local Plan Strategy Sites and Strategic Locations (ha)		Site Allocations (ha)	Total
Wardle Employment Improvement Area	61.00	0.00	0.00	Wardle Employment Improvement Area	61.00	0.00	61.00
Alderley Park Opportunity Site	0.00	0.00	0.00	Alderley Park Opportunity	0.00	0.00	0.00

				Site ⁽¹⁰⁶⁾			
North Cheshire Growth Village, Handforth East	12.00	0.00	0.00	North Cheshire Growth Village	12.00	0.00	12.00
New Settlements, Employment Improvement Areas and Opportunity Sites Total	73.00	0.00	0.00	Total	73.00	0.00	73.00

Local Service Centres

Table A.10 Employment Land Distribution: Local Service Centres

Area	Expected Level of Development (ha)	Take-Up 01/04/10–31/03/13 (ha)	Supply 31/03/13 (ha)	Local Plan Strategy Sites and Strategic Locations (ha)	Site Allocations (ha)	Total
Local Service Centres Total	5.00	0.09	3.35	0.00	1.56	5.00

Other Settlements and Rural Areas

Table A.11 Employment Land Distribution: Other Settlements and Rural Areas

Area	Expected Level of Development (ha)	Take-Up 01/04/10–31/03/13 (ha)	Supply 31/03/13 (ha)	Local Plan Strategy Sites and Strategic Locations (ha)	Site Allocations (ha)	Total
Other Settlements and Rural Areas ⁽¹⁰⁷⁾	5.00	0.57	6.26	0.00	0.00	6.83

Totals:

Table A.12 Employment Land Distribution: Totals

Area	Expected Level of Development (ha)	Take-Up 01/04/10– 31/03/13 (ha)	Supply 31/03/13 (ha)	Local Plan Strategy Sites and Strategic Locations(ha)	Site Allocations (ha)	Total
All areas	351.00	1.60	115.49	225.16	11.38	353.63

Appendix B: Saved Policies

B.1 Consideration has been given to the ‘saved’ policies in the Local Plans adopted by the former Boroughs / County Council (Congleton Local Plan, Crewe and Nantwich Local Plan, Macclesfield Local Plan, Cheshire Minerals Local Plan and the Cheshire Waste Local Plan). Where appropriate, ‘saved’ policies have been deleted to ensure no overlap with the policies contained in the Cheshire East Local Plan Strategy – Submission Version.

B.2 A list of previously adopted policies which the Council is seeking to retain / replace is set out below. Policies that are retained will continue to be used in the determination of planning applications in the Borough until superseded by the Site Allocations and Development Policies and Waste Development Plan Documents.

B.3 Please note that non-saved policies will be removed from the Adopted Policies Map when published.

Congleton Borough Local Plan First Review (Adopted January 2005)

Table B.1 Congleton Borough Local Plan Saved Policies to be Replaced

Existing Congleton Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy PS3: Settlement Hierarchy	Yes	Policy PG2	Policy PG2 presents an updated settlement hierarchy
Policy PS4: Towns	No		
Policy PS5: Villages in the Open Countryside and Inset in the Green Belt	No		
Policy PS6: Settlements in the Open Countryside and the Green Belt	No		
Policy PS7: Green Belt	No		
Policy PS8: Open Countryside	No		
Policy PS9: Areas of Special County Value	<u>No</u>	Policy SE4	Areas of Special County Value are now known as Local Landscape Designations which are addressed by Policy SE4. <u>Until reviewed and updated through the production of a Site Allocations and Development Policies DPD, the</u>

			<u>spatial extent of Local Landscape Designation Areas in the former Congleton Borough is shown as Areas of Special County Value in the proposals maps of the existing Congleton Local Plan.</u>
Policy PS10: Jodrell Bank Radio Telescope Consultation Zone	Yes No	Policy SE14	Policy SE14 addresses the Jodrell Bank Zone. <u>Until defined on the Policies Map through the Site Allocations and Development Policies document, the spatial extent of the Jodrell Bank Radio Telescope Consultation Zone in the former Congleton Borough is shown in the proposals maps of the existing Congleton Borough Local Plan.</u>
Policy PS12: Strategic Transport Corridors	No		
Policy GR1: New Development	Yes	Policies SD1, SD2, SE1, SE2, SE4, SE6, SC2, SC4, CO4	Various policies address new development including the principles of sustainable development, design, open space and infrastructure provision etc.
Policy GR2: Design	Yes	Policies SE1, SE2, SE3, SE4, SE6, SE7, SE8, SE9	Policy SE1 sets out a comprehensive approach to design. Additional policies deal with energy efficiency, the historic environment and environmental protection.
Policy GR3: Design	Yes	Policies SE1, SE2, SC4, SE6, CO1	Relevant principles are set out with regard to design; appropriate use of land; dwelling mix; housing needs; open space; and accessibility.
Policy GR4: Landscaping	Yes	Policy SE4	Superseded by Policy SE4 which sets out the approach to landscape protection
Policy GR5: Landscaping	Yes	Policy SE4	Superseded by Policy SE4 which sets out the approach to landscape protection
Policy GR6: Amenity and Health	No		
Policy GR7: Amenity and Health	No		
Policy GR8: Amenity and Health	No		
Policy GR9: Accessibility, Servicing and Parking Provision (New Development)	No		

Policy GR10: Accessibility, Servicing and Parking Provision	No		
Policy GR11 Development Involving New Roads and other Transportation Projects	No		
Policy GR13: Public Transport Measures	No		
Policy GR14: Cycling Measures	No		
Policy GR15: Pedestrian Measures	No		
Policy GR16: Footpath, Bridleway and Cycleway Networks	No		
Policy GR17: Car Parking	No		
Policy GR18: Traffic Generation	No		
Policy GR19: Infrastructure	Yes	Policies IN1 and IN2	Policies IN1 and IN2 cover infrastructure requirements
Policy GR20: Public Utilities	No		
Policy GR21: Flood Prevention	Yes	Policy SE13	Superseded by Policy SE13 which sets out flood prevention measure
Policy GR22: Open Space Provision	No		
Policy GR23: Provision of Services and Facilities	No		
Policy NR1: Trees and Woodlands	Yes	Policy SE5	Superseded by Policy SE5 which sets out protection for trees, hedgerows and woodland
Policy NR2: Statutory Sites	Yes No	Policy SE3	These assets are protected by Policy SE3. <u>Until reviewed and updated through the production of a Site Allocations and Development Policies DPD, the spatial extent of statutory sites in the former Congleton Borough is shown in the proposals maps of the existing Congleton Local Plan.</u>
Policy NR3: Habitats	No		
Policy NR4: Non-Statutory Sites	Yes No	Policy SE3	These assets are protected by Policy SE3. <u>Until reviewed and updated through the production</u>

			of a Site Allocations and Development Policies DPD, the spatial extent of non-statutory sites in the former Congleton Borough is shown in the proposals maps of the existing Congleton Local Plan.
Policy NR5: Non-Statutory Sites	No		
Policy NR6: Reclamation of Land	No		
Policy NR9: Renewable Energy	Yes	Policy SE8	Superseded by Policy SE8 which sets out an updated policy
Policy BH1: Parks and Gardens of Historic Interest	No		
Policy BH2: Statutory List of Buildings of Special Architectural or Historic Interest (Demolition)	No		
Policy BH3: Statutory List of Buildings of Special Architectural or Historic Interest (Change of Use/Conversion)	No		
Policy BH4: Statutory List of Buildings of Special Architectural or Historic Interest (Effect of Proposals)	No		
Policy BH5: Statutory List of Buildings of Special Architectural or Historic Interest	No		
Policy BH6: Non-statutory List of Buildings of Special Architectural or Historic Interest	Yes	Policy SE7	Policy SE7 sets out the approach to heritage assets, including designated and non-designated assets
Policy BH7: Enabling Development	No		
Policy BH8: Conservation Areas	No		
Policy BH9: Conservation Areas	No		
Policy BH10: Conservation	No		

Areas			
Policy BH13: New Agricultural Buildings	No		
Policy BH15: Conversion of Rural Buildings	No		
Policy BH16: The Residential Re-Use of Rural Buildings	No		
Policy E3: Employment Development in Towns	Yes	Policies SD1, SD2, EG1, EG5, SE2	Policies set out the approach to sustainable development; the location of town centres uses; and making efficient use of land.
Policy E4: Employment Development in Villages	Yes	Policies SD1, SD2, PG2, EG1, EG2, EG5, SE2.	Policies set out the approach to sustainable development; the location of town centre uses; the rural economy; and making efficient use of land.
Policy E5: Employment Development in the Open Countryside	Yes	Policies SD1, SD2, PG2, PG5, EG1, EG2, EG5, SE2.	Policies set out the approach to sustainable development; the location of town centre uses; the rural economy; open countryside; and making efficient use of land.
Policy E6: Employment Development in the Green Belt	Yes	Policies SD1, SD2, PG2, PG3, EG1, EG2, EG5, SE2.	Policies set out the approach to sustainable development; the location of town centre uses; the rural economy; Green Belt; and making efficient use of land.
Policy E8: Home-Based Businesses	No		
Policy E9: Royal Ordnance Factory, Radway Green	Yes	Policies CS14 and CS15	Superseded by Policies CS14 and CS15 Radway Green Brownfield and Extension
Policy E10: Re-use or Redevelopment of Existing Employment Sites	Yes	Policy EG3	Policy EG3 updates the approach to be taken to existing employment sites.
Policy E11: Owner-specific Employment Sites	No		
Policy E12: Distribution and Storage Facilities	No		
Policy E13: Roadside Facilities	No		
Policy E14: Motorway Service Areas	No		
Policy E15: Heavy Goods	No		

Vehicle Parking			
Policy E16: Tourism and Visitor Development (Facilities and Attractions)	Yes	Policies SD1, SD2, PG3, PG5, EG2, EG4	Relevant principles are contained in policies addressing sustainable development; open countryside; Green Belt; the rural economy; and tourism
Policy E17: Tourism and Visitor Development (Serviced Accommodation)	No		
Policy E18: Tourism and Visitor Development (Camping and Caravanning Sites)	No		
Policy E19: Telecommunications	No		
Policy H1: Provision of New Housing Development	Yes	Policy PG1	Policy PG1 sets out the amount of land provided to accommodate the necessary number of homes throughout the plan period.
Policy H2: Provision of New Housing Development	Yes	Policy PG2, PG6	Policy PG2 sets out the settlement hierarchy and Policy PG6 addresses the spatial distribution of development across the Borough.
Policy H3: Committed Housing Sites	No		
Policy H4: Residential Development in Towns	Yes	Policies SD1, SD2, SE1, SE2, SE4, SC4, CO4.	Policies address windfall sites and the approach to be taken in evaluating applications for housing development including infrastructure; accessibility; and physical and environmental constraints.
Policy H5: Residential Development in Villages	Yes	Policies SD1, SD2, SE1, SE2, SE4, SC4, SC6	Policies address windfall sites and the approach to be taken in evaluating applications for housing development including infrastructure; accessibility; rural exceptions for housing for local needs; and physical and environmental constraints.
Policy H6: Residential Development in the Open Countryside and the Green Belt	Yes	Policies PG3, PG5, SD1, SD2, SE1, SE2, SE4, SC4, SC6	Policies address windfall sites and the approach to be taken in evaluating applications for housing development including infrastructure; accessibility; rural exceptions for housing for local needs; open countryside; Green Belt; and physical and environmental constraints.

Policy H7: Residential Caravans and Mobile Homes	No		
Policy H8: Gypsy Caravan Sites	Yes	Policy SC7	Policy SC7 sets out the approach to locating sites for gypsy and traveller and travelling showpeople, and addresses the level of need in the Borough.
Policy H9: Additional Dwellings and Sub-divisions	No		
Policy H10: Additional Dwellings and Sub-divisions	No		
Policy H13: Affordable and Low-cost Housing	Yes	Policy SC5	This policy addresses the provision of affordable housing.
Policy H14: Affordable and Low-cost Housing	Yes	Policy SC6	This policy deals with rural exceptions housing to meet local needs.
Policy H16: Extensions to Dwellings in the Open Countryside and Green Belt	No		
Policy H17: Extension of Residential Curtilages into the Open Countryside or Green Belt	No		
Policy H18: Dwellings Associated with Rural Enterprises	No		
Policy H19: Agricultural Occupancy Conditions	No		
Policy S1: Shopping Hierarchy	Yes	Policy EG5	Policy EG5 creates a new hierarchy of retail centres.
Policy S2: Shopping and Commercial Development Outside Town Centres	Yes	Policy EG5	Policy EG5 sets out the approach to town centre uses which cannot be accommodated in or adjacent to centres
Policy S4: Principal Shopping Areas	No		
Policy S5: Other Town Centre Areas	No		
Policy S6: The Use of Upper Floors within Town Centres	No		
Policy S7: Shopping and Commercial Development in Villages	Yes	Policy EG5	Policy EG5 creates a new hierarchy of retail centres which replaces that in Policy S7.

Policy S8: Holmes Chapel	Yes	Policy EG5	Policy EG5 creates a new hierarchy of retail centres which replaces that in Policy S8.
Policy S9: Shopping and Commercial Development in the Open Countryside and Green Belt	Yes	Policies PG3, PG5, SD1, SD2, EG2, EG5	Relevant principles are covered in policies which address the hierarchy of retail centres; the rural economy; sustainable development; open countryside; and the Green Belt
Policy S11: Shop Fronts and Security Shutters	No		
Policy S12: Security Shutters-Solid Lath	No		
Policy S13: Security Shutters-Lattice/Mesh Grilles	No		
Policy S14: Advertisements	No		
Policy S15: Advertisements in Conservation Areas	No		
Policy S16: Environmental Improvements and Traffic Management Measures	No		
Policy RC1: Recreation and Community Facilities Policies (General)	Yes	Policies SC1, SC3, SD2 and SE3	Covered by Local Plan Strategy policies on leisure and recreation; sustainable development; protection of countryside, landscape and geology
Policy RC2: Protected Areas of Open Space	No		
Policy RC3: Nuisance Sports	No		
Policy RC4: Countryside Recreation Facilities	No		
Policy RC5: Equestrian Facilities	No		
Policy RC6: Golf Courses and Driving Ranges	No		
Policy RC7: Water Based Activities	No		
Policy RC8: Canal/Riverside Recreational Developments	No		
Policy RC9: Canal/Riverside Recreational Developments (Mooring)	No		
Policy RC10: Outdoor Formal	No		

Recreational and Amenity Open Space Facilities			
Policy RC11: Indoor Recreational and Community Uses (General)	No		
Policy RC12: Retention of Existing Community Facilities	No		
Policy RC13: Day Nurseries	No		
Policy DP1: Employment Sites	No		
Policy DP2: Housing Sites	No		
Policy DP3: Mixed Use Sites	No		
Policy DP3A: Alsager Campus	Yes	Site CS13	The site allocation for the Former Manchester Metropolitan University Campus has been updated.
Policy DP4: Retail Sites	No		
Policy DP5: Recreation, Leisure and Community Use Sites	No		
Policy DP6: Treatment Facility	No		
Policy DP7: Development Requirements	No		
Policy DP8: Supplementary Planning Guidance	No		
Policy DP9: Transport Assessment	No		
Policy DP10: New Road Schemes	No		
Policy DP11: Transport Facilities	No		

Borough Of Crewe And Nantwich Replacement Local Plan 2011 (Adopted February 2005)

Table B.2 Borough of Crewe and Nantwich Local Plan Saved Policies to be Replaced

Existing Crewe and Nantwich Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy NE1: Development in	No		

the Green Belt			
Policy NE2: Open Countryside	Yes	Policy PG5	Policy PG5 addresses the approach taken to the open countryside.
Policy NE3: Areas of Special County Value	Yes No	Policy SE4	Areas of Special County Value are now known as Local Landscape Designations which are addressed by Policy SE4. <u>Until reviewed and updated through the production of a Site Allocations and Development Policies DPD, the spatial extent of Local Landscape Designation Areas in the former Borough of Crewe and Nantwich is shown as Areas of Special County Value in the proposals maps of the existing Crewe and Nantwich Local Plan.</u>
Policy NE4: Green Gaps	No		
Policy NE5: Nature Conservation and Habitats	Yes No	Policies SE3, SE4, SE5, SE6	These policies protect a range of habitats and landscapes. <u>Until reviewed and updated through the production of a Site Allocations and Development Policies DPD, the spatial extent of these areas in the former Borough of Crewe and Nantwich is shown in the proposals maps of the existing Crewe and Nantwich Local Plan.</u>
Policy NE6: Sites of International Importance for Nature Conservation	Yes No	Policies SE3, SE4, SE5, SE6	These policies protect a range of habitats and landscapes. <u>Until reviewed and updated through the production of a Site Allocations and Development Policies DPD, the spatial extent of these areas in the former Borough of Crewe and Nantwich is shown in the proposals maps of the existing Crewe and Nantwich Local Plan.</u>
Policy NE7: Sites of National Importance for Nature Conservation	Yes No	Policies SE3, SE4, SE5, SE6	These policies protect a range of habitats and landscapes. <u>Until reviewed and updated through the production of a Site Allocations and Development Policies DPD, the spatial extent of these areas in the former Borough of Crewe and Nantwich is shown in the proposals maps of the existing Crewe and Nantwich Local Plan.</u>
Policy NE8: Sites of Local Importance for Nature Conservation	Yes No	Policies SE3, SE4, SE5, SE6	These policies protect a range of habitats and landscapes. <u>Until reviewed and updated through the production of a Site Allocations</u>

			and Development Policies DPD, the spatial extent of these areas in the former Borough of Crewe and Nantwich is shown in the proposals maps of the existing Crewe and Nantwich Local Plan.
Policy NE9: Protected Species	Yes No	Policy SE3	Policy SE3 addresses biodiversity and the protection of species. Until reviewed and updated through the production of a Site Allocations and Development Policies DPD, the spatial extent of areas related to protected species in the former Borough of Crewe and Nantwich is shown in the proposals maps of the existing Crewe and Nantwich Local Plan.
Policy NE10: New Woodland Planting and Landscaping	No		
Policy NE11: River and Canal Corridors	No		
Policy NE12: Agricultural Land Quality	Yes	Policies SE2, SE4, SD1 and SD2	Superseded by Policies SE2, SE4, SD1 and SD2
Policy NE13: Rural Diversification	No		
Policy NE14: Agricultural Buildings Requiring Planning Permission	No		
Policy NE15: Re-Use and Adaptation of a Rural Building for a Commercial, Industrial or Recreational Use	No		
Policy NE16: Re-Use and Adaptation of a Rural Building for Residential Use	No		
Policy NE17: Pollution Control	No		
Policy NE18: Telecommunications Development	No		
Policy NE19: Renewable Energy	Yes	Policies SE8, SE9	Policies SE8 and SE9 address low carbon energy and energy efficient development.
Policy NE20: Flood Prevention	No		
Policy NE21: New	No		

Development and Landfill Sites			
Policy BE1: Amenity	No		
Policy BE2: Design Standards	Yes	Policies SD2 and SE1	Policy SD2 and SE1 comprehensively address design and sustainable development.
Policy BE3: Access and Parking	No		
Policy BE4: Drainage, Utilities and Resources	No		
Policy BE5: Infrastructure	Yes	Policies IN1, IN2	These policies address the provision of infrastructure and developer contributions.
Policy BE6: Development on Potentially Contaminated Land	No		
Policy BE7: Conservation Areas	No		
Policy BE8: Advertisements in Conservation Areas	No		
Policy BE9: Listed Buildings: Alterations and Extensions	No		
Policy BE10: Changes of Use for Listed Buildings	No		
Policy BE11: Demolition of Listed Buildings	No		
Policy BE12: Advertisements on Listed Buildings	No		
Policy BE13: Buildings of Local Interest	Yes	Policy SE7	This policy sets out the approach to heritage assets, including designated and non-designated assets.
Policy BE14: Development Affecting Historic Parks and Gardens	No		
Policy BE15: Scheduled Ancient Monuments	No		
Policy BE16: Development and Archaeology	No		
Policy BE17: Historic Battlefields	No		
Policy BE18: Shop Fronts and Advertisements	No		

Policy BE19: Advertisements and Signs	No		
Policy BE20: Advance Directional Advertisements	No		
Policy BE21: Hazardous Installations	No		
Policy E1: Existing Employment Allocations	No		
Policy E2: New Employment Allocations	No		
Policy E3: Regional and Strategic Employment Allocations at Basford	Yes	Site Allocations	The Local Plan Strategy includes updated Site Allocations including those for employment use. (CS1 Basford East; CS2 Basford West)
Policy E4: Development on Existing Employment Areas	No		
Policy E5: Employment in Villages	Yes	Policy PG6	Policy PG6 sets out the spatial distribution of development across the Borough, including the approach to be taken in the various centres.
Policy E6: Employment Development within Open Countryside	Yes	Policy PG6, PG5, EG2	These policies set out the spatial distribution of development across the Borough; and address the open countryside and the rural economy.
Policy E7: Existing Employment Sites	Yes	Policy EG3, SE1	Policy EG3 sets out the approach to existing and allocated employment sites. Policies on design and sustainable development are also relevant.
Policy RES1: Housing Allocations	Yes	Policy PG1	Policy PG1 sets out the overall supply of housing land required over the plan period.
Policy RES2: Unallocated Housing Sites	No		
Policy RES3: Housing Densities	Yes	Policies SD1, SD2, SE1 and SE2	These policies set out the approach to be taken to design and sustainable development, including density.
<u>Policy RES4: Housing in Villages With Settlement Boundaries</u>	<u>No</u>		
Policy RES5: Housing in the Open Countryside	No		
Policy RES6: Agricultural and	No		

Forestry Occupancy Conditions			
Policy RES7: Affordable Housing within the Settlement Boundaries of Nantwich and the Villages listed in Policy RES4	Yes	Policies PG1, PG6 and SC5	Housing needs are set out in Policies PG1; and their distribution in PG6. Policy SC5 deals with affordable homes.
Policy RES8: Affordable Housing in Rural Areas Outside Settlement Boundaries (Rural Exceptions Policy)	Yes	Policy SC6	Policy SC6 sets out the approach to rural exceptions housing for local needs.
Policy RES9: Houses in Multiple Occupation	No		
Policy RES10: Replacement Dwellings in the Open Countryside	No		
Policy RES11: Improvements and Alterations to Existing Dwellings	No		
Policy RES12: Living over the Shop	No		
Policy RES13: Sites for Gypsies and Travelling Showpeople	Yes	Policy SC7	Policy SC7 sets out the approach to locating sites for gypsies and travellers and travelling showpeople, and addresses the level of need in the Borough.
Policy TRAN1: Public Transport	Yes	Policies CO1, SD1 & 2	Policy CO1 deals with sustainable travel and transport; policies SD1 & 2 cover sustainable development particularly environmental issues.
Policy TRAN2: Crewe Bus Station	No		
Policy TRAN3: Pedestrians	No		
Policy TRAN4: Access for the Disabled	No		
Policy TRAN5: Provision for Cyclists	No		
Policy TRAN6: Cycle Routes	No		
Policy TRAN7: Crewe Railway Station	No		

Policy TRAN8: Existing Car Parks	No		
Policy TRAN9: Car Parking Standards	Yes	Policy CO2 and Appendix C.	Policy CO2 requires development proposals to adhere to the Cheshire East Parking Standards for Cars and Bicycles set out in Appendix C (Parking Standards).
Policy TRAN10: Trunk Roads	No		
Policy TRAN11: Non Trunk Roads	No		
Policy TRAN12: Roadside Facilities	No		
Policy RT1: Protection of Open Spaces with Recreational or Amenity Value	No		
Policy RT2: Equipped Children's Playgrounds	No		
Policy RT3: Provision of Recreational Open Space and Children's Playspace in New Housing Developments	No		
Policy RT5: Allotments	No		
Policy RT6: Recreational Uses in the Open Countryside	Yes	Policies PG5, EG4, SC1, SC2, SE4, SE6, SE7, CO1	Various policies address recreation uses (SC1 & 2, SE6); the open countryside (PG5); accessibility (CO1); protection of landscape (SE4), environmental and heritage assets (SE7) and tourism (EG4).
Policy RT7: Visitor Accommodation	Yes	Policy EG4	Policy EG4 addresses the provision of tourist accommodation
Policy RT8: Promotion of Canals and Waterways	No		
Policy RT9: Footpaths and Bridleways	No		
Policy RT10: Touring Caravans and Camping Sites	No		
Policy RT11: Golf Courses	No		
Policy RT12: Nantwich Riverside	No		
Policy RT13: Leighton West Country Park	Yes	Site CS3 Leighton	Site CS3 Leighton West, Crewe supersedes this Policy.

		West, Crewe	
Policy RT14: Nantwich Canal Basin	No		
Policy RT15: The Protection of Existing Indoor Leisure Facilities	Yes	Policy SC1	Policy SC1 sets out the criteria for protecting existing leisure facilities
Policy RT16: Noise Generating Sports	No		
Policy RT17: Increasing Opportunities for Sport	No		
Policy S1: New Retail Development in Town Centres	No		
Policy S2: Crewe Town Centre Primary Frontages	No		
Policy S3: Crewe town Centre Secondary Frontages	No		
Policy S4: Nantwich Town Centre	No		
Policy S5: Welsh Row, Nantwich	No		
Policy S6: Sites Allocated for Retailing and/or Leisure/Entertainment Uses	No		
Policy S7: Cronkinson Farm District Shopping Centre	Yes		Development is complete.
Policy S8: Existing District and Local Shopping Centres	No		
Policy S9: Nantwich Road, Crewe	No		
Policy S10: Major Shopping Proposals	Yes	Policy EG5	Policy EG5 considers proposals for main town centre uses which cannot be accommodated in or adjacent to centres
Policy S11: Leisure and Entertainment	Yes	Policy EG5	Policy EG5 considers proposals for main town centre uses which cannot be accommodated in or adjacent to centres. (Also policy SC1 covers leisure)
Policy S12: Mixed Use Regeneration Areas	No		
Policy S13: Village Shops	No		

Policy CF1: Leighton Hospital	No		
Policy CF2: Community Facilities	Yes	Policy SC1	Policy SC1 covers leisure and recreation including community facilities
Policy CF3: Retention of Community Facilities	No		

Macclesfield Borough Local Plan (Adopted January 2004)

Table B.3 Macclesfield Borough Local Plan Saved Policies to be Replaced

Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy NE1: Areas of Special County Value	Yes No	Policy SE4	Areas of Special County Value are now known as Local Landscape Designations which are addressed by Policy SE4. <u>Until reviewed and updated through the production of a Site Allocations and Development Policies DPD, the spatial extent of Local Landscape Designation Areas in the former Macclesfield Borough is shown as Areas of Special County Value in the proposals maps of the existing Macclesfield Local Plan.</u>
Policy NE2: Protection of Local Landscapes	Yes	Policy SE4	Superseded by Policy SE4 which sets out the approach to landscape protection
Policy NE3: Landscape Conservation	No		
Policy NE5: Conservation of Parkland Landscapes	No		
Policy NE7: Woodland Management	Yes	Policy SE5	Superseded by Policy SE5 which sets out protection for trees, hedgerows and woodland
Policy NE8: Promotion and Restoration of Woodland	No		
Policy NE9: Protection of River Corridors	No		
Policy NE10: Conservation of River Bollin	No		
Policy NE11: Nature Conservation	Yes No	Policy SE3	Superseded by Policy SE3 which seeks to protect and enhance biodiversity and geodiversity. <u>Until</u>

			reviewed and updated through the production of a Site Allocations and Development Policies DPD, the spatial extent of nature conservation areas in the former Macclesfield Borough is shown in the proposals maps of the existing Macclesfield Local Plan.
Policy NE12: SSSIs, SBIs and Nature Reserves	Yes No	Policy SE3	These assets are protected by Policy SE3. Until reviewed and updated through the production of a Site Allocations and Development Policies DPD, the spatial extent of these areas in the former Macclesfield Borough is shown in the proposals maps of the existing Macclesfield Local Plan.
Policy NE13: Sites of Biological Importance	Yes No	Policy SE3	SBIs are protected by Policy SE3. Until reviewed and updated through the production of a Site Allocations and Development Policies DPD, the spatial extent of SBIs in the former Macclesfield Borough is shown in the proposals maps of the existing Macclesfield Local Plan.
Policy NE14: Nature Conservation Sites	Yes No	Policy SE3	Policy protects a range of habitats. Until reviewed and updated through the production of a Site Allocations and Development Policies DPD, the spatial extent of these areas in the former Macclesfield Borough is shown in the proposals maps of the existing Macclesfield Local Plan.
Policy NE15: Habitat Enhancement	No		
Policy NE16: Nature Conservation Priority Areas	No		
Policy NE17: Nature Conservation in Major Developments	No		
Policy NE18: Accessibility to Nature Conservation	No		
Policy BE1: Design Guidance	Yes	Policies SE1, SD2	Policy SE1 sets out requirements for design. Policy SD2 sets out sustainable development principles.
Policy BE2: Preservation of Historic Fabric	No		
Policy BE3: Conservation Areas	Yes	Policy SE7	Policy SE7 addresses the historic environment, including Conservation Areas, and its protection.

Policy BE4: Design Criteria in Conservation Areas	Yes	Policy SE7	Conservation Area Consent no longer required for demolition. Development covered by Policy SE7, which addresses the historic environment, including Conservation Areas and its protection.
Policy BE6: Macclesfield Canal Conservation Area	No		
Policy BE7: High Street Conservation Area	No		
Policy BE8: Christ Church Conservation Area	No		
Policy BE9: Barracks Square Conservation Area	No		
Policy BE12: The Edge Conservation Area	No		
Policy BE13: Legh Road Conservation Area	No		
Policy BE15: Listed Buildings	No		
Policy BE16: Setting of Listed Buildings	Yes	Policy SE7	This policy sets out the approach to heritage assets, including their setting.
Policy BE17: Preservation of Listed Buildings	No		
Policy BE18: Design Criteria for Listed Buildings	No		
Policy BE19: Changes of Use for Listed Buildings	No		
Policy BE20: Locally Important Buildings	Yes	Policy SE7	This policy sets out the approach to heritage assets, including designated and non-designated assets.
Policy BE21: Sites of Archaeological Interest	No		
Policy BE22: Scheduled Monuments	No		
Policy BE23: Development Affecting Archaeological Sites	No		
Policy BE24:	No		

Development of Sites of Archaeological Importance			
Policy GC1: Green Belt - New Buildings	No		
Policy GC4: Major Developed Sites in the Green Belt	No		
Policy GC5: Countryside Beyond the Green Belt	Yes	Policy PG5	Policy PG5 sets out the approach to the open countryside.
Policy GC6: Outside the Green Belt, Areas of Special County Value and Jodrell Bank Zone	No		
Policy GC7: Safeguarded Land	Yes	Policy PG4	Policy PG4 sets out the approach to safeguarded land. Areas mentioned under saved policy GC7 now development sites e.g. CS25 Adlington Road.
Policy GC8: Reuse of Rural Buildings - Employment and Tourism	No		
Policy GC9: Reuse of Rural Buildings - Residential	No		
Policy GC10: Extensions to Residential Institutions	No		
Policy GC12: Alterations and Extensions to Houses	No		
Policy GC14: Jodrell Bank	Yes No	Policy SE14	Policy SE14 sets out the requirements regarding Jodrell Bank. <u>Until defined on the Policies Map through the Site Allocations and Development Policies document, the spatial extent of the Jodrell Bank Radio Telescope Consultation Zone in the former Macclesfield Borough is shown in the proposals maps of the existing Macclesfield Borough Local Plan.</u>
Policy RT1: Protection of Open Spaces	No		
Policy RT2: Incidental	No		

Open Spaces/Amenity Areas			
Policy RT3: Redundant Educational Establishments	No		
Policy RT5: Open Space Standards	No		
Policy RT6: Recreation/Open Space Provision	No		
Policy RT7: Cycleways, Bridleways and Footpaths	No		
Policy RT8: Access to Countryside	No		
Policy RT9: Restoration of Danes Moss Tip	No		
Policy RT10: Canals and Water Recreation	No		
Policy RT11: Canal Mooring Basins	No		
Policy RT13: Promotion of Tourism	Yes	Policy EG4	This policy addresses tourist development, protecting the features that attract visitors and encouraging investment.
Policy RT15: Hotel Development	Yes	Site CS8	Site referred to now covered by CS8 South Macclesfield Development Area
Policy RT17: Re-use of Rural Buildings	No		
Policy RT19: Dairy House Lane Recreational Allocation	Yes	Allocation CS30	Allocation CS30 North Cheshire Growth Village Handforth sets out new proposals for this site
Policy H1: Phasing Policy	Yes	Policies PG1, PG6, SE2	Policy PG1 sets out the level of housing land required during the plan period; Policy PG6 sets out the spatial distribution of development across the Borough; and Policy SE2 addresses use of previously developed land.
Policy H2: Environmental Quality in Housing Developments	Yes	Policies SD2 & SE1	Policy SD2 sets out sustainable development principles. Policy SE1 sets out detailed requirements for new housing development.
Policy H4: Housing Sites	Yes	Site	The Local Plan Strategy provides updated site

in Urban Areas		Allocations - CS8, CS9, CS10, CS11	allocations, as noted.
Policy H5: Windfall Housing Sites	Yes	Policies SD1, SD2, IN2, SE1, SE3, SE4, SE5, SE6, SE12, SE13, CO1, CO4	The Local Plan Strategy includes policies addressing windfall sites and the approach to be taken in evaluating applications for housing development including infrastructure; accessibility; and physical and environmental constraints.
Policy H6: Town Centre Housing	No		
Policy H8: Provision of Affordable Housing in Urban Areas	Yes	Policy SC5	This policy addresses affordable housing.
Policy H9: Occupation of Affordable Housing	No		
Policy H11: Existing Housing Stock	No		
Policy H12: Low Density Housing Areas	No		
Policy H13: Protecting Residential Areas	Yes	Policies SE12, SE1, SD2	Policy SE12 Pollution and Unstable Land ensures that development protects amenity. Policy SE1 sets out requirements for design. Policy SD2 sets out sustainable development principles.
Policy C2: Macclesfield District General Hospital	No		
Policy E1: Retention of Employment Land	Yes	Policy EG3	Policy EG3 updates the approach to be taken to existing employment sites.
Policy E2: Retail Development on Employment Land	No		
Policy E3: B1 (Business) Uses	No		
Policy E4: General Industrial Development	No		
Policy E5: Special Industries	No		
Policy E6: Land to the west of Lyme Green Business Park	Yes	Allocation CS8	Allocation CS8 sets out new proposals for this site

Policy E7: Land at Hurdsfield Road	No		
Policy E8: Parkgate Industrial Estate	Yes	Allocation CS19	Allocation CS19 sets out new proposals for this site
Policy E11: Mixed Use Areas	No		
Policy E14: Relocation of Businesses	No		
Policy T1: General Transportation Policy	Yes	Policy CO1 and policies SD1 & 2	Policy CO1 deals with sustainable travel and transport; policies SD1 & 2 cover sustainable development particularly environmental issues.
Policy T2: Public Transport	Yes	Policy CO1	Policy CO1 deals with sustainable travel and transport including public transport
Policy T3: Pedestrians	Yes	Policy CO1	Policy CO1 deals with sustainable travel and transport including pedestrians
Policy T4: Access for People with Restricted Mobility	Yes	Policies CO1 and SC3	Policy CO1 deals with sustainable travel ; Policy SC3 covers health and well-being including access for all.
Policy T5: Provision for Cyclists	Yes	Policy CO1 and SD2	Policy CO1 deals with sustainable travel;policy SD2 covers sustainable development including cycling provision
Policy T6: Highway Improvement Schemes	Yes	Policies CO1 & 2 and IN2	Policies CO1 & 2 deal with transport and its provision; Policy IN2 deals with contributions.
Policy T7: Safeguarded Routes	No		
Policy T8: Traffic Management and Environmental Improvements	Yes	Policy CO2	Policy CO2 covers routes that may be relieved of traffic.
Policy T9: Traffic Management and Traffic Calming	Yes	Policy CO1	Policy CO1 supports the priority of pedestrians and creating a safe environment.
Policy T10: South Macclesfield Distributor Road	Yes	Policy CO2 and Site CS8	Policy CO2 lists a new highway link between the A523 and A536 as does the detail in Site CS8 South Macclesfield Development Area.
Policy T11: Improvements to Strategic Highways Network	No		
Policy T13: Public Car	No		

Parks			
Policy T14: Lorry Park Proposals	Yes	Allocation CS8	Allocation CS8 sets out new proposals for this site.
Policy T15: Lorry Parking	No		
Policy T18: Restrictions on Development within NNI Zones	No		
Policy T19: Public Safety Zone	No		
Policy T20: Control of Airport Infrastructure	No		
Policy T21: Airport Related Development	No		
Policy T22: Restoration of Land to the East of Satellite Fire Station	No		
Policy T23: Airport Operational Area	No		
Policy S1: Town Centre Shopping Development	Yes	Policy EG5	Policy EG5 creates a new hierarchy of retail centres.
Policy S2: New Shopping, Leisure and Entertainment Developments	Yes	Policies EG5, SC1, SD2	Policy EG5 addresses the provision of new retail uses. Policy SC1 covers leisure and recreation. SD2 covers travel and amenity aspects.
Policy S3: Congleton Road Development Site	Yes	Allocation CS8	Allocation CS8 sets out new proposals for this site.
Policy S4: Local Shopping Centres	No		
Policy S5: Class A1 Shops	No		
Policy S7: New Local Shops	Yes	Policy EG5	Policy EG5 addresses the provision of new retail uses.
Policy MTC1: Prime Shopping Area	No		
Policy MTC2: Exchange Street Redevelopment	No		
Policy MTC3: Development in Prime Shopping Areas	No		
Policy MTC4: Secondary	No		

Shopping Areas			
Policy MTC5: Waters Green Area	No		
Policy MTC6: Improvement of Sunderland Street	No		
Policy MTC7: Redevelopment Area - West of Churchill Way	No		
Policy MTC8: Redevelopment Area - Samuel Street/Park Lane	No		
Policy MTC9: Redevelopment Area - Duke Street	No		
Policy MTC11: Redevelopment Area: Macclesfield Station	No		
Policy MTC12: Mixed Use Areas	No		
Policy MTC13: Park Green Regeneration Area	No		
Policy MTC14: Conservation of Park Green	No		
Policy MTC15: King Edward Street Regeneration	No		
Policy MTC16: Pedestrian Routes/Links	No		
Policy MTC17: Jordangate and Market Place	No		
Policy MTC18: George Street Mill Regeneration Area	No		
Policy MTC19: Housing	No		
Policy MTC20: Christ Church Housing Area	No		

Policy MTC21: Reuse of Christ Church	No		
Policy MTC22: Office Development	No		
Policy MTC23: Pedestrianisation	No		
Policy MTC24: Car Parks	No		
Policy MTC25: Car Parking Provision	No		
Policy MTC26: Car Parking Provision	No		
Policy MTC27: River Bollin Recreational Route	No		
Policy WTC3: Kings Close Shopping Proposal	Yes		Site developed
Policy WTC4: Development in the Shopping Area	No		
Policy WTC5: Upper Floor Development	No		
Policy WTC6: Green Lane/Alderley Road Redevelopment Area	No		
Policy WTC7: Mixed Use Areas	No		
Policy WTC8: Housing and Community Uses	No		
Policy WTC9: Offices	No		
Policy WTC10: Environmental Improvement of Bank Square Area	No		
Policy WTC11: Pedestrian Priority Measures	No		
Policy WTC12: Car Parks	No		
Policy WTC13: Car Park Proposal - Spring Street	Yes		Area identified on Proposals Map has been developed

Policy HDC1: Shopping Area	No		
Policy HDC2: Upper Floor Development	No		
Policy HDC3: Mixed Use Area	No		
Policy HDC4: Housing and Community Uses	No		
Policy HDC5: Office Development	No		
Policy HDC6: Car Parking	No		
Policy HDC7: Redevelopment of the Paddock	No		
Policy AEC1: Shopping Area	No		
Policy AEC3: Upper Floor Development	No		
Policy AEC4: Mixed Use Areas	No		
Policy AEC5: Office Development	No		
Policy AEC6: Housing Development	No		
Policy AEC7: Car Parking	No		
Policy KTC1: Conservation of Historic Character	No		
Policy KTC2: Design Guidance	No		
Policy KTC3: Design Guidance	No		
Policy KTC4: Design Guidance	No		
Policy KTC5: Redevelopment Criteria for 'The Yards'	No		
Policy KTC6: Red Cow Yard	No		

Policy KTC8: Silk Mill Street	No		
Policy KTC9: Shopping Areas	No		
Policy KTC10: Shopping Area Development	No		
Policy KTC11: Upper Floor Development	No		
Policy KTC12: Housing and Community Uses	No		
Policy KTC13: Housing Development	No		
Policy KTC14: Mixed Use Areas	No		
Policy KTC16: Office Development	No		
Policy KTC17: King Street Link Road	No		
Policy KTC18: Pedestrian Priority Measures	No		
Policy KTC19: Car Parks	No		
Policy KTC20: Additional Car Parking	No		
Policy KTC21: Car Parking Provision	No		
Policy PDC1: Prime Shopping Area	No		
Policy PDC2: Development in the Prime Shopping Area	No		
Policy PDC3: Secondary Shopping Area	No		
Policy PDC4: Upper Floor Development	No		
Policy PDC5: Housing and Community Uses	No		
Policy PDC6: Office Development	No		
Policy PDC7: Car Parking	No		

Policy PDC8: Car Parking at Park Lane	No		
Policy IMP1: Development Sites	Yes	Policies IN1, IN2	IN1 covers infrastructure delivery. IN2 outlines developer contributions.
Policy IMP2: Transport Measures	Yes	Policies IN1, IN2, CO4	IN1 covers infrastructure delivery. IN2 outlines developer contributions. CO4 covers Travel Plans and Transport Assessments.
Policy IMP3: Land Ownership	No		
Policy IMP4: Environmental Improvements in Town Centres	Yes	Policies IN1, IN2	IN1 covers infrastructure delivery. IN2 outlines developer contributions.
Policy DC1: Design - New Build	Yes	Policies SD2, SE1, SE2	SD2 covers sustainable development principles - SD2, 1, ii refers to an area's character & distinctiveness re height, scale, mass, relationship with street-scene, etc. SE1 covers design re sense of place, design quality, sustainable urban/architectural/landscape design, livability/workability & designing in safety. SE2 refers to density for windfall sites.
Policy DC2: Design - Extensions & Alterations	No		
Policy DC3: Design - Amenity	No		
Policy DC5: Design - Natural surveillance/crime prevention	Yes	Policy SE1	SE1 covers a range of design principles - SE1, 5 covers designing in safety.
Policy DC6: Design - Circulation & Access	No		
Policy DC8: Design - Landscaping	No		
Policy DC9: Design -Tree Protection	No		
Policy DC10: Landscaping and Tree Protection	No		
Policy DC13: Design - Noise	No		

Policy DC14: Design - Noise	No		
Policy DC15: Design - Provision of Facilities	No		
Policy DC16: Design - Provision of Facilities	No		
Policy DC17: Design - Water Resources	No		
Policy DC18: Design - Water Resources	Yes	Policy SE13	Policy SE13 sets out requirements regarding flood risk and water management.
Policy DC19: Design - Water Resources	No		
Policy DC20: Design - Water Resources	No		
Policy DC21: Temporary Buildings and Uses	No		
Policy DC22: Design - Temporary Buildings and Uses	No		
Policy DC23: Green Belt & Countryside - Permanent Agricultural Dwellings	No		
Policy DC24: Green Belt & Countryside - Temporary Agricultural Dwellings	No		
Policy DC25: Green Belt & Countryside - Discharge of conditions Agricultural Dwellings	No		
Policy DC27: Green Belt & Countryside - Storage of Caravans	No		
Policy DC28: Green Belt & Countryside - Agricultural Buildings	Yes	Policies SD2, SE7, SE3	SD2 covers sustainable development principles - SD2, 1, ii refers to an area's character & distinctiveness re height, scale, mass, materials etc. SE7 relates to protecting the historic environment (inc. All heritage assets). SE3 protects sites of nature importance SE3, 3). Also, saved policies DC3 (amenity), DC6 (access) & DC8

			(landscaping conditions) are relevant.
Policy DC29: Green Belt & Countryside - Agricultural Buildings: siting, design & appearance	Yes	Policies SD2, SE7, SE3	SD2 covers sustainable development principles - SD2, 1, ii refers to an area's character & distinctiveness re height, scale, mass, materials etc. SE7 relates to protecting the historic environment (inc. all heritage assets). SE3 protects sites of nature importance.
Policy DC31: Green Belt & Countryside - Gypsies	No		
Policy DC32: Green Belt & Countryside - Equestrian Facilities	No		
Policy DC33: Green Belt & Countryside - Outdoor Commercial Recreation	No		
Policy DC35: Residential - Materials & Finishes	No		
Policy DC36: Residential -Road Layouts and Circulation	No		
Policy DC37: Residential -Landscaping	No		
Policy DC38: Residential -Space, Light and Privacy	No		
Policy DC40: Residential -Children's Play/Amenity Space	No		
Policy DC41: Residential -Infill Housing Development	No		
Policy DC42: Residential -Subdivision	No		
Policy DC43: Residential -Side Extensions	No		
Policy DC44: Residential -Residential Caravans	No		
Policy DC45: Residential -Playgroups and Nurseries	No		
Policy DC46: Residential	No		

-Demolition			
Policy DC47: Residential -Demolition	No		
Policy DC48: Retail - Shop Front Design	No		
Policy DC49: Retail - Shop Front Security	No		
Policy DC50: Shop Front canopies, Awnings etc.	No		
Policy DC51: Adverts	No		
Policy DC52: Adverts	No		
Policy DC53: Adverts	No		
Policy DC54: Restaurants etc	No		
Policy DC55: Amusement Centres	No		
Policy DC57: Community Uses - Residential Institutions	No		
Policy DC60: Community Uses - Telecommunications Equipment	No		
Policy DC61: Community Uses - Telecommunications Equipment	Yes	Policy SD2	SD2 covers sustainable development principles - SD2, 1, ii refers to an area's character & distinctiveness re height, scale, mass, materials etc.
Policy DC62: Community Uses - Renewable Energy	Yes	Policy SE8	SE8 covers renewable and low carbon energy schemes, inc. consideration of visual impact, impact on residential amenity and character of the area.
Policy DC63: Community Uses - Contaminated Land	No		
Policy DC64: Community Uses - Floodlighting	No		

Cheshire Replacement Minerals Local Plan (Adopted June 1999)

Table B.4 Cheshire Replacement Minerals Local Plan Saved Policies to be Replaced

Existing Minerals Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy 1: Sustainability	Yes	Policies SD1, SD2, SE10	Policy SE10 addresses minerals.
Policy 2: Need	No		
Policy 3: Aggregate Reserves	Yes	Policy SE10	Policy SE10 addresses minerals.
Policy 4: Alternative Sources of Aggregates	Yes	Policy SE10	Policy SE10 addresses minerals.
Policy 5: Safeguarding High Quality Mineral	Yes	Policy SE10	Policy SE10 addresses minerals.
Policy 6: Prior Extraction	No		
Policy 7: Mineral Consultation Areas	No		
Policy 8: Review	No		
Policy 9: Planning Applications	No		
Policy 10: Geological Content of Planning Applications	No		
Policy 11: Pre-Application Discussions	No		
Policy 12: Conditions	No		
Policy 13: Planning Obligations/Legal Agreements	No		
Policy 14: Areas of Special County Value (ASCV)	Yes	Policy SE4	Policy SE4 sets out the approach to development which may impact on the landscape.
Policy 15: Landscape	No		
Policy 16: Plant and Buildings	No		
Policy 17: Visual Amenity	No		
Policy 18: Jodrell Bank Zone	Yes	Policy SE14	Policy SE14 sets out the approach to development which may impact on Jodrell Bank.
Policy 19: Archaeology	Yes	Policy SE7	Policy SE7 addresses historic assets.
Policy 20: Archaeology	No		
Policy 21: Archaeology	No		
Policy 22: Nature Conservation	Yes	Policy SE3	Policy SE3 sets out the approach to development which may impact on geodiversity and biodiversity.

Policy 23: Nature Conservation	Yes	Policy SE3	Policy SE3 sets out the approach to development which may impact on geodiversity and biodiversity.
Policy 24: Built Heritage and Historic Environment	Yes	Policy SE7	Policy SE7 addresses historic assets.
Policy 25: Groundwater/Surface Water/Flood Protection	No		
Policy 26: Noise	No		
Policy 27: Noise	No		
Policy 28: Dust	No		
Policy 29: Agricultural Land	Yes	Policies SD2, SE4	These policies update the approach to this issue.
Policy 30: Agricultural Land - Silica Sand	Yes	Policies SD2, SE4	These policies update the approach to this issue.
Policy 31: Cumulative Impact	No		
Policy 32: Advance Planting	No		
Policy 33: Public Rights of Way	No		
Policy 34: Highways	No		
Policy 35: Alternative Forms of Transport	Yes	Policy SE10	Policy SE10 addresses minerals.
Policy 36: Secondary Operations	No		
Policy 37: Hours of Operation	No		
Policy 38: Blasting	No		
Policy 39: Stability and Support	No		
Policy 40: Mine Waste Disposal	No		
Policy 41: Restoration	No		
Policy 42: Aftercare	No		
Policy 43: Liaison Committees	No		
Policy 44: Opencast Coal	No		
Policy 45: Sand and Gravel Landbank	Yes	Policy SE10	Policy SE10 addresses minerals.
Policy 46: Future Sand and Gravel Extraction	No		
Policy 47: Sand and Gravel Area of Search	No		
Policy 48: Hydrocarbons	No		
Policy 49: Peat	No		

Policy 50: Natural Brine Pumping	No		
Policy 51: Future Rock Salt Extraction	No		
Policy 52: Future Controlled Brine Extraction	No		
Policy 53: Crushed Rock Landbank	Yes	Policy SE10	Policy SE10 addresses minerals.
Policy 54: Future Silica Sand Extraction	No		

Cheshire Replacement Waste Local Plan (Adopted July 2007)

Table B.5 Cheshire Replacement Waste Local Plan Saved Policies to be Replaced

Existing Waste Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy 1: Sustainable Waste Management	No		
Policy 2: The Need for Waste Management Facilities	No		
Policy 3: Phasing of Sites for Landfill/Landraise or Thermal Treatment	No		
Policy 4: Preferred Sites for Waste Management Facilities	No		
Policy 5: Other Sites for Waste Management Facilities	No		
Policy 6: Built Waste Management Facilities of a Natural/Regional Scale or a Sub Regional Strategic Basis	No		
Policy 7: Sites for Open Windrow Composting Facilities	No		
Policy 8: Wastewater Treatment Works	No		
Policy 9: Preferred Sites for Non-Hazardous Landfill/Landraise	No		
Policy 10: Minimising Waste during Construction and Development	No		
Policy 11: Development and Waste	No		

Recycling			
Policy 12: Impact of Development Proposals	No		
Policy 13: Areas of Special County Value	Yes	Policy SE3	Policy SE3 addresses impact on biodiversity and geodiversity.
Policy 14: Landscape	Yes	Policy SE4	Policy SE4 addresses impact on the landscape.
Policy 15: Green Belt	No		
Policy 16: Historic Environment	No		
Policy 17: Natural Environment	No		
Policy 18: Water Resource Protection and Flood Risk	No		
Policy 19: Agricultural Land Quality	Yes	Policies SD2, SE4	Policy SD2 sets out the approach to achieving sustainable development; and Policy SE4 seeks to protect the landscape.
Policy 20: Public Rights of Way	No		
Policy 21: Jodrell Bank	Yes	Policy SE14	Policy SE14 addresses impact on Jodrell Bank.
Policy 22: Aircraft Safety	No		
Policy 23: Noise	No		
Policy 24: Air Pollution - Air Emissions including Dust	No		
Policy 25: Litter	No		
Policy 26: Air Pollution - Odour	No		
Policy 27: Sustainable Transportation of Waste and Waste Derived Materials	No		
Policy 28: Highways	No		
Policy 29: Hours of Operation	No		
Policy 30: Hours of Operation for Household Waste and Recycling Centres	No		
Policy 31: Ancillary Development at a Landfill/Landraise Site and/or Open Windrow Composting Site	No		
Policy 32: Reclamation	No		
Policy 33: Liaison Committees	No		
Policy 34: Energy Recovery	No		

Policy 35: Underground Hazardous Waste Storage/Containment	No		
Policy 36: Design	Yes	Policies SD2, SE1	Policy SD2 sets out the approach to achieving sustainable development; and Policy SE1 addresses design.

Appendix C: Parking Standards

C.1 The following sets out the parking standards that the Council applies to new developments.

Table C.1 'Car Parking Standards' will only apply where there is clear and compelling justification that it is necessary to manage the road network. Reference should be made to the Cheshire East Parking Standards - Guidance Note (October 2012) or, if superseded, to the latest parking standards guidance.

C.2 Cheshire East Council will accept representations to vary from car parking standards on a site-by-site basis with reference to evidence obtained locally or from a suitable data source (e.g. TRICS) outlining predicted parking profiles that would allow departures from the Standards set out below.

C.3 Guidance provided from the National Planning Policy Framework has been used to develop these parking standards.

C.4 The parking standards that apply for residential dwelling houses are minimum standards and for all other uses the standards should be regarded as recommended levels. The parking provision will also take account of:

- Availability and cost of parking spaces on site and close by;
- How regular and frequent public transport is;
- How easy it is to access a site by safe walking and cycling routes;
- Operational needs of proposed developments; and
- Relationship between different land uses, such as how close housing is to employment, shops and leisure uses.

Car Parking Standards

Table C.1 Car Parking Standards

Land Use Class	Land Use	Recommended Car Parking Standard
A1	Food Retail	1 per 14m ²
	Non Food Retail	1 per 20m ²
	Open Air Markets	3 spaces per vendor
	DIY Store	1 car space per 25 m ² / 1 lorry space per 500m ²
	Retail Parks	Individual assessment based against use-classes and location
A2	Financial and Professional services	1 per 30m ²
A3	Restaurants	1 per 5m ² per Public Floor Area (PFA) ⁽¹⁰⁸⁾
A4	Pubs	1 per 5m ² per PFA

A5	Fast Food Drive Through	1 per 7.5m ²
B1	Office / Light Industry	1 per 30m ²
B2	General Industry	First 235m ² - 1 per 30m ² , then 1 per 50m ²
B8	Storage and Distribution	Warehouse Storage -1 per 80m ² and 1 lorry space per 200m ² Warehouse Distribution - 1 per 60m ² and 1 lorry space per 200m ²
C1	Hotels and Motels	1 per bedroom ⁽¹⁰⁹⁾
C2	Hospitals	1 per 2 resident staff and 1 per 3 beds
	Sheltered Accommodation	Residents - 0.5 per unit and 1 per 3 units (for visitors) Staff - 1 per resident staff and 1 per 2 non-resident staff ⁽¹¹⁰⁾
	Extra Care	Residents - 0.5 per unit and 1 per 3 units (for visitors) Staff - 1 per resident staff and 1 per 2 non-resident staff Facilities (open to non residents) 1 per 4m ² of floor space used for this purpose
	Residential Homes and Nursing Homes	Residents - 1 per 3 beds Staff - 1 per resident staff and 1 per 2 non resident staff
	Purpose built student accommodation	Residents - 1 space per 3 bedrooms Staff - 1 per resident staff and 1 per 2 non resident staff
C3 / C4	Dwelling Houses and Houses in Multiple Occupation ⁽¹¹¹⁾	Principal Towns and Key Service Centres: for 1 bedroom - 1 space per dwelling; for 2 bedrooms - 2 spaces per dwelling; for 3+ bedrooms - 2 spaces per dwelling Remainder of Borough: for 1 bedroom - 1 space per dwelling; for 2/3 bedrooms - 2 spaces per dwelling; for 4/5+ bedrooms - 3 spaces per dwelling
D1	Medical and Health Facilities	1 per 2 staff and 4 per consulting room
	Creche, Day Nursery, Day Centre, Primary / Junior School	1 per staff and 3 additional spaces for visitors and safe picking up/ dropping off point
	Secondary Schools	1 per 2 staff and 5 spaces (less than 1200 students) or 10 spaces (more than 1200 students) and 1 per 10 sixth form students and safe picking up / dropping off point. Consider bus facilities, drop off / pick up
	Higher and Further Education	1 per 2 staff and 1 per 15 students
	Art Galleries, Museums and Libraries	1 per staff and 1 per 30m ² (PFA) or 1 per staff and 1 per 15m ² up to 300m ² (PFA) and 1 per 50m ² over 300m ² (PFA)
	Public or Exhibition Hall	1 per staff and 1 per 4m ² (PFA)
	Places of worship	1 per 5 seats

D2	Leisure	Individual assessment based on use - See Cheshire East Parking Standards Guidance Note for details and recommended standards for a variety of land uses
	Cinema	1 per staff and 2 for buses / coaches and 1 per 3 seats
Sui Generis	For example theatres	Individual assessment based on use - See Cheshire East Parking Standards Guidance Note for details and recommended standards for a variety of land uses

Disabled Parking Requirements

Table C.2 Disabled Parking Requirements

Land Use Class	Land Use	Recommended Disabled Parking Standard
B1,B2 and B8	Employment	Min 1 space or 2% of overall requirement, whichever is greater
A1, A2, A3,C1,C2,D1 and D2	Shopping, recreation, education, health and leisure, hotels, community halls and advice centres	Min 1 space or 6% of total capacity up to a total of 200 bays (whichever is greater) plus 4% of capacity above 200 bays. Allow spaces for larger special needs transport as appropriate. An additional 4-5% of provision of enlarged spaces to meet future needs at health / medical locations. Parent / infant parking to be provided at 6% of total capacity
	Railway and other public car parks	Min 1 space per 55 of capacity up to 200 spaces plus 4% of spaces above 200 bays
	Places of worship, crematoria and cemetery chapels	Min of 2 spaces or 6% of total as close as possible to the entrance. Larger bays to be provided for special needs transport
	Housing	1 wider space for every dwelling provided to wheelchair standard. 1 wider space for every 10 spaces provided in parking areas separate from dwellings
	Sheltered accommodation	Up to 10 spaces or garages 3 wider spaces or garages to be provided. Thereafter, 1 wider space or garage to be provided for every 4 additional spaces or garages

Cycle Parking Requirements

Table C.3 Cycle Parking Requirements

Land Use Class	Land Use	Recommended Cycle Parking Standard
A1	Convenience retail	1 space per 125m ² < 1000m ² 1 space per 400m ² > 1000m ²
	Comparison retail	1 space per 300m ² < 1000m ²

		1 space per 400m ² > 1000m ²
A2	Financial and Professional Services	1 space per 125m ² < 1000m ² 1 space per 400m ² > 1000m ²
A3	Restaurants and cafes	1 space per 18 covers
	Pubs, wine bars and private clubs	1 space per 100m ² drinking area
B1	Offices / flexible business use	1 space per 250m ² < 1000m ² 1 space per 400m ² > 1000m ²
B2 / B8	Industry and warehousing	1 space per 500m ² < 1000m ² 1 space per 400m ² > 1000m ²
C1	Hotels and guesthouses	Provision based on expected staff requirements
C2	Purpose-built student accommodation	1 space per 4 bedrooms
	Sheltered residential accommodation	1 space per 10 units
	Hospitals	1 space per 10 staff
C3	Flats and apartments	1 space per unit
D1	Higher and further education and schools	1 space per 10 staff and students
	Doctors, dentists and health centres	1 space per consulting room
D2	Cinema, concert halls and conference centres	1 space per 50 seats

Size, Layout and Requirements for Bays and Garages

Table C.4 Size, Layout and Requirements for Bays and Garages

Type	Dimensions and Requirements
Size and Layout of Standard Parking Bays (including residential developments)	Standard parking bays are to be provided at a size of 4.8m x 2.5m. (This increase in width to cater for the increasing size of cars on the market).
	Good circulation around car parks is an important factor in ensuring the safety of pedestrians moving to and from their vehicles. As such aisle widths should be set at a minimum of 6.9m for two-way routes to allow for ease of movement to/from spaces without unnecessarily impeding pedestrians and other vehicles. For one-way routes the aisle width can be reduced to a minimum 6.0m.
Domestic Garage Dimensions	The recommended minimum clear internal dimensions for a domestic single garage are 2.7 metres x 5.5 metres.
	Developers should note that dimensions less than this will not necessarily be considered to qualify against the parking ratios for residential development.
Powered Two Wheeler	Provision should be made for the specific use of the motorcycle otherwise known as Powered Two Wheeler vehicle or PTWs, on all developments where there are 20 or more communal parking spaces.

	<p>Minimum requirements are for the provision of one secure motorcycle space for car parks with up to 50 communal car spaces and 2% provision against car space numbers thereafter.</p> <p>The location of such facilities is an important factor, therefore the chosen area should be safe and secure, well lit and somewhere where there is good general surveillance.</p> <p>The space required for parking of a motorcycle is 3.0m x 1.5m, and multiples thereof, although it is not necessary or desirable to mark bays out individually.</p>
Disabled Parking	<p>Bays for drivers with disabilities should be 3.7m wide or alternatively should consist of two standard 2.5m bays with shared spaces of 1.2m in between bays. A 1.2m safety zone should be provided for boot access and cars with rear hoists. The 1.2m safety/unloading zone at the rear should not project into the 6.0m/6.9m aisle width for circulating traffic as this would expose disabled drivers to being reversed into in the safe zone. Parent/infant parking bays to be provided at the same dimensions without the safety zone at the boot access.</p>

Appendix D: Evidence and Links

1. Ageing Well in Cheshire East Programme - A Plan for People Aged 50 and Over 2012-2017, Cheshire East Council. Available from www.cheshireeast.gov.uk/social_care_and_health/health_advice/ageing_well.aspx
2. Agricultural and Horticultural Survey, DEFRA. Available from www.gov.uk/government/organisations/department-for-environment-food-rural-affairs/series/structure-of-the-agricultural-industry
3. Alderley Park Planning Brief, Macclesfield Borough Council (1999). Available from www.cheshireeast.gov.uk/PDF/En-Pp-LDF-SPG-APark.pdf
4. All Change for Crewe Prospectus. Available from www.allchangeforcrewe.co.uk
5. Ambition for All - Cheshire East's Sustainable Community Strategy, Partnerships for Action in Cheshire East (2010). Available from www.cheshireeast.gov.uk/community_and_living/pace_strategic_partnerships/sustainable_community_strategy.aspx
6. Annual Population Survey, ONS. Data available from www.nomisweb.co.uk
7. Benefits of Green Infrastructure, Forestry Commission (2010). Available from www.forestry.gov.uk/fr/INFD-8A9A2W
8. Business Demography Data, ONS. Data available from www.nomisweb.co.uk
9. Business Register and Employment Survey, ONS. Data available from www.nomisweb.co.uk
10. Business Travel Planning Guidance, Cheshire East Council. Available from www.cheshireeast.gov.uk/PDF/Business_Travel_Planning_Guidance.pdf
11. The Carbon Plan: Delivering our Low Carbon Future, Department of Energy and Climate Change (2011). Available from www.gov.uk/government/publications/the-carbon-plan-reducing-greenhouse-gas-emissions--2
12. Census 2001, ONS. Data available from www.nomisweb.co.uk
13. Census 2011, ONS. Data available from www.nomisweb.co.uk
14. Cheshire and Warrington Local Enterprise Partnership Business Plan 2012-2015. Available from www.candwlep.co.uk/about-us/priorities
15. Cheshire East Air Quality Action Plan, Cheshire East Council (2011). Available from www.cheshireeast.gov.uk/environment_and_planning/environmental_health/local_air_quality/review_and_assessment/action_planning.aspx
16. Cheshire East Air Quality Management Areas and Assessments, Cheshire East Council. Available from

www.cheshireeast.gov.uk/environment_and_planning/environmental_health/local_air_quality/review_and_assessment.aspx

17. Cheshire East Air Quality Strategy, Air Quality Consultants (2010). Available from www.cheshireeast.gov.uk/environment_and_planning/environmental_health/local_air_quality/air_quality_strategy.aspx
18. Cheshire East Annual Air Quality Progress Reports, Cheshire East Council. Available from www.cheshireeast.gov.uk/environment_and_planning/environmental_health/local_air_quality/review_and_assessment/annual_progress_reports.aspx
19. Cheshire East Annual Monitoring Report, Cheshire East Council. Available from www.cheshireeast.gov.uk/localplan
20. Cheshire East Child Poverty Needs Assessment, Cheshire East Council (2011). Available from www.cheshireeast.gov.uk/community_and_living/research_and_consultation/cpna.aspx
21. Cheshire East Contaminated Land Strategy, Cheshire East Council (2011). Available from www.cheshireeast.gov.uk/environment_and_planning/environmental_health/contaminated_land/contaminated_land_strategy.aspx
22. Cheshire East Council Three Year Plan 2013-2016. Available from www.cheshireeast.gov.uk/council_and_democracy/your_council/council_finance_and_governance/cheshire_east_budget.aspx
23. Cheshire East Economic Development Strategy, Cheshire East Council (2011). Available from www.cheshireeast.gov.uk/business/business_information/economic_development_strategy.aspx
24. Cheshire East Employment Land Review, Arup (2012). Available from www.cheshireeast.gov.uk/localplan
25. Cheshire East Green Belt Assessment, Cheshire East Council (2013). Available from www.cheshireeast.gov.uk/localplan
26. Cheshire East New Green Belt and Strategic Open Gaps Study, Envision (2013). Available from www.cheshireeast.gov.uk/localplan
27. Cheshire East Green Space Strategy, Cheshire East Council (2013). Available from www.cheshireeast.gov.uk/localplan
28. Cheshire East Habitats Regulations Assessment of the Draft Core Strategy, JBA Consulting (2013). Available from www.cheshireeast.gov.uk/localplan
29. Cheshire East Health and Wellbeing Strategy 2013-14, Cheshire East Health and Wellbeing Board. Available from www.cheshireeast.gov.uk/council_and_democracy/your_council/health_and_wellbeing_board.aspx

30. Cheshire East Infrastructure Delivery Plan, Cheshire East Council (2013). Available from www.cheshireeast.gov.uk/localplan
31. Cheshire East Local Economic Assessment, Cheshire East Council (2011). Available from www.cheshireeast.gov.uk/business/business_information/local_economic_assessment.aspx
32. Cheshire East Local List of Historic Buildings, Cheshire East Council (2010). Available from www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/cheshire_east_local_plan/supplementary_plan_documents/local_list_historic_buildings.aspx
33. Cheshire East Local Transport Plan, Cheshire East Council (2011). Available from www.cheshireeast.gov.uk/transport_and_travel/local_transport_plan.aspx
34. Cheshire East Open Spaces Assessment, Cheshire East Council (2012). Available from www.cheshireeast.gov.uk/localplan
35. Cheshire East Playing Pitch Strategy, Cheshire East Council (2013). Available from www.cheshireeast.gov.uk/localplan
36. Cheshire East Strategic Housing Land Availability Assessment 2012, Cheshire East Council. Available from www.cheshireeast.gov.uk/localplan
37. Cheshire East Strategic Housing Market Assessment 2010, Arc⁴. Available from www.cheshireeast.gov.uk/localplan
38. Cheshire East Strategic Housing Market Assessment Update 2013, Arc⁴. Available from www.cheshireeast.gov.uk/localplan
39. Cheshire East Surface Mining Coal Resource Areas, The Coal Authority (2010). Available from coal.decc.gov.uk/en/coal/cms/services/planning/strategy/strategy.aspx#specific
40. Cheshire East Supported Housing Strategy, Red Quadrant 2013. Available from moderngov.cheshireeast.gov.uk/ecminutes/ieDecisionDetails.aspx?AllId=19089
41. Cheshire East Travel Planning Guidance Note, Cheshire East Council. Available from www.cheshireeast.gov.uk/transport_and_travel/travel_plans.aspx
42. Cheshire East Visitor Economy Strategy, Cheshire East Council (2011). Available from www.cheshireeast.gov.uk/business/business_information/visitor_economy.aspx
43. Cheshire Historic Environment Record, Cheshire Shared Services. Information available from www.heritagegateway.org.uk/gateway/chr/herdetail.aspx?crit=&ctid=90&id=4718
44. Cheshire Historic Landscape Assessment, Cheshire County Council and English Heritage (2008). Available from www.cheshirewestandchester.gov.uk/residents/leisure_parks_and_events/history_and_heritage/archaeology/archaeology_planning_advisory/historic_landscape_character.aspx

45. Cheshire Historic Towns Surveys, Cheshire County Council. Available from www.cheshirewestandchester.gov.uk/residents/leisure,_parks_and_events/history_and_heritage/archaeology/archaeology_planning_advisory/historic_towns_survey/historic_towns_survey_reports/historic_towns_east_cheshire.aspx
46. Cheshire Landscape Character Assessment, Cheshire County Council (2008). Available from www.cheshireeast.gov.uk/localplan
47. Cheshire Partnership Area Gypsy and Traveller Accommodation and Related Services Assessment, University of Salford (2007). Available from www.cheshireeast.gov.uk/localplan
48. Cheshire Region Biodiversity Action Plan (2007). Available from www.cheshire-biodiversity.org.uk/
49. Cheshire Retail Study Update, WYG (2011). Available from www.cheshireeast.gov.uk/localplan
50. Cheshire West and Chester Emerging Local Plan documents. Available from www.cheshirewestandchester.gov.uk/your_council/policies_and_performance/council_plans_and_strategies/planning_policy/emerging_local_plan.aspx
51. Claimant Count, ONS. Data available from www.nomisweb.co.uk
52. Climate Change and Sustainable Energy Planning Research, LDA Design (2011). Available from www.cheshireeast.gov.uk/localplan
53. Condition Surveys for Sites of Special Scientific Interest, Natural England. Available from publications.naturalengland.org.uk/category/20003
54. Connecting Cheshire Prospectus. Available from www.connectingcheshire.org.uk
55. Conservation Area Appraisals, Cheshire East Council. Available from www.cheshireeast.gov.uk/environment_and_planning/heritage_natural_environment/conservation/conservation_areas/conservation_areas_appraisals.aspx
56. Core Strategy Sustainability (Integrated) Appraisal, Cheshire East Council (2013). Available from www.cheshireeast.gov.uk/localplan
57. Count of Gypsy and Traveller Caravans, Communities and Local Government (2012). Data available from data.gov.uk/dataset/count_of_gypsy_and_traveller_caravans
58. Determining the Settlement Hierarchy, Cheshire East Council (2010). Available from www.cheshireeast.gov.uk/localplan
59. East Cheshire - Engine of the North Vision and Strategy for Economic Growth. Available from moderngov.cheshireeast.gov.uk/ecminutes/ieDecisionDetails.aspx?ID=1268

60. Ecosystem Approach, The Parliamentary Office of Science and Technology (2011). Available from www.lwec.org.uk/sites/default/files/postpn_377-ecosystem-approach%5B1%5D_0.pdf
61. Eight Great Technologies, Department for Business, Innovation and Skills (2013). Available from www.gov.uk/government/speeches/eight-great-technologies
62. Enabling Technologies Strategy, Technology Strategy Board (2012). Available from [www.innovateuk.org/documents/1524978/2139688/Enabling+technologies +-+Strategy+2012-2015/c11ba6fd-435c-4230-a3ed-4b6c29f2582a](http://www.innovateuk.org/documents/1524978/2139688/Enabling+technologies+-+Strategy+2012-2015/c11ba6fd-435c-4230-a3ed-4b6c29f2582a)
63. English Indices of Deprivation 2010, Department for Communities and Local Government. Data available from www.doriconline.org.uk
64. Future of Sub-Regional Apportionment in the Cheshire Sub-region - A paper prepared for Cheshire West and Chester and Cheshire East Councils, Cheshire West and Chester Council (2011). Available from www.cheshirewestandchester.gov.uk/residents/planning_and_building_control/spatial_planning/emerging_local_plan/background_documents.aspx
65. Geothermal Energy Potential: Great Britain and Northern Ireland. Sinclair Knight Merz (2012). Available from: www.globalskm.com/Insights/news/2012/skm-report-on-geothermal-energy-potential-in-great-britain--northern-ireland.aspx
66. Government Review of Waste Policy on England 2011, Department for Environment, Food and Rural Affairs. Available from www.gov.uk/government/publications/government-review-of-waste-policy-in-england-2011
67. Greater Manchester Strategy 2013-2020 (draft), Greater Manchester Combined Authority. Available from www.agma.gov.uk/gmca/gms_2013
68. Green Infrastructure Action Plan for Crewe, TEP (2012). Available from www.merseydealliance.org.uk/green-infrastructure/
69. Green Infrastructure Framework for North East Wales, Cheshire and Wirral, TEP (2011). Available from www.merseydealliance.org.uk/green-infrastructure/
70. Green Infrastructure Partnership, DEFRA. Information available from webarchive.nationalarchives.gov.uk/20130123162956/http://www.defra.gov.uk/environment/natural/green-infrastructure/
71. High Growth City document. Available from www.allchangeformcrewe.co.uk
72. High Peak Borough Emerging Local Plan documents. Available from www.highpeak.gov.uk/hp/council-services/local-development/the-high-peak-local-plan
73. Household Projections, Department for Communities and Local Government. Data available from www.gov.uk/government/statistical-data-sets/live-tables-on-household-projections

74. Indoor Leisure Facilities Development Statement, Cheshire East Council (2013). Available from www.cheshireeast.gov.uk/localplan
75. Information on Environmental Designations, Natural England (2012). Available from www.naturalengland.org.uk/ourwork/conservation/designations/default.aspx
76. Infrastructure Baseline Report, Cheshire East Council (2011). Available from www.cheshireeast.gov.uk/localplan
77. Interim Annual Monitoring Report 2011, North West Aggregates Working Party (NWAAP) (2012). Available from www.cheshirewestandchester.gov.uk/residents/planning_and_building_control/spatial_planning/minerals_and_waste/north_west_aggregates_working.aspx
78. Internal Migration by Local Authorities in England and Wales, Mid-year (National Health Service Central Register), ONS. Data available from www.ons.gov.uk/ons/search/index.html?&newquery=nhsr&geographic-breakdown=Local+Authority+and+ County&content-type=Reference+table&pageSize=50&applyFilters=true&sortBy=pubdate&sortDirection=DESCENDING
79. Joint Municipal Waste Strategy 2007-2020, Cheshire Waste Partnership. Available from www.cheshireeast.gov.uk/waste_and_recycling/waste_strategy__performance/waste_strategy.aspx
80. Joint Strategic Needs Assessment, Cheshire East Health and Wellbeing Board (2012). Available from www.cheshireeast.gov.uk/social_care_and_health/jsna.aspx
81. Internal Migration by Local Authorities in England and Wales, Mid-year (National Health Service Central Register), ONS. Data available from www.ons.gov.uk/ons/search/index.html?&newquery=nhsr&geographic-breakdown=Local+Authority+and+County&content-type=Reference+table&pageSize=50&applyFilters=true&sortBy=pubdate&sortDirection=DESCENDING
82. Landscape Sensitivity to Wind Energy Developments, Land Use Consultants (2013). Available from www.cheshireeast.gov.uk/localplan
83. Local Aggregate Assessment (Draft), Cheshire East Council (2013). Currently being finalised. Available from www.cheshireeast.gov.uk/localplan
84. Local Energy Networks, AECOM (2011). Available from www.claspinfo.org/resources/local-energy-networks-executive-summary-and-full-report
85. Life Expectancy at Birth, Department of Health / ONS (2012). Data available from www.ons.gov.uk/ons/publications/re-reference-tables.html?edition=tcM%3A77-322107
86. Local Housing Needs Surveys, Cheshire East Council. Available from www.cheshireeast.gov.uk/housing/affordable_housing/rural_housing.aspx

87. Local Landscape Designations Study, Land Use Consultants (2013). Available from www.cheshireeast.gov.uk/localplan
88. Make it Macclesfield Investment Prospectus and Business Plan. Available from www.makeitmacclesfield.co.uk
89. Manchester Airport Masterplan to 2030. Available from <http://www.manchesterairport.co.uk/manweb.nsf/Content/On-goingDevelopments>
90. Manchester City Core Strategy. Available at www.manchester.gov.uk/info/500002/council_policies_and_strategies/3301/core_strategy
91. Mid-year Population Estimates, ONS. Data available from www.nomisweb.co.uk
92. Mineral Resource Information in Support of National, Regional and Local Planning: Cheshire, British Geological Survey (BGS), (2006). Available from www.bgs.ac.uk/mineralsuk/planning/resource.html
93. Moving Forward - Cheshire East Housing Strategy 2011-2016. Data available from www.cheshireeast.gov.uk/housing/strategic_housing/housing_strategy.aspx
94. National Planning Policy Framework, Department for Communities and Local Government (2012). Available from www.gov.uk/government/publications/national-planning-policy-framework--2
95. National and regional guidelines for aggregates provision in England 2005-2020, Department for Communities and Local Government (DCLG) (2009). Available from www.gov.uk/government/publications/national-and-regional-guidelines-for-aggregates-provision-in-england-2005-to-2020
96. Natural Environment White Paper 'The Natural Choice: Securing the Value of Nature', DEFRA (2011). Available from www.official-documents.gov.uk/document/cm80/8082/8082.asp
97. North West Aggregates Working Party Annual Report, NWAAP (2013). Available from www.cheshirewestandchester.gov.uk/residents/planning_and_building_control/spatial_planning/minerals_and_waste/north_west_aggregates_working.aspx
98. North West Sustainable Development Toolkit. Available from www.cheshireeast.gov.uk/PDF/En_LDF_Appraisal_Toolkit.pdf
99. Paycheck Data 2010, CACI Ltd. Data available from www.doriconline.org.uk
100. Peak District National Park Core Strategy. Available from www.peakdistrict.gov.uk/planning/how-we-work/policies-and-guides/core-strategy
101. Peak District National Park Management Plan (2012-2017). Available from: www.peakdistrict.gov.uk/npmp

102. Peak District National Park Landscape Strategy and Action Plan 2009-2019 (July 2009). Available from www.peakdistrict.gov.uk/looking-after/strategies-and-policies/landscape-strategy
103. Planning for Sustainable Waste Management: Planning Policy Statement 10, Department for Communities and Local Government (2011). Available from www.gov.uk/government/publications/planning-for-sustainable-waste-management-planning-policy-statement-10
104. Population Projections and Forecasts Background Paper, Cheshire East Council (2013). Available from www.cheshireeast.gov.uk/localplan
105. Preliminary Flood Risk Assessment, Jacobs (2011). Available from www.cheshireeast.gov.uk/localplan
106. Regional GVA Data, ONS. Data available from data.gov.uk/dataset/regional_gross_value_added_income_approach
107. Renewable Energy Policy Study, EA Technology (2010). Available from www.cheshireeast.gov.uk/localplan
108. Renewables Handbook, North West Improvement and Efficiency Partnership (2011). Available from www.claspinfo.org/cheshire-renewables-handbook
109. Rights of Way Improvement Plan. Available from www.cheshireeast.gov.uk/leisure,_culture_and_tourism/public_rights_of_way/improving_public_rights_of_way.aspx
110. Safer Places: The planning system and crime prevention, ODPM (2004). Available from www.gov.uk/government/publications/safer-places-the-planning-system-and-crime-prevention
111. Shropshire Core Strategy. Available from www.shropshire.gov.uk/planningpolicy.nsf/open/BA2DFED09485194980257922004CC90D
112. South Cheshire Sub Regional Study, Arup (2008). Available from www.cheshireeast.gov.uk/localplan
113. Staffordshire Moorlands Emerging Local Plan documents. Available from www.staffs Moorlands.gov.uk/sm/council-services/local-development/ local-planlocal-development-framework
114. STEAM Report, Marketing Cheshire. Available from www.cheshireeast.gov.uk/business/business_information/visitor_economy.aspx
115. Stockport MBC Core Strategy. Available from www.stockport.gov.uk/services/environment/planningbuilding/planningpolicy/ldf/corestrategy

116. Stoke-on-Trent and Newcastle-under-Lyme Joint Core Strategy. Available from www.stoke.gov.uk/ccm/content/planning/planning-general/local-development-framework/core-spatial-strategy/
117. Strategic Flood Risk Assessment, JBA Consulting (2013). Available from www.cheshireeast.gov.uk/localplan
118. Strategic Stone Study - A Building Stone Atlas of Cheshire, English Heritage (2011). Available from www.bgs.ac.uk/downloads/start.cfm?id=2062
119. Sub-National Greenhouse Gas Emissions Statistics, Department of Energy and Climate Change. Available from www.gov.uk/government/organisations/department-of-energy-climate-change/series/sub-national-greenhouse-gas-emissions-statistics
120. Sub-regional apportionment of 2005-2020 guidelines for aggregate provision in the North West, North West Aggregates Working Party (NWAWP) (2011). Available from www.cheshirewestandchester.gov.uk/residents/planning_and_building_control/spatial_planning/emerging_local_plan/background_documents.aspx
121. The Plan for Growth, HM Treasury (2011). Available from www.gov.uk/government/publications/plan-for-growth--5
122. Tourism Strategy, Department for Culture, Media and Sport (2011). Available from www.gov.uk/government/publications/tourism-strategy
123. Town Strategies for Alsager, Congleton, Middlewich, Sandbach and Wilmslow, Draft Town Strategies for Crewe, Handforth, Knutsford, Macclesfield, Nantwich and Poynton. Available from http://www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/cheshire_east_local_plan/local_plan_consultations/town_strategies.aspx
124. Trafford MBC Core Strategy. Available from legacy.trafford.gov.uk/environmentandplanning/strategicplanning/localdevelopmentframework/corestrategy/
125. Unleashing the Potential - Sub-Regional Economic Strategy, Cheshire and Warrington Enterprise Commission (2010). Available from www.warrington.gov.uk/downloads/download/123/cheshire_and_warrington_unleashing_the_potential
126. Village Design Statements. Available from www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/planning_policy_document_index.aspx
127. Warrington Emerging Local Plan documents. Available from www.warrington.gov.uk/info/200586/local_plan_core_strategy_examination
128. Waste Needs Assessment Report - Cheshire East and Cheshire West and Chester Councils, Urban Mines (2011). Available from www.cheshireeast.gov.uk/localplan

129. Wildlife Plans, Natural England (2011). Available from www.naturalengland.org.uk/publications/publications/default.aspx
130. UK Climate Change Act 2008. Available from www.legislation.gov.uk/ukpga/2008/27/contents
131. UK Low Carbon Transition Plan; National Strategy for Climate and Energy, Department of Energy and Climate Change (2009). Available from www.official-documents.gov.uk/document/other/9780108508394/9780108508394.Asp
132. York Aviation Study (2011). Manchester Airport Strategic Opportunities. Available at <http://www.manchesterairport.co.uk/manweb.nsf/Content/StrategyDocuments>

Appendix E: Housing Trajectory

Update all Figures in Appendix E to reflect other changes to the Plan

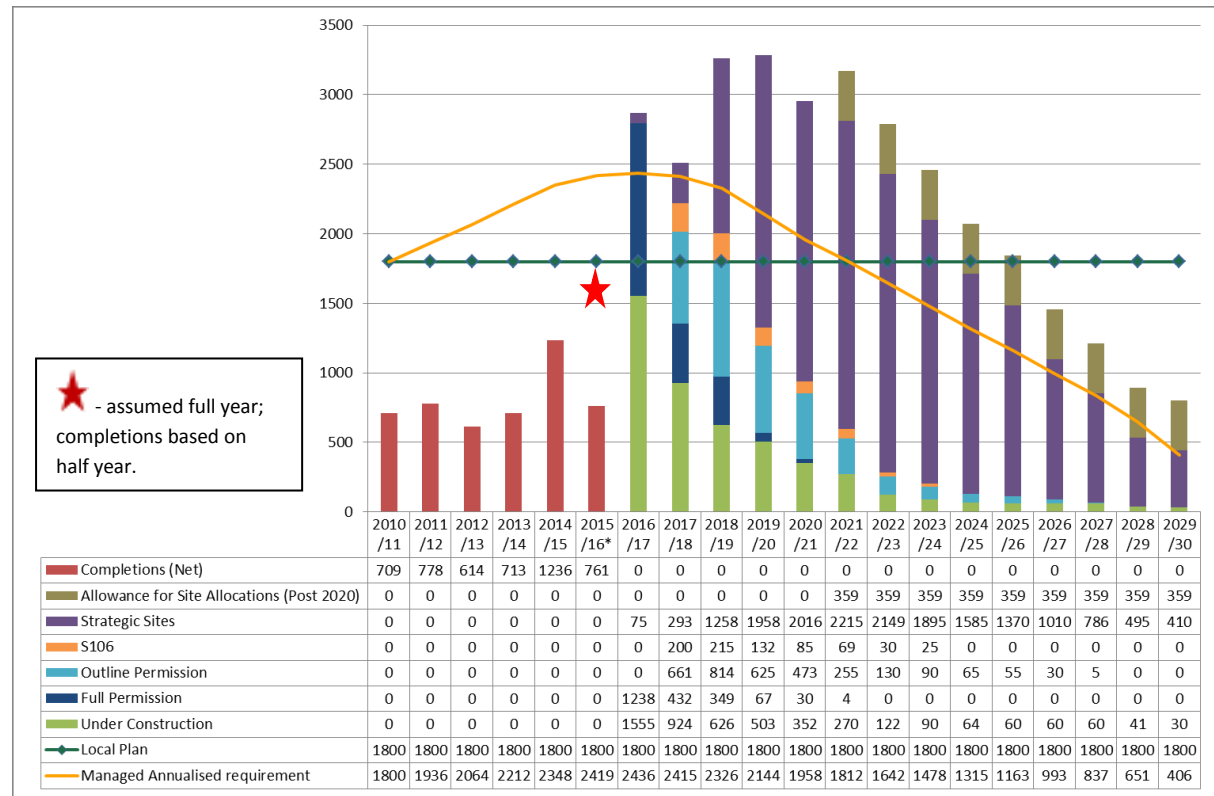


Figure E.1 Housing Trajectory with a Base Date of 01.04.14/30.09.15

* 2015~~3~~/16~~4~~ net completions are shown for the period 01/03/14/15~~3~~ - 30/12/09/15~~3~~ and will be updated once the full year's completions are known.

E.1 The housing trajectory for Cheshire East illustrates the expected delivery rate of new dwellings. It demonstrates how the proposed housing requirement of ~~36,000~~27,500 new dwellings will be achieved over the whole plan period, including an additional 500 homes to be accommodated under the Duty to Co-operate with High Peak Council during the period 2020 – 2030.

E.2 The 'Local Plan' line in the trajectory represents the annualised average housing figure requirement of 1,800s in the range of 1200 to 1550 dwellings for Cheshire East from 2010 to 2030, as set out in this document. The vertical bars show the number of dwellings that have been completed and the number of dwellings that are predicted to be built over the plan period. The 'Managed Annualised Requirement' line represents how the Council will manage the annual requirements to maintain the annual housing figures.

E.3 From 1st April, 2010 to 30th ~~September~~1st ~~December~~, 2015~~3~~, a total of ~~2,150~~4,811 dwellings (net) have been constructed, including C2 uses, leaving ~~31,189~~25,350 dwellings to be delivered over the remainder of the plan period.

~~E.4~~ The predicted delivery from specific sites comprises into those:

- ~~• Under Construction (2291);~~
- ~~• With Full Planning Permission (1806);~~
- ~~• With Outline Planning Permission (2509);~~
- ~~• With a resolution to grant permission subject to the completion of a Section 106 agreement (2150); and~~
- ~~• Proposed Strategic Sites and Strategic Locations (15095).~~

~~E.5~~ The contribution from these sources of supply total 23,851 dwellings which reduces the remainder to be identified to 1,499 dwellings.

~~E.6~~ Further identified sites (sites without permission) have been included in the trajectory from those that have been identified 'Deliverable' in the Strategic Housing Land Availability Assessment (SHLAA) ⁽⁴⁴²⁾; these are sites that are considered to be suitable for development and deliverable. The sites without planning permission contribute a further 1574 dwellings to the supply.

~~E.7.4~~ The 'Allowance for Site Allocations' bar represents the projected delivery from sites which are not formally identified at present but will be identified in the Site Allocations and Development Policies Document. This will allocate a further 3,231 over the plan period. For the purposes of this trajectory this contribution is spread equally over the plan period post 2020. it takes into account the proposed 3047 dwellings to be allocated in the Sites Allocations and Development Policies Document as set out in Appendix A of this document and subtracts the sites that have been included in the SHLAA category, thereby leaving a residual balance of 1473 dwellings. These sites will be progressed Document to ensure that appropriate sustainable development occurs. They will primarily be comprised of sites identified in the SHLAA for Cheshire East that could be delivered in the forecast Years 7–16 at an annualised rate of 147 dwellings per annum.

~~E.8~~ Altogether, this brings the predicted supply of housing to 26,898 dwellings over the remainder of the plan period, comfortably over the 25,350 dwellings required.

Five Year Housing Land Supply

~~E.9~~ The NPPF requires that Councils identify a five-year supply of 'deliverable' housing land in their development plans, plus a 5% 'buffer' to allow for choice and competition. Where there has been a record of persistent under delivery of housing, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a realistic prospect of achieving the planned supply and to ensure choice and competition in the market for land. In the context of Cheshire East, set against an annual target of 1,200 new dwellings per year (2014/15) and 1,300 new dwellings per year (2015–19) using a 5% buffer rather than 20%, this equates to sufficient land to accommodate 7,230 new homes over the period 2014–2019. This target should include existing commitments, which are sites already having the benefit of residential planning consent and those currently under construction. It also addresses the shortfall in performance over the last 4 years (i.e. 2010–2013) using the 'Liverpool Method', spreading the under supply over the whole of the remainder of the plan period; this equates to an additional overage of 166 dwellings per annum.

~~E.10~~ The sites identified in the Local Plan Strategy—Submission Version have been selected on the basis that they will make a significant contribution to meeting the housing needs of the area over the whole plan period and are economically viable in terms of deliverability. Moreover, they will significantly improve the supply of affordable, intermediate and market housing once the Local Plan Strategy has been formally adopted following examination. There will also be a greater range of housing sites available with further sites to be identified in the Site Allocations and Development Policies DPD in due course. It should be noted however that the capacity of the Strategic Sites and Locations has been refined where part (or all) of the site has planning consent or is subject to the signing of a S106 Agreement.

~~E.11~~ 11 The Local Plan Strategy—Submission Version sets out a comprehensive range of sites, including those in the Green Belt. Currently, these are excluded from the 5-year supply, along with certain other strategic sites where the Council is more cautious over the timing and yield of development. However, once the Local Plan Strategy has been adopted and adjustments to the Green Belt have been approved, these sites will be deliverable and thereby contribute to the 5-year supply in future assessments.

~~E.12~~ The range of sites outlined in the Housing Trajectory is considered capable of delivering 10,848 dwellings over the next 5 years. Hence, using the ‘Liverpool Method’ and applying a 5% buffer, a 7.14 year supply of ‘deliverable’ housing land is currently available in Cheshire East; if a 20% buffer is adopted, this reduces to a 6.25 years supply. The Council will re-examine the supply calculations and the Housing Trajectory following the preparation of a revised Strategic Housing Land Availability Assessment (SHLAA) with a base date of the 1st April, 2014. The results of these deliberations will then be presented to the Examination into the Local Plan Strategy—Submission Version.

Key Evidence:

- Annual Monitoring Reports
- Strategic Housing Land Availability Assessment
- Strategic Housing Market Assessment
- CLG Household Projections
- Population Forecasting
- Cheshire East Housing Land Supply—Position Statement (31.12.2013)—February, 2014

E.5 Details of how the overall Local Plan housing requirement will be met is set out in the published Housing Topic Paper (February 2016). This Paper also identifies the Council’s five year supply of deliverable housing land and has a base date of 30 September 2015. The Council intends to update this Topic Paper, setting out how both the overall housing requirement will be met and an updated five year supply position, with a base date of 31 March 2016.

Appendix F: The Local Plan for Cheshire East

What is the Local Plan?

F.1 The Local Plan, when it is fully adopted, will be the complete Development Plan for Cheshire East (replacing earlier Plans prepared by the former Districts and the County Council) and its policies will form the basis for planning decisions in the Borough. The Local Plan will cover a range of matters including:

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

F.2 The Local Plan for Cheshire East will consist of three key documents. These are:

- The Local Plan Strategy, which sets out the vision, spatial strategy and strategic priorities for the development of Cheshire East for the period up to 2030. It will be used by everyone who wants to see how the Borough will change and establish what new development is expected over the next 17 years. The document also identifies Local Plan Strategy Sites and Strategic Locations that will accommodate most of the development intended.
- The Local Plan Site Allocations and Development Policies document, which will allocate the remaining sites proposed for future development and provide detailed policies to be used when considering planning applications for new development across the Borough.
- The Local Plan - Waste document, which will set out policies for dealing with waste and identify specific sites for waste management facilities.



Figure F.1 Content of the Local Plan

F.3 The Local Plan will be supported by an Adopted Policies Map which will:

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

F.4 The Local Plan will also be accompanied by an Infrastructure Delivery Plan which will identify:

- Future infrastructure needs and costs across the Borough;
- The phasing and timing of infrastructure provision;
- Available funding sources; and
- The Infrastructure Providers.

F.5 Other documents that support the Local Plan are:

- A Local Development Scheme (LDS), which sets out the programme of the preparation of the Local Plan documents and Supplementary Planning Documents.
- A Statement of Community Involvement, which sets out how the Council will involve the community and stakeholders in the preparation and review of the Local Plan, Supplementary Planning Documents and Development Management Decisions.

- A Monitoring Report, which assesses progress on the delivery of the Local Plan and its supporting documents and reviews the effectiveness of the Local Plan.

F.6 Further information on the Local Plan is available at: www.cheshireeast.gov.uk/localplan

Neighbourhood Planning and its relationship to the Local Plan

F.7 Cheshire East Council is committed to engaging local communities in the planning and development of their areas. Neighbourhood Planning is a way for local communities to shape the development of the area in which they live. The Localism Act 2011 promoted the concept of Neighbourhood Planning with the National Planning Policy Framework and Neighbourhood Planning (General) Regulations 2012 setting out the process, responsibilities and framework for those involved in the preparation of a Neighbourhood Plan and accompanying processes.

F.8 Crucially, a Neighbourhood Plan must generally conform with the strategic policies contained in the emerging Cheshire East Local Plan and contribute to the achievement of sustainable development. Neighbourhood Plans should not repeat the emerging Cheshire East Local Plan or the National Planning Policy Framework. A Neighbourhood Plan should be complementary and work alongside the Local Plan and will be expected to follow the overall scale, distribution and location of development outlined in it.

F.9 Further information on Neighbourhood Planning in Cheshire East can be viewed at: www.cheshireeast.gov.uk/environment_and_planning/planning/spatial_planning/neighbourhood_planning.aspx

What is the Local Plan Strategy?

F.10 The Local Plan Strategy is the centrepiece of the Cheshire East Local Plan. It sets out the strategic priorities for the future development of the area together with a suite of planning policies and proposals designed to deliver sustainable development.

F.11 The Local Plan Strategy has been informed by:

- The involvement of key stakeholders and local communities, including consultation on:
 - Core Strategy Issues and Options Paper (Autumn 2010)
 - Place Shaping Consultation (Summer 2011)
 - Rural Issues Summary Document (Autumn 2011)
 - Minerals Issues Discussion Paper (Spring 2012)
 - Town Strategies Consultation (Spring and Summer 2012)
 - Development Strategy and Policy Principles Consultation (January / February 2013)
 - Possible Additional Sites Proposed by Developer and Land Interests (May 2013)
 - Pre-Submission Core Strategy Consultation (November / December 2013)

- National and local planning policies, including:
 - The National Planning Policy Framework
 - The national imperative of economic growth and sustainable development
 - Local growth ambitions set out by the Local Economic Partnership
 - Other relevant plans, policies and strategies that relate to the Borough
- Evidence from a number of studies about the Borough, including
 - Employment Land Study
 - Cheshire Retail Study Update
 - Strategic Housing Market Area Assessment and update
 - Strategic Housing Land Availability Assessment
 - Gypsy and Traveller Accommodation Assessment
 - Strategic Flood Risk Assessment
 - Open Space Assessment
 - Cheshire Landscape Character Assessment
 - Renewable Energy Policy Study
 - Green Infrastructure Framework
 - Green Infrastructure Action Plan for Crewe
 - Determining the Settlement Hierarchy Study
 - The North West Regional Spatial Strategy
 - Population Projections and Forecasts
 - Infrastructure Planning
 - Monitoring Reports
 - Local Aggregate Assessment (Draft) and AWP Annual Monitoring Reports
 - Waste Needs Assessment
 - South Cheshire Sub-Regional Study
 - Local Plan Viability Assessment
 - Census 2011

- Green Belt Assessment
- New Green Belt and Strategic Open Gaps Study
- Brownfield Assessment
- Green Space Strategy
- Recommendations from appraisals, assessments and consultation on:
 - Sustainability Appraisal of the objectives, strategy, policies and sites which highlighted potential conflicts or areas where the Plan could be improved, and ensures that the Plan accords with the principles of sustainable development. The Sustainability Appraisal includes a Equality Impact Assessment, Rural Impact Assessment and Health Impact Assessment
 - Habitats Regulations Assessment of the impact of the strategy and policies on the network of sites of European importance for nature conservation.

F.12 The Local Plan Strategy follows a consideration of a range of growth options and an assessment of all reasonable policy and site alternatives. It includes a number of Local Plan Strategy Sites and Strategic Locations. It also sets out a number of strategic policies that will be used to deliver sustainable development in the Borough. The Local Plan Strategy is accompanied by an Infrastructure Delivery Plan which details what supporting infrastructure is required to deliver the Core Strategy Sites and Strategic Locations in the Borough.

Strategic policies contained within the Local Plan Strategy constitute the Council's contribution towards the achievement of sustainable development in Cheshire East and are designed to be read together as a whole and applied as appropriate.

F.13 The Local Plan Strategy, once adopted, will replace a number of 'saved' policies from the Congleton Local Plan, the Crewe and Nantwich Local Plan, the Macclesfield Local Plan, the Cheshire Minerals Local Plan and the Cheshire Waste Local Plan. Appendix B sets out which policies will be replaced and which policies are to be retained.

F.14 The Proposals Maps attached to the the Congleton Local Plan, the Crewe and Nantwich Local Plan, the Macclesfield Local Plan, the Cheshire Minerals Local Plan and the Cheshire Waste Local Plan will be 'saved' for the purposes of determining planning applications.

F.15 The Core Strategy proposes changes to existing Green Belt boundaries, including details of an Area of Search for a proposed extension to the South Cheshire Green Belt to the south, east and south west of Crewe. The Core Strategy also proposes to safeguard land which may be required to meet development needs beyond the plan period to 2030.

F.16 The Site Allocations and Development Policies Development Plan Document and Waste Development Plan Document will include detailed Development Management Policies and an Adopted Policies Map which will replace the 'saved' policies from the Congleton Local Plan, Crewe and Nantwich Local Plan, Macclesfield Local Plan, Cheshire Minerals Local Plan and Cheshire Waste Local Plan.

Appendix G: Evolution of the Local Plan Strategy

G.1 There have been a number of stages in the development of the Local Plan Strategy. The consultation stages and associated evidence base collected to support the Local Plan Strategy has allowed the Council to develop a greater understanding of the issues and opportunities that exist within Cheshire East. Responses received during each previous consultation stage have been considered and changes made to the overall approach to the Local Plan Strategy as and when considered appropriate. The key stages in the development of the Local Plan Strategy are set out in Figure G.1 below:

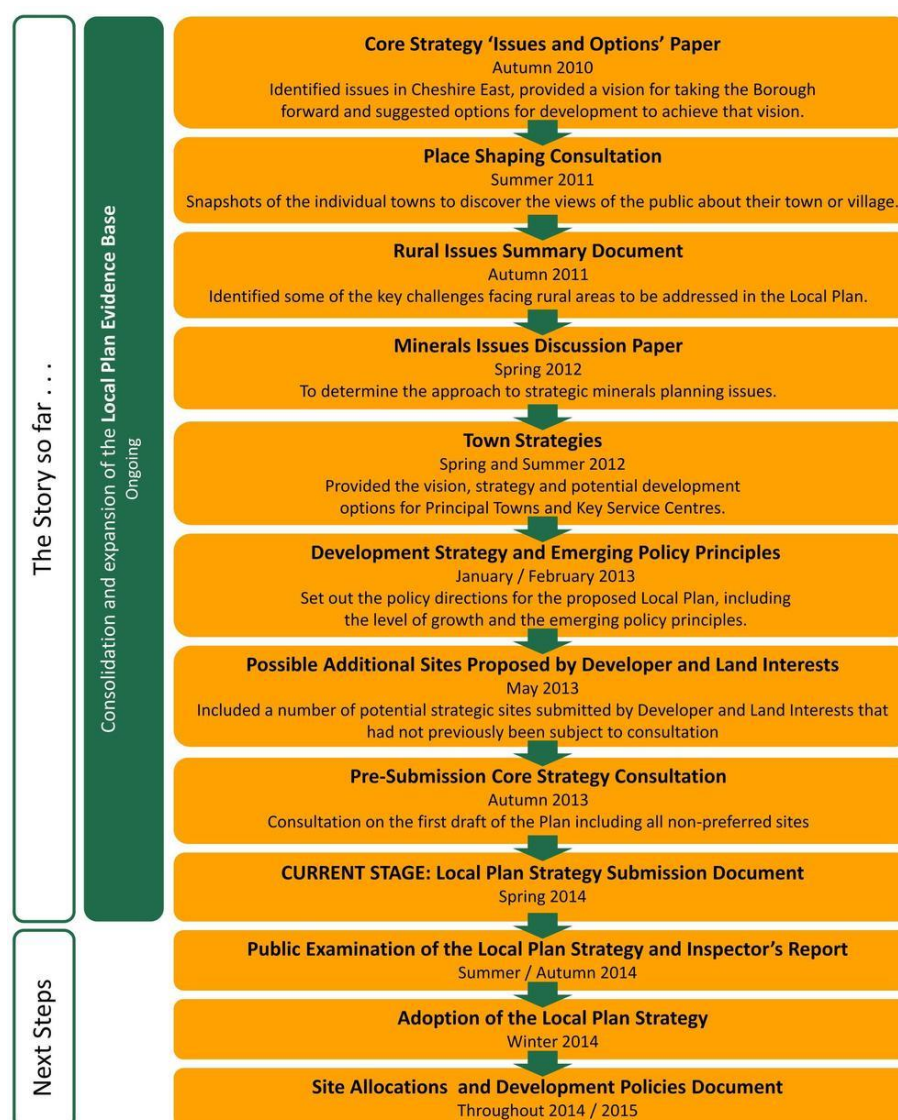


Figure G.1 Key Stages in the Development of the Local Plan Strategy

Core Strategy Issues and Options Paper (November / December 2010)

G.2 The Issues and Options Paper set out options for the overall strategy for the future of the Borough and asked some fundamental questions about what Cheshire East should look like in 2030, how much growth should be included in the Local Plan Strategy and where, in a broad sense, the development should be located. The document set out a vision for the future of the Borough and included a number of strategic priorities for consultation.

G.3 The Core Strategy Issues and Options Paper also identified a number of strategic level issues and options for the future development of the Borough. The consultation on the Issues and Options paper highlighted the need to provide a 'bottom up' understanding for the Principal Towns and Key Service Centres identified in the Determining the Settlement Hierarchy paper.

Place Shaping Consultation (Summer / Autumn 2011)

G.4 To better understand the issues in each of the settlements identified in the Determining the Settlement Hierarchy paper, a Snapshot Report was prepared for each Principal Town and Key Service Centre. The Snapshot Report provided information on housing, economy, town centre, transport, built and natural environment and community infrastructure in each town. The Snapshot Report and consultation provided a useful insight into the prominent planning issues in the Principal Towns and Key Service Centres and promoted an overall understanding of Cheshire East as a unified 'place'.

Rural Issues Consultation (October / November 2011)

G.5 A discussion paper on rural issues was prepared which set out the planning context, identified emerging Government guidance and key challenges for the Local Plan Strategy to address. It included topics on the Rural Economy, Green Belt, Landscape Character, Biodiversity, Heritage, Renewable Energy, Rural Housing, Transport and Community Facilities. The consultation provided a greater understanding of planning issues in the rural areas of the Borough.

Minerals Issues Consultation (March 2012)

G.6 The Minerals Issues Discussion Paper served to discuss the importance of mineral extraction in the Borough. It gave an opportunity for those parties involved in minerals planning in Cheshire East to offer their views on how the Local Plan should approach key strategic minerals planning issues. There was also an opportunity to provide additional information on possible sites and areas of future mineral working and safeguarding.

Town Strategies (March 2012 - October 2012)

G.7 Following on from the the Issues and Options and Place Shaping consultation, Town Strategies were prepared for Principal Towns and Key Service Centres in Cheshire East in workshop settings using Advisory Panels. These Advisory Panels formed in each town were made up of Town Councils (where applicable), community partnerships, local businesses and community groups. The draft Town Strategies were then consulted upon with local communities in each area.

G.8 The Town Strategies set out a vision for each town together with potential development opportunities and priorities for investment in infrastructure. They also covered other issues such as the future of each town centre.

G.9 The draft Town Strategies for Alsager, Congleton, Middlewich and Sandbach were prepared first, as part of a Neighbourhood Planning 'Frontrunner' project, with funding from the Department for Communities and Local Government. The strategies for Alsager, Middlewich, Congleton, Sandbach⁽¹¹³⁾ and Wilmslow have been finalised following consultation and approval by their respective Town Councils. A similar tailored approach was then used in the preparation of each of the other Town Strategy documents. The draft Town Strategies for the remaining towns of Crewe, Macclesfield, Handforth, Knutsford, Nantwich and Poynton have been subject to consultation with local communities.

G.10 The Town Strategies for Alsager, Congleton, Middlewich, Sandbach and Wilmslow and the draft Town Strategies in Crewe, Macclesfield, Handforth, Knutsford, Nantwich and Poynton now form part of the evidence base for the Core Strategy.

Development Strategy and Policy Principles (January / February 2013)

G.11 The Development Strategy and Policy Principles consultation presented the Council's preferred policy and site options and not favoured alternatives. The Development Strategy set out options for the overall number of homes and employment land that will be needed in Cheshire East over the next 17 years and proposed levels of development for each of our Principal Towns and Key Service Centres. It also set out the overall level of proposed development within Local Service Centres, other settlements and rural villages of the Borough with alternative options.

Possible Additional Sites Proposed by Developer and Land Interests Consultation (May 2013)

G.12 Responses received to the Development Strategy revealed a number of other possible strategic sites that developer, landowners and others considered suitable for inclusion in the Local Plan Strategy. To ensure everyone had the opportunity to comment on these possible additional sites a further consultation stage was held on these parcels of land.

G.13 This consultation provided members of the public and other interested parties with a chance to have their say on the sites included in the document, prior to the Council making a decision on whether any of the sites should be included in the Local Plan Strategy.

G.14 This consultation included a number of potential strategic sites submitted by developer and land interests that had not previously been subject to consultation during the evolution of the Local Plan Strategy.

Pre-Submission Core Strategy (November / December 2013)

G.15 The Pre-Submission Core Strategy set out the case for sustainable economic growth and was the first draft of the strategy that the Council wished to adopt to deliver a vibrant sustainable community and for the management of development in Cheshire East up to 2030.

G.16 The consultation also included a 'Non-Preferred Sites' document which enabled further comment to be made on all sites considered in the Development Strategy and Potential Additional Sites Consultation to help make sure the final selection of sites are the most appropriate.

G.17 This consultation allowed interested parties a chance to have their say on the draft document prior to the Council finalising the Local Plan Strategy - Submission Version.

Appendix H: Partners and Initiatives

H.1 The Local Plan Strategy is the spatial expression of the Borough's priorities and development needs going forward. As a key Council document, it provides the planning framework to support the priorities identified in other plans and programmes prepared by the Council or in the wider sub-region.

Cheshire and Warrington Local Enterprise Partnership Business Plan (2012 - 2015)



H.2 The Cheshire and Warrington Local Enterprise Partnership ambition is for Cheshire and Warrington to be the best performing sub-regional economy outside of the South East. The LEP has produced a business plan with six strategic priorities, based upon:

- Skilled and productive workforce
- Business Investment
- Infrastructure and connectivity including bringing forward employment and residential sites
- Deregulation
- The Rural Economy
- Promoting Cheshire and Warrington

H.3 Since the development of this Business Plan, the Government has invited LEPs to develop Strategic Economic Plans (SEP) for their sub-regions. These have a fundamentally different purpose to the Business Plan as they will form the basis for negotiations between the Government and LEPs on allocations for more public sector funding for local projects and programmes which deliver economic growth. This funding will be through the Single Local Growth Fund, and the next round of European Structural and Investment funds.

H.4 The SEP is currently being developed ahead of a draft submission to Government (October 2013), and will be informed by key policy frameworks, including the Local Plan Strategy and its key proposals to promote economic growth.

H.5 The Business Plan contains several transformational projects located in Cheshire East. These include maintaining Alderley Park as a global centre of research excellence and High Growth City, which is a longer-term plan for the super-growth of Crewe, delivered on the back of the announced

key rail interchange on the new High Speed 2 railway route. High Growth City will initially focus on linking Crewe and Macclesfield by way of Congleton creating 'a corridor of opportunity'.

'Ambition for All' - the Sustainable Community Strategy 2010

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



H.6 The Local Plan Strategy will deliver the place shaping aspects and objectives of the Sustainable Community Strategy (SCS). It will also play a key role in delivering the Council's Corporate Objectives and other relevant strategies prepared by Cheshire East Council and its partners.

H.7 'Ambition for All' is the Cheshire East Sustainable Community Strategy (2010) for the period 2010 to 2025. The purpose of the strategy is to set out how, over the 15 years, the Partnership for Action for Cheshire East (PACE) will seek to ensure that Cheshire East continues to prosper. The activities outlined in the strategy are intended to improve the quality of life of all the people of Cheshire East and to contribute to the achievement of sustainable development through action to improve economic, social and environmental well-being across the area. The Strategy provides a high-level vision for Cheshire East centred around seven priorities for action, which are:

- Nurturing strong communities, including the delivery of services as locally as possible and ensuring that communities feel safe;
- Creating conditions for business growth, including making the most of our tourism, heritage and natural assets and ensuring there is a range of available high quality employment sites and premises in all parts of Cheshire East with good transport links, to attract new and expanding businesses;
- Unlocking the potential of our towns; this focuses firstly on the regeneration of Crewe including the redevelopment of the town centre and the provision of new homes and jobs. Secondly, on the revitalisation of Macclesfield, including improving the quality and choice of shops and services in the town centre and progressing the development of South Macclesfield; and thirdly, on retaining the vitality and viability of our market towns to ensure that they continue to deliver essential services, retail, leisure and employment opportunities;
- Supporting our children and young people;
- Ensuring a sustainable future by providing affordable and appropriate housing to meet future needs, by promoting energy efficiency and the use of renewable energy, by ensuring

that all major developments are located with good access to local amenities, cycle and walking routes, by developing a green infrastructure plan to safeguard, manage and enhance our green assets, giving priority to the redevelopment of our vacant brownfield sites and by recognising the importance of mineral extraction to the local economy;

- Preparing for an increasingly older population including the provision of an adequate supply of suitable extra care housing; and
- Driving out the causes of poor health including investment in green infrastructure to encourage active and healthy lifestyle choices.

Local Area Partnerships



H.8 In 2009, Cheshire East Council established 7 Local Area Partnerships (LAPs), which bring local partner organisations together to improve services, influence decision making and empower communities, focusing on what really matters to local people. The LAPs produce annual Area Plans, which inform their work plans each year. The Area Plans focus on local issues that cannot be tackled by one organisation on its own, bringing together all those with an ability to make a difference. Priorities are identified by community led planning, partner agencies and local data.

H.9 Cheshire East Council and partners are currently developing a new approach to locality working, reviewing how the Council and partners devolve and integrate a wide range of service delivery and activates and how the more resilient and self sufficient local communities are developed, which reduce unnecessary demands on public services. The new approach needs to balance citizens' rights and their responsibilities, along with ensuring that local needs, preferences and aspirations are met.

Cheshire East Council - Three Year Plan 2013 - 2016

H.10 The Cheshire East Council three year plan details the purpose of the Council to serve the people of Cheshire East through fulfilling a community leadership role, ensuring quality and value in public services and safeguarding the most vulnerable in society.

H.11 The three year plan sets out 6 outcomes, including:

- Local communities as strong and supportive
- A strong and resilient economy
- People have the life skills and education they need to survive
- A green and sustainable place

- People live well and for longer
- Good place to live and work

Local Transport Plan



H.12 The Local Transport Plan (LTP) aims to capitalise on the strengths of the existing transport system in Cheshire East, including good transport links to major centres via the rail and motorway network.

H.13 The Plan identifies that good transport connections are integral to plans for economic growth and to protect our environment to ensure a sustainable future for all our residents and businesses. Following consultation, the priorities for the LTP are to ensure a sustainable future and to create the conditions for business growth. Future investment in transport will be directed towards the policies and interventions which support these priority areas to help grow the economy and tackle carbon emissions.

All Change for Crewe 2010 - 2030

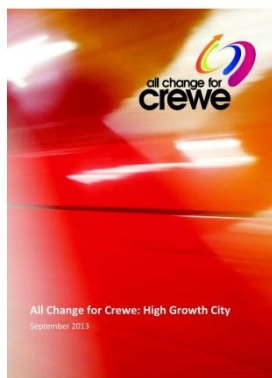


H.14 All Change for Crewe is an ambitious strategy to support Crewe's economic development over the 20 year period. The strategy intends that by 2030 Crewe will be:

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

H.15 In 2011, a business-led Partnership Board was established, with the support of the Council, to assist in shaping and driving the All Change for Crewe programme. It articulated its ambitions in the 2012 Prospectus for Crewe, which also identified key town centre development opportunities, resulting in significant interest from developers, investors and other partners.

High Growth City



H.16 The Government's current plans for a High Speed Railway (HS2) include a route through Crewe Station, with a partial connection to the West Coast Mainline, have given added impetus for economic growth in Crewe, the rest of the sub-region and beyond. High Growth City is the programme that will deliver the ambitions of All Change for Crewe up to 2030. However, with the prospect still remaining of a HS2 Hub station at Crewe with a direct interchange, the prospects for super-charged growth beyond 2030 arise that will take the town forward from this point with even higher levels of growth. This could be focused around a new Central Business District at the HS2 Hub Station at Crewe.

Make it Macclesfield



H.17 Make it Macclesfield is a business-led initiative to make Macclesfield a place where people want to live, work and visit, which enhances their quality of life and life chances with a focus on improved economic prosperity and success, increased community cohesion and increased environmental sustainability.

H.18 Led through a Community Interest Company, it helps shape and deliver projects that enhance the assets of the town to deliver economic prosperity for everyone in the town. It focuses on economic development, town regeneration, visitor economy and communications.

H.19 Make It Macclesfield's aspirations and the range of development opportunities in the town are articulated in its Investment Prospectus and Business Plan.

Housing Strategy - Moving Forward 2011 - 2016

H.20 The Cheshire East Housing Strategy 'Moving Forward' 2011 - 2016 sets out the Council's long term housing vision for the Borough. The strategy has been developed at a time of significant change within the housing sector, with a move towards localism and the flexibility to make local decisions. These changes are identified as great opportunities for the authority to address housing at a local level, in order to create balanced and sustainable communities across Cheshire East.

H.21 The Strategy establishes five key objectives. These are: delivering market and affordable housing; making the best use of our existing stock; meeting the needs of our most vulnerable residents; meeting the needs of an ageing population; and investing in our neighbourhoods.

Vision and Strategy for Economic Growth: East Cheshire - Engine of the North

H.22 This high level vision, investment plan and economic strategy identified the role of the Council in delivering economic growth through initiatives including the Local Plan Strategy as part of the Local Plan; place based initiatives; commissioning; investment; and the Council's own assets, to enable the conditions for growth.

H.23 The three key elements of the Strategy for Growth are:

- Productive and competitive businesses - a focus on key assets, established and emerging sectors and image and identity
- New investment and business development - a focus on capacity, the package and the proposition
- Creating the conditions for sustainable growth - a focus on sustainable development, connectivity, housing and neighbourhoods, town centres and the rural and visitor offer.

Economic Development Strategy

H.24 The Cheshire East Economic Development Strategy sets out the Council's understanding of the local economy and the key challenges ahead. It presents the Council's economic development objectives at the strategic level and how these translate into our thematic and spatial priorities for the Borough. The principal focus is on three spatial priorities relating to Crewe, Macclesfield and our market towns and rural hinterlands.

Cheshire East Visitor Economy Strategy 2011

H.25 The Visitor Economy Strategy is a strategically important component of the Council's economic development priorities. It is an important contributor to the economy of Cheshire East, contributing to local quality of life, and has a positive impact on decisions over business location and individual choices over where to live and work. The strategic framework outlines some of the issues and priorities that the

H.26 Council must consider and resource, the opportunities to align the needs of residents and visitors and a model for partnership working to help realise the potential of Visitor Economy in Cheshire East.

H.27 The outcome targets we seek to achieve are:

H.28 Develop a Visitor Economy with a value of £818m by 2015 Increase jobs directly related to the Visitor Economy by around 1271 over the same period Increase visitor numbers to Tatton to 1m by 2015

H.29 Increase the number of businesses achieving quality accreditation.

Connecting Cheshire



H.30 This initiative has an objective to make Cheshire, Halton and Warrington one of the best connected regions in the Country in terms of broadband and digital services, and to ensure businesses and citizens have the support and skills to exploit the benefits of faster services. The Connecting Cheshire Partnership is to deliver increased high speed broadband to a further 80,000 homes and businesses by 2015. The project is focused on achieving the objectives of economic growth and enabling communities through improved connectivity and infrastructure to create high growth businesses and social benefits, including technology to enable people to remain independent and in their own homes.

Ageing Well in Cheshire East Programme



H.31 The Ageing Well in Cheshire East Programme highlights that Cheshire East has the fastest growing ageing population in the North West; and that by 2033 more than 45% of our population will be over 50 years of age. It aims to make Cheshire East a better place to grow old. If the programme is successful then Cheshire East will see a fundamental cultural and organisational shift, so that over time:

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

Cheshire Joint Municipal Waste Management Strategy 2007-2020

H.32 This strategy sets out how Cheshire's Local Authorities intend to reduce, recycle, recover and dispose of municipal waste between 2007 and 2020. It was prepared by the Cheshire Waste Partnership (a partnership between the former County Council and six former District Councils in Cheshire prior to Local Government Reorganisation). The Strategy details measurable objectives

divided into key themes: waste reduction and re-use; recycling and composting; residual waste management; working together; promoting and delivering the strategy; and environmental protection and compliance. A reviewed Waste Strategy for Cheshire East has been scheduled.

Cheshire Region Local Nature Partnership Vision

H.33 The vision for this partnership, that includes the five local authority areas of Wirral, Halton, Warrington, Cheshire West and Chester and Cheshire East is for healthy, connected, productive landscape richer in biodiversity, where the natural environment is embedded in decision making, managed for wildlife, and supports healthier lifestyles and farming, creating attractive places and delivering sustainable economic growth.

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

H.34 This partnership of local authorities and environmental agencies was formed in 2010. It has a vision of how a healthy natural environment can help sustain economic growth and thriving communities. The Crewe Green Infrastructure Action Plan has been prepared under this Framework

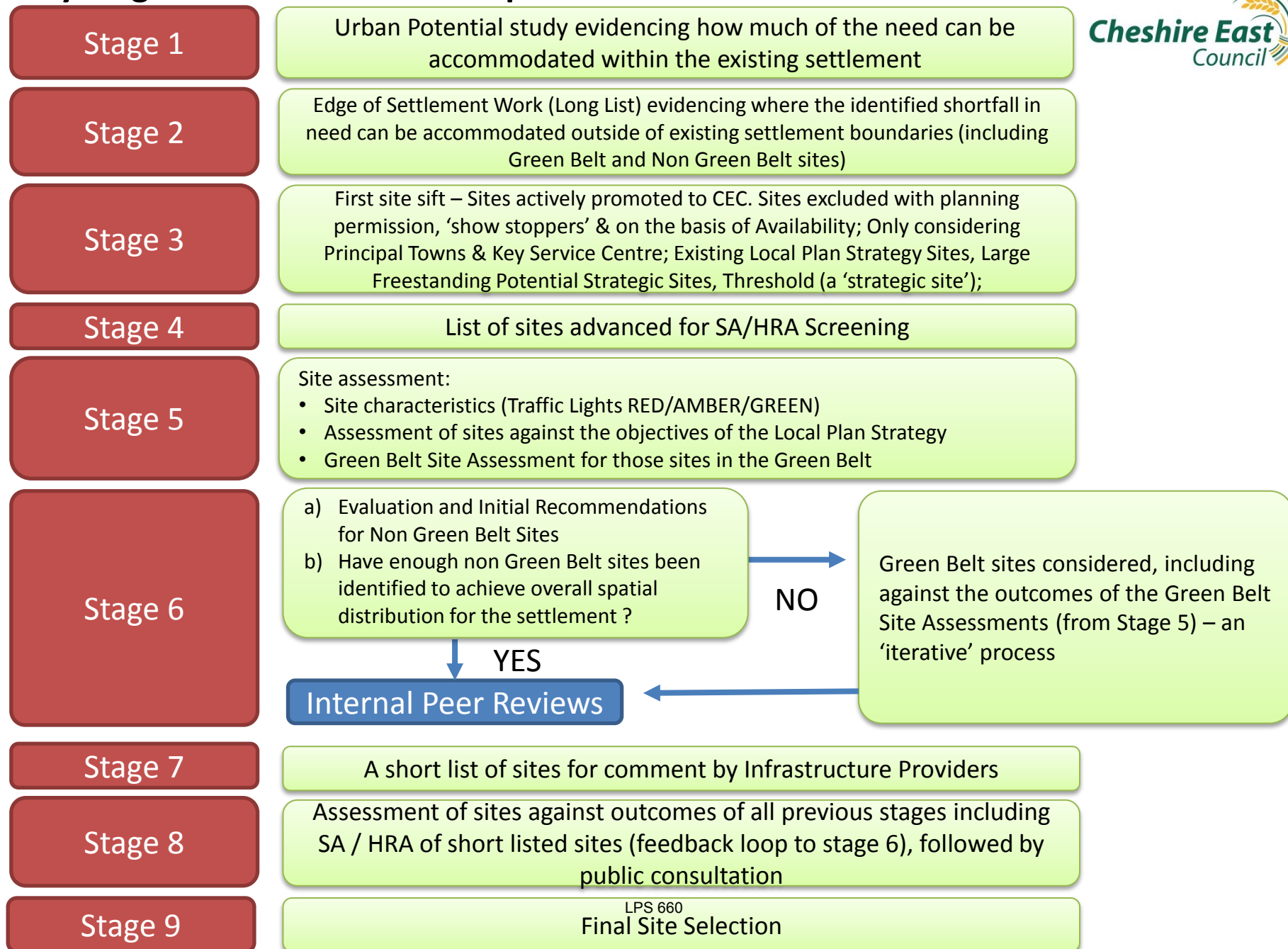
Rights of Way Improvement Plan

H.35 The Rights of Way Improvement Plan identifies:

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

Appendix 2 - Site Selection Methodology Summary

Key stages in the site selection process



Appendix 3 - Table of Housing and Employment Requirements and Commitments

APPENDIX 3 - TABLE OF HOUSING AND EMPLOYMENT REQUIREMENTS & COMMITMENTS

		Modified Plan Approach		Position as at 30th September 2015 ¹ (31st March 2013 for Employment)			
		Expected Level of Development		Completions	Commitments ²	Total	Shortfall ³
Crewe	Housing	7,700		890	1,857	2,747	4,953
	Employment	65.00	ha	0.04	13.81	13.85	51.15
Macclesfield	Housing	4,250		608	835	1,443	2,807
	Employment	20.00	ha	0.16	3.01	3.17	16.83
Congleton	Housing	4,150		610	1,122	1,732	2,418
	Employment	24.00	ha	0.00	3.80	3.80	20.20
Alsager	Housing	2,000		98	530	628	1,372
	Employment	40.00	ha	0.12	0.00	0.12	39.88
Sandbach	Housing	2,750		624	1,877	2,501	249
	Employment	20.00	ha	0.03	0.00	0.03	19.97
Middlewich	Housing	1,950		335	352	687	1,263
	Employment	75.00	ha	0.47	8.98	9.45	65.55
Nantwich	Housing	2,050		394	687	1,081	969
	Employment	3.00	ha	0.11	0.07	0.18	2.82
Handforth (inc NCGV)	Housing ⁴	2,200		63	322	385	1,815
	Employment	22.00	ha	0.00	9.72	9.72	12.28
Wilmslow	Housing	900		87	312	399	501
	Employment	10.00	ha	0.00	0.07	0.07	9.93
Knutsford	Housing	950		25	50	75	875
	Employment	15.00	ha	0.01	0.00	0.01	14.99
Poynton	Housing	650		0	39	39	611
	Employment	10.00	ha	0.00	0.30	0.30	9.70
Local Service Centres	Housing	3,500		435	2,115	2,550	950
	Employment	7.00	ha	0.09	3.35	3.44	3.56
Rural (including Alderley Park and Wardle)	Housing	2,950		642	1,051	1,693	1,257
	Employment	69.00	ha	0.57	3.56	4.13	65
Total	Housing	36,000		4,811	11,149	15,960	20,040
	Employment	380.00		1.60	46.67	48.27	331.73

Notes

1. Position at 30th September 2015 breaks down Housing Commitments (including Stapeley Water Gardens Phase II and Adlington Road) and Housing Completions (from 1st April 2010) **only** for each settlement.
2. This table excludes any Strategic Sites (save for those set out in the note above) currently with or without Commitments and the Site Allocations element at this stage.
3. 'Shortfall' column is 'Total' (G) subtracting 'Expected Level of Development' in the settlement to identify shortfall.
4. Handforth line includes 147 Handforth Commitments and 175 NCGV Commitments.
5. Stapeley Water Gardens Phase II is 171 dwellings and Adlington Road is 204 dwellings (full capacities included at this stage even though u/c)

Appendix 4 - Town Reports – summary of site recommendations

Appendix 4 Town Reports – Summary of Site Recommendations

Introduction

- 1.1 A individual town report has been prepared for each settlement which documents the implementation of the site selection methology. The following table(s) provide a summary of site recommendations contained in each town reports. The table(s) should also read alongside the the Sustainability Appraisal (SA)/Habitats Regulations Assessment (HRA), and the Cheshire East Council Proposed Changes to the Local Plan Strategy (Consultation Draft) February 2016.

Crewe

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
PSS100	CS 1	Basford East	This site has been progressed as CS1 because of its ability to deliver business growth and the continuing regeneration and growth of Crewe. The site will also contribute to Cheshire East's housing requirements, employment needs and provide community facilities including a Primary School. The site can be readily accessed, as the Crewe Green Link Road South opened in December 2015, improving local traffic flow and connectivity and allowing the site to reach its full potential. Locationally, the site's accessibility to Crewe and the M6 Motorway is also of benefit. Planning applications have been made and granted approval, on the site, demonstrating its overall delivery and suitability.
PSS101	CS 2	Basford West	This site has been progressed as CS2 because of its ability to deliver business growth and the continuing regeneration and growth of Crewe. The site will also contribute to Cheshire East's housing requirements, employment needs and provide a local centre including a hotel and retail uses. The site can be readily accessed, as the Basford West Link Road opened in July 2015, improving local traffic flow and connectivity and allowing the site to reach its full potential. Locationally, the sites accessibility to Crewe and the M6 Motorway is also of

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
			benefit. Planning applications have been made on the site and granted approval, demonstrating its overall delivery and suitability.
PSS102	CS 3	Leighton West	This site has been progressed as CS3 because of its ability to contribute to Cheshire East's housing requirements, delivery of new high value employment opportunities, the potential for a geothermal plant and district heating hub and delivery of a key piece of transport infrastructure in the form of improvements to Middlewich Road and Smithy Lane, to allow for a more effective emergency response from the hospital to the south of the Borough, thereby improving connectivity and traffic flow. The site will also provide land for the potential expansion of Leighton Hospital and provide for community uses including a Primary School and a Local Centre.
PSS103	CS 4	Crewe Green	This site has been progressed as CS4 because of its ability to contribute to Cheshire East's housing requirements, to provide a high quality residential development at a key gateway location into Crewe, whilst also enabling the delivery of improvements to the highway network, at Crewe Green roundabout, thereby improving traffic flow and connectivity into and out of the town.
PSS104	CS 5	Sydney Road	This site has been progressed as CS5 because it is considered capable of making a significant contribution to meeting the identified housing need for Cheshire East, in a location adjacent to the existing urban area; it will help to deliver highway infrastructure improvements along the North Crewe Corridor linking the A530 at Leighton to the A500, thereby improving connectivity and traffic flow. It is considered that development of this site will minimise the impact on the Green Gap. Planning applications have been made on the site and granted approval, demonstrating its overall delivery and suitability.

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
PSS105	CS 6	Shavington/Wybunbury Triangle	The site has been progressed as CS6 because of its ability to contribute to Cheshire East's housing requirements and as, subject to satisfactory provision of transport and other infrastructure, it will play a role in supporting the regeneration of Crewe and its surrounding area. The site is also surrounded by existing development. Planning applications have been made on the site and granted approval, demonstrating its overall delivery and suitability.
PSS106	CS 7	East Shavington	The site has been progressed as CS7 because of its ability to contribute to Cheshire East's housing requirements and to support the wider regeneration of Crewe, subject to satisfactory transport and other infrastructure provision. A Planning application has been made on the site and granted approval, demonstrating its overall delivery and suitability.
PSS107	CS 37	South Cheshire Growth Village	This site has been progressed as CS37 because it provides the opportunity to create a sustainable, high quality residential development in an attractive setting, adjacent to the Basford East site CS2, in close proximity to Crewe and the M6 Motorway. The site would make a significant contribution to meeting the identified housing need for Crewe whilst supporting the long term regeneration of the town and its surrounding area, providing sustainable transport links to Basford East, with its employment, school and other facilities and will enable the restoration of the historic parkland of the Grade I Listed Crewe Hall (including the Registered Park and Garden). The site lies in close proximity to Crewe, where employment opportunities, services and facilities are located. The site will also provide a mixed-use local village centre comprising retail and community uses to improve its overall sustainability. Locationally, the sites accessibility to Crewe and the M6 Motorway is also of benefit.

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
PSS108	SL 1	Central Crewe	The site is comprised of the urban area of Crewe and therefore represents the development of mainly brownfield land. This site has been progressed as SL1, as redevelopment would regenerate Crewe town centre and the wider urban area of Crewe, using mainly brownfield land, thereby, promoting economic prosperity, helping create sustainable communities, reducing the need to travel and delivering enhanced connectivity. Central Crewe also presents the opportunity to unlock under-exploited assets and provide a strong mix of uses, improving the vitality and viability of the town centre. The site therefore contributes to the residential, employment and regeneration priorities of one of the Borough's Principal Towns.
PSS109	SL 2	Leighton	This site has been progressed as CS38 because of its ability to contribute to Cheshire East's housing requirements, including the delivery of key worker housing for the employees of the adjacent Leighton Hospital. The site is in close proximity to other major employers including Bentley Motors. The site will be delivered alongside the adjacent Leighton West site CS3, providing key linkages between the two sites. The site will also help to deliver further highway improvements to the A530 and North Crewe highway corridor; to upgrade access to Leighton Hospital and to provide improvements to sustainable transport options to the hospital.
PSS110	SUB 2043	Broughton Road (smaller part)	This site has been progressed as CS39 because of its ability to contribute to Cheshire East's housing requirements; it lies in a sustainable location, immediately adjacent to the urban area of Crewe and will contribute towards highway improvements along the Sydney Road corridor. The northern part of the site has planning approval for 124 dwellings (13/5085N) which was granted on appeal on 15 September 2015.

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
PSS111	SUB 2043	Broughton Road (large site)	This site has not been progressed because its development would result in the loss of an extensive area of open countryside, to the north of Crewe. It is considered that such a scale of development would have an adverse impact on the character of the landscape in this area of Crewe. The North Crewe VISSIM highways study has shown that further development along the northern Crewe highway corridor would have an impact on the strategic road network around Crewe; including a significant impact at Crewe Green Roundabout and Groby Road hence further development of this scale would require major infrastructure investment to accommodate this proposal. There are other, more appropriate sites, with fewer constraints, better access to services, facilities and the transport network and that would have less of a visual impact on the surrounding area that are capable of meeting housing needs.
PSS112	SUB 3092	Sydney Road (CS 5 extension)	This site has been progressed as an extension to CS5 because it is considered capable of making a significant contribution to meeting the identified housing need for Cheshire East, in a location adjacent to the existing urban area; it will help to deliver highway infrastructure improvements along the North Crewe Corridor linking the A530 at Leighton to the A500, thereby improving connectivity and traffic flow.
PSS113	SUB 3116	Land South of Gresty Lane	This site has not been progressed because its development would lead to the loss of a large area of open countryside, currently designated as Green Gap, eroding the narrow gap between Crewe and Shavington, which it is considered important to retain to protect the latter's identity. Land to the south of this site has been given planning approval for development, on appeal, meaning that the significance of this part of the Green Gap is now even greater. There are other,

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
			more appropriate sites, with fewer constraints, better access to services, facilities and the transport network and that would have less of a visual impact on the surrounding area that are capable of meeting housing needs.
PSS114	SUB 3156	Land off Eastern Road	This site has not been progressed because its development would lead to the loss of a large area of open countryside, currently designated as Green Gap, eroding the narrow gap between Crewe and Willaston, which it is considered important to retain to protect the settlement's identity and contributes to the overall open gap between the towns of Crewe and Nantwich. Land to the north of this site has been given planning approval for 40 dwellings (15/0971N; 11/06/15) meaning that the significance of this remaining part of the Green Gap is now even greater. In addition, no supporting information has been submitted by the site promoters, in support of the site, meaning that deliverability of the site is uncertain. There are other, more appropriate sites that would have less of a visual impact on the surrounding area that are capable of meeting housing needs.
PSS115	SUB 986	Land south of Park Road	This site has not been progressed because its development would lead to the loss of a large area of open countryside, currently designated as Green Gap, eroding the narrow gap between Nantwich and Willaston, which it is considered important to retain to protect the settlement's identity and contributes to the overall open gap between the towns of Crewe and Nantwich. Development of the scale proposed, in this narrow part of the Green Gap, will clearly erode the physical gap between Willaston and Nantwich and it is considered that it would adversely affect the visual character of the landscape. The character of the area is considered to change from an open landscape to residential use and that there will be substantial adverse visual effects. There are other, more appropriate sites that would have less of a visual impact on the surrounding area that are capable of

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
			meeting housing needs.
PSS116	SUB 3557	Gresty Green	This site is located immediately south of the railway line, railway sidings and a well established milling factory that operates 24 hours a day, produces both noise and odours and is a major employer. The site has been subject to 2 planning applications (11/3171N & 12/1732N) for 165 dwellings which were refused due to the proximity to nearby industrial development and the potential for future conflict. This site has not been progressed because development here would result in residential development being located in an unsatisfactory proximity and relationship with the surrounding industrial uses and the railway. This would limit the future operation of the surrounding businesses and detrimentally affect the amenity of future residents because of noise and an unsatisfactory living environment. There are other, more appropriate sites that would not result in such an unsatisfactory living environment and would not limit the future operation of the surrounding businesses.
PSS117	SUB 3134	North of Moorfields	This site has not been progressed because its development would lead to the loss of a large area of open countryside, currently designated as Green Gap, eroding the narrow gap between Willaston and Wistaston/Crewe which it is considered important to retain to protect the settlement's identity and contributes to the overall open gap between the towns of Crewe and Nantwich. Development of this land would lead to pressure to develop adjacent land in the Green Gap in this location which could ultimately see the loss of the gap between Willaston and Wistaston/Crewe. There are other, more appropriate sites that would have less of a visual impact on the surrounding area that are capable of meeting housing needs.

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
PSS118	SUB 2454	South Cheshire growth Village extension 1	This site has not been progressed because development here would have an adverse impact on the setting of the adjacent Listed Hollyhedge Farm which was a concern expressed by Historic England; development would also erode the gap between site CS37 and the village of Weston.
PSS119	SUB 2454	South Cheshire growth Village extension 2	This site has not been progressed through the full Site Selection Methodology, as it is part of site PSS118 and is of a size (50 dwellings) that is less than the Strategic Site size threshold. In addition, initial discussions with Historic England indicated that they would object to development on this site.
PSS120	SUB 3109	South West Crewe	This site has not been progressed due to the large scale of development that is proposed here which would erode the narrow gap between Crewe and Nantwich, where the Local Plan Strategy proposes to retain a 'Green Gap' between the two settlements, to ensure that they remain as two distinct settlements and thereby retaining their own individual character and contributes to the overall open gap between Crewe and Nantwich. There are other, more appropriate sites, not located in the Green Gap, with fewer constraints and better access to services, facilities and the transport network that are capable of meeting housing needs.
PSS121	SUB 2151	South West Crewe/Church Lane	This site has not been progressed because development here would erode the narrow gap between Crewe and Nantwich, where the Local Plan Strategy proposes to retain a 'Green Gap' between the two settlements, to ensure that they remain as two distinct settlements and thereby retaining their own individual character and contributes to the overall open gap between Crewe and Nantwich. There are other, more appropriate sites, not located in the Green Gap, with fewer constraints and better access to services, facilities and the transport network that are capable of meeting housing needs.

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
PSS122	SUB 2325	Wistaston Village	This site has not been progressed due to the extremely large scale of development that is proposed which would substantially erode the narrow gap between Crewe and Nantwich, where the Local Plan Strategy proposes to retain a 'Green Gap' between the two settlements, to ensure that they remain as two distinct settlements and thereby retaining their own individual character and contributes to the overall open gap between Crewe and Nantwich. There are other, more appropriate sites, not located in the Green Gap, with fewer constraints and better access to services, facilities and the transport network that are capable of meeting housing needs.
PSS123	SUB993	North of Wistaston Green Road, Crewe	Site PSS123 has not been taken through the Site Selection Methodology, as it now has planning approval for up to 150 dwellings (14/1326N - approved at appeal on 22 October 2015.)
PSS124	SUB 3092	Sydney Road North	This site has not been progressed due to the extremely large scale of development that is proposed which would substantially erode the narrow gap between Crewe and Haslington, where the Local Plan Strategy proposes to retain a 'Green Gap' between the two settlements, to ensure that they remain as two distinct settlements and thereby retaining their own individual character. The North Crewe VISSIM Highway Study indicates that development of this scale would have an adverse impact on the North Crewe Highway Corridor thereby exacerbating existing highway problems, rather than solving them, hence further development of this scale would require major infrastructure investment to accommodate this proposal. There are other, more appropriate sites, not located in the Green Gap, with fewer constraints and better access to services, facilities and the transport network that are capable of meeting housing needs.

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
PSS125		University Way	This site is relatively detached from existing residential areas, being located within an existing employment area, with warehousing and distribution uses located adjacent to it. This includes large scale warehousing with unrestricted vehicle movements and deliveries. The site is currently allocated for an employment use within the 'saved' Borough of Crewe and Nantwich Local Plan 2011 and is included within the employment land supply figures for Crewe. The residential development of this site would therefore result in the loss of allocated employment land, thereby reducing the range of employment land/premises available for businesses, meaning that further employment land would need to be allocated elsewhere. A planning application for up to 106 dwellings (15/0586N) was refused on 8 July 2015, due to the loss of land allocated for employment use in the 'saved' Borough of Crewe and Nantwich Local Plan 2011. This site has not been progressed due to the fact that residential uses would be incompatible with the surrounding land uses and it would result in the loss of land that is currently allocated for employment use which would have to be replaced elsewhere.
PSS126		Marshfield Bank Farm, Middlewich Road	The site is comprised of a working farm and its associated open fields, located to the west of Middlewich Road, detached from the urban area of Crewe which lies to the east of Middlewich Road. This site has not been progressed as its development would result in a westwards incursion into the open countryside and beyond a strong boundary formed by Middlewich Road. The site covers a substantial area and it would be difficult to mitigate against the landscape impacts of a development of this size. Development of this site would also result in an adverse impact at the Alvaston roundabout and A530/A532 junction and the wider A530 corridor meaning that major infrastructure investment would be required to accommodate this proposal. There are other, more appropriate sites, that would not have such an impact on the character of the area and the transport network

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
			that are capable of meeting housing needs.
PSS127		Wood Farm, Middlewich Road	The site is comprised of a working farm and its associated open fields, located to the west of Middlewich Road, detached from the urban area of Crewe which lies to the east of Middlewich Road. Very limited information has been submitted by the promoter of the site. This site has not been progressed as its development would result in a westwards incursion into the open countryside and beyond a strong boundary formed by Middlewich Road. The site covers a substantial area and it would be difficult to mitigate against the landscape impacts of a development of this size. Development of this site would also result in an adverse impact at the Alvaston roundabout and A530/A532 junction and the wider A530 corridor meaning that major infrastructure investment would be required to accommodate this proposal. There are other, more appropriate sites, that would not have such an impact on the character of the area and the transport network that are capable of meeting housing needs.
PSS128		Groby Road	This site has not been progressed, as its development would be seen as a substantial detached area of urban form, well beyond the existing built development of Crewe which would have an adverse visual impact on the rural character of the area. Very limited information has been submitted by the promoter of the site; no information has been submitted that would show how this adverse visual impact could be mitigated for. There are other, more appropriate sites, that would not have such an impact on the character of the area that are capable of meeting housing needs.
PSS129	SUB	North of Crewe Green	This site has not been progressed due to the extremely large scale of

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
	1782	1	development that is proposed which would substantially erode the narrow gap between Crewe and Haslington, where the Local Plan Strategy proposes to retain a 'Green Gap' between the two settlements, to ensure that they remain as two distinct settlements and thereby retaining their own individual character. The North Crewe VISSIM Highway Study indicates that development of this scale would have an adverse impact on the North Crewe Highway Corridor thereby exacerbating existing highway problems, rather than solving them, hence further development of this scale would require major infrastructure investment to accommodate this proposal. There are other, more appropriate sites, not located in the Green Gap, with fewer constraints and better access to services, facilities and the transport network that are capable of meeting housing needs.
PSS130	SUB 3500	North of Crewe Green 2	This site has not been progressed due to the extremely large scale of development that is proposed which would substantially erode the narrow gap between Crewe and Haslington, where the Local Plan Strategy proposes to retain a 'Green Gap' between the two settlements, to ensure that they remain as two distinct settlements and thereby retaining their own individual character. The North Crewe VISSIM Highway Study indicates that development of this scale would have an adverse impact on the North Crewe Highway Corridor thereby exacerbating existing highway problems, rather than solving them, hence further development of this scale would require major infrastructure investment to accommodate this proposal. There are other, more appropriate sites, not located in the Green Gap, with fewer constraints and better access to services, facilities and the transport network that are capable of meeting housing needs.

Macclesfield

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
PSS200	SL4	Central Macclesfield	The site has been progressed as SL4 because development here would make a major contribution to growth and investment, regenerate the town centre of one of the Borough's Principal Towns, provide sustainable jobs, new residential development and the creation of a high quality environment, whilst minimising development in the surrounding Green Belt. The urban area of Macclesfield generally is a popular place to live with good access to a range of facilities and services. There are unlikely to be any significant viability and deliverability issues with the majority of the sites associated with this Strategic Location particularly as the Council is adopting a pro-active approach to the delivery of brownfield development sites.
PSS201	CS8	South Macclesfield Development Area	The site has been progressed as CS8 because the case to develop this site is well established given its allocation in the previous Macclesfield Borough Local Plan and the only significant area of undeveloped land outside the Green Belt. Located on the edge of Macclesfield within the settlement boundary, this site allows use of land that is not included in the Green Belt. It is anticipated that this proposal will be of huge benefit in regenerating this area of South Macclesfield and addressing the pockets of deprivation prevalent in this location. Creating a sustainable urban extension will reduce the need to travel, offer employment opportunities, meet identified housing requirements, improve accessibility and have positive implications upon traffic for the whole town. In particular, the site develops a mixture of brownfield and greenfield land, avoiding the need to develop productive farmland. It also provides in the long term a new link road and in the short term improvements to the local highway network. This site is therefore considered central to achieving the priorities and Vision of the Local Plan Strategy.

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
PSS202	CS9	Land at Fence Avenue	This site has been progressed as CS9 as it is a very sustainable site close to the centre of Macclesfield, using a mixture of brownfield and greenfield land. It is close to key facilities (for example a town park), amenities and public transport provision, promoting the objective of securing sustainable forms of development and transport. It will also assist the current occupier, who has long term associations with the town, to consolidate and provide improved educational facilities elsewhere in the town. The site is developable within the plan period and is being actively promoted by the owners and their agent. This is a sensitive site but a balance can be achieved between development and landscape and heritage protection.
PSS203	CS10	Land at Congleton Road	These sites have been progressed as CS10 with land adjacent to Congleton Road allocated for housing and employment (PSS203), CS40 land south of Chelford Road for housing (PSS216) with the remainder of the land between CS10 and CS40 safeguarded for future provision. The sites have been taken forward in this way because development here would directly contribute to the realisation of the LPS Vision and Objectives by directing development towards Macclesfield, a Principal Town and would relate well to the existing residential area. The allocations would provide a sustainable urban extension with the provision of a new link road in the long term that would bring traffic benefits to the town. The Green Belt Assessment work shows that a recognisable and defensible Green Belt boundary can be created. The safeguarding of land reflects the level of need identified in the evidence base, enabling potential future provision, beyond the plan period.
PSS204	SUB 2177 (includes CS10 and CS32 plus extra land to north)	South West Development Area	
PSS205	CS10 and part of CS32	Land at Congleton Road and <u>part of</u> South West Macclesfield	
PSS206	CS11	Gaw End Lane	Site PSS208 has been progressed as the site provides additional housing compared to Site PSS206 but does not have as great an impact on the environment and highway

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
PSS207	SUB 2357 (CS11 and CS31)	Gaw End Lane and Lyme Green	network as site PSS207. Development here relates well to the highway network and Lyme Green Business Park to the north, promoting economic prosperity and creating sustainable communities whilst protecting and enhancing environmental quality through appropriate mitigation. The allocation will impact on Lyme Green residential area to the east but could provide benefits such as improved local services and publicly accessible green space. To create a new Green Belt boundary the recognisable features of London Road, the Macclesfield Canal and the wooded boundary to the south could be used.
PSS208	CS11 and part of CS31	Gaw End Lane and <u>part of</u> Lyme Green	
PSS209	SUB 2405	Part of land between Chelford Road and Whirley Road	Site PSS209 has been progressed as site CS41 with part of the land between Chelford Road and Whirley Road allocated for housing with the remainder of the site (the rest of the larger site PSS210) remaining in the Green Belt. The loss of accessible green space and the preservation of the separate identities of Henbury and Macclesfield are important issues/constraints so only part of this area has been put forward for development. Constraints such as access and drainage can be overcome and the impact of development in this open and prominent gap between Henbury and Macclesfield can be mitigated against. The site is in a sustainable location and a new Green Belt boundary can be created along the western boundary with screening and landscaping; Chelford Road and Whirley Road form recognisable defensible boundaries.
PSS210	SUB 2405 and 3565	Land between Chelford Road and Whirley Road	
PSS211	SUB 3565	Land North of Birtles Road	This site has not been progressed because it is not considered to relate well to the achievement of the LPS Vision and Objectives, particularly in relation to preservation and enhancement of the environment. The site does not relate particularly well to the built form of Macclesfield as it would create a narrow finger of development extending into open countryside which has a historic network of hedgerows. (Boundaries on Tithe Maps of the mid 1800s – have survived to the present day.) There are other,

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
			more appropriate sites, with better access to services, facilities and the transport network that are capable of meeting housing and development need. Limited information has been provided for the proposal; there are no details of housing numbers, surveys carried out or developer interest. Therefore, there are doubts over the sites overall deliverability in the Plan period.
PSS212	SUB 3566	Land west of Priory Lane	This site has not been progressed because of concerns regarding viability of the site and the narrowing of the countryside area between Macclesfield and Prestbury. Although it is located adjacent to the existing urban area with good access to local services and existing infrastructure, the site's location within a valuable area of Green Belt would undermine environmental protection and undermine the separation of the settlements of Prestbury and Macclesfield. There are concerns about viability and achievability as development of the site depends upon the relocation of the Rugby Club who has not yet decided whether moving is the best option for the club or an agreed site to move to.
PSS213	SUB 2124	Land East of London Road	This site had not been progressed because it is not considered to relate well to the achievement of the LPS Vision and Objectives, particularly in relation to preservation and enhancement of the environment. The distinct character of this site is noted for its openness and views into the Peak Park Fringe and forms an important contribution to the landscape character of South Macclesfield. This area is also highly valued in retaining openness between the settlements of Sutton and Macclesfield. There are also highway impacts to consider in relation to the Strategic Road Network and lack of suitable access points from the surrounding rural roads.
PSS214	SUB 52	Lark Hall	This site has not been progressed because it is not considered to relate well to the achievement of the LPS Vision and Objectives, particularly in relation to preservation

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
			and enhancement of the environment. This area is part of the distinctive eastern upland character of Macclesfield. Views extend upward through the site to the Peak Park fringe hills and down through the site from the hills themselves. The highway impact would be difficult to overcome as the narrow residential roads are unsuitable for access. Highways had concerns regarding access and the impact of any development on residential streets and the highway network. This raises concerns about the feasibility of achieving development here coupled with a lack of information concerning the development proposal as a whole.
PSS215	SUB 2177	Land between Gawsworth Road and Pexhill Road and remainder of CS32 South West Macclesfield	These sites have been progressed as CS10 with land adjacent to Congleton Road allocated for housing and employment (PSS203), CS40 land south of Chelford Road for housing (PSS216) with the remainder of the land between CS10 and CS40 safeguarded for future provision. The sites have been taken forward in this way because development here would directly contribute to the realisation of the LPS Vision and Objectives by directing development towards Macclesfield, a Principal Town and would relate well to the existing residential area. The allocations would provide a sustainable urban extension with the provision of a new link road in the long term that would bring traffic benefits to the town. The Green Belt Assessment work shows that a recognisable and defensible Green Belt boundary can be created. The safeguarding of land reflects the level of need identified in the evidence base, enabling potential future provision, beyond the plan period.
PSS216	SUB 2177	Pexhill Road to Chelford Road Site A	
PSS217	Sub 2177	Pexhill Road to Chelford Road Site B	
PSS218		Land to North of Prestbury Road	This site has not been progressed because it is not considered to relate well to the achievement of the LPS Vision and Objectives, particularly in relation to preservation and enhancement of the environment. The site forms a natural extension to the

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
			<p>countryside features of Upton Wood and the Riverside Park/Bollin Valley. The site is part of the Bollin Valley Local Landscape Designation and Upton Wood ancient woodland forms the western boundary. The Riverside Park contains both a Local Nature Reserve and Local Wildlife Site. Upton Brook presents some flood risk issues (Flood Zone 2). The major constraint for the site is highways access which would need a major junction to serve the development. The high traffic generation impact from such a large site would create a number of local highway issues including capacity problems</p>

Alsager

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
PSS300	CS 12	Twyfords and Cardway	This site has been progressed as CS12 because of its ability to contribute to Cheshire East's housing requirements, regeneration priorities and employment needs on a sustainable, largely redundant brownfield site within the settlement, where development can contribute to the vitality of Alsager, whilst reducing the need to build on greenfield sites.
PSS301	CS 13	Former MMU Campus	This site has been progressed as CS13 because it is located within the existing urban area where development would add to the vitality of Alsager, it has good access to local services and existing infrastructure, its development would utilise significant areas of previously developed land, and if developed would assist in the creation of a wider sports and leisure hub.
PSS302	CS 14	Radway Green Brownfield	This site has been progressed as CS14 because of its ability to consolidate and expand a well-established employment site, thereby contributing to Cheshire East's employment needs on a sustainable, redundant brownfield site.
PSS303	CS 15	Radway Green Extension	<p>This site has been progressed as CS15 because 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. There would also be the ability to access the whole site (avoiding the railway crossing).</p> <p>The site is located adjacent to the existing Motorway network and with good access to local and regional population centres and can promote economic prosperity. Through the provision of appropriate green infrastructure the site can also promote environmental quality. The appropriateness and viability of such improvements are considered achievable. There is an overriding need for this site to come forward to promote economic prosperity and deliver contributions toward the improvement of the local road network. It is considered</p>

			that the site specific characteristics amount to exceptional circumstances necessary to remove from the Green Belt.
PSS304	SL 5	White Moss Quarry	The site has been progressed as CS42 because it offers the opportunity to deliver a well-defined, sustainable urban extension with supporting local facilities, good access to employment opportunities, and improved access to Alsager's services and facilities. Where services and facilities are not currently accessible, the delivery of infrastructure improvements will address this deficiency. The site will contribute to Cheshire East's housing requirements, subject to satisfactory transport and other infrastructure provision and the mitigation of impacts on ecology and biodiversity. It has also received outline planning permission for up to 350 dwellings and a new local centre (13/4132N).
PSS305	SUB 1536	Fanny's Croft	The site has not been progressed because to build on this Green Belt site would be a less sustainable option than the brownfield and greenfield alternatives that have been identified elsewhere in Alsager, and would therefore not relate well to the achievement of the Vision. The site is therefore not being progressed due to the availability of better, alternative sites that are more capable of delivering the Plan's sustainable housing and regeneration objectives, and that there are no exceptional circumstances to justify the removal of the site from the Green Belt.
PSS306	SUB 1786	Land N of Heath End Farm	The site has not been progressed because to build on this greenfield site would be a less sustainable option than the brownfield and greenfield alternatives that have been identified elsewhere in Alsager, and would therefore not relate well to the achievement of the Vision. The site is therefore not being progressed due to the availability of better, alternative sites that are more capable of delivering the Plan's sustainable housing and regeneration objectives.
PSS307	SUB 1786	MMU Extension	This site has not been progressed because to build on this greenfield site would be a less sustainable option than the brownfield and greenfield alternatives that have been identified elsewhere in Alsager. The site is therefore not being progressed due to the availability of better, alternative sites that are more capable of delivering the Plan's sustainable housing and regeneration objectives.

PSS308a	SUB 1870	Radway Green North	The site has not been progressed because to build on this greenfield site for both housing and employment would be a less sustainable option than the brownfield and greenfield alternatives that have been identified elsewhere in Alsager, and would therefore not relate well to the achievement of the Vision. The site is therefore not being progressed due to the availability of better, alternative sites that are more capable of delivering the Plan's sustainable housing and regeneration objectives.
PSS308b			The site has been progressed as CS43 because of its ability to significantly contribute to Alsager's employment requirements.
PSS309	SUB 2133	Sandbach Rd North	The site has not been progressed by virtue of its inability to deliver sustainable development, relative to other brownfield sites in the area that have fewer constraints and are better capable of meeting the Borough's housing requirements and regeneration priorities. There would also be a significant impact on the landscape, as shown by the dismissal of an appeal on landscape grounds (12/4872C).
PSS310	SUB 3126	Land at Close Lane	The site has not been progressed because to build on this greenfield site would be a less sustainable option than the brownfield and greenfield alternatives that have been identified elsewhere in Alsager, and would therefore not relate well to the achievement of the Vision. The site is therefore not being progressed due to the availability of better, alternative sites that are more capable of delivering the Plan's sustainable housing and regeneration objectives.

Congleton

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
PSS400	SL6	Back Lane Radnor Park SUB 1993 Back lane	The site is being progressed as CS44 as it offers the opportunity to deliver a well defined, sustainable urban extension with supporting facilities, good access to employment opportunities and improved access through the Congleton Link Road to Congleton's services and facilities. The site supports the delivery of the Congleton Link Road, a key Council priority. The site will also support the extension of an existing employment site at the Radnor Park Trading Estate. The site will provide open space including a Country Park and support the retention and enhancement of the Back Lane Village Green. The site will contribute towards meeting Cheshire East's housing requirements, subject to satisfactory transport and other infrastructure provision.
PSS401	SL7	Congleton Business Park	The site is being progressed as CS45 as it offers the opportunity to deliver a well defined, sustainable urban extension with supporting facilities, good access to employment opportunities and improved access through the Congleton Link Road to Congleton's services and facilities. The site supports the delivery of the Congleton Link Road, a key Council priority. The site will also support the extension of an existing employment site at the Congleton Business Park. The site will contribute towards meeting Cheshire East's housing requirements, subject to satisfactory transport and other infrastructure provision.
PSS402	SL8	Giantswood Lane to Manchester Road	The site is being progressed as CS46 as it offers the opportunity to deliver a well defined urban extension with supporting facilities, good access to employment opportunities and improved access through the Congleton Link Road to Congleton's services and facilities. The site supports the delivery of the Congleton Link Road, a key Council priority. The site will contribute towards meeting Cheshire East's housing requirements, subject to satisfactory transport and other infrastructure provision.
PSS403	CS16	Giantswood Lane south	The site is being progressed as CS16 as it offers the opportunity to provide a sustainable urban extension as the first element of a larger scheme (alongside site PSS402). Part of the site now has outline planning permission for 96 dwellings (the section 106 agreement was

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
			signed on 31 July 2015) demonstrating its overall deliverability. The site will contribute towards meeting Cheshire East's housing requirements, subject to satisfactory transport and other infrastructure provision.
PSS404	CS17	Manchester Road to Macclesfield Road	The site is being progressed as CS17 as it offers the opportunity for a well contained sustainable urban extension which will contribute towards Cheshire East's housing requirement and provide retail uses to assist in the delivery of a key piece of infrastructure, the Congleton Link Road which is a key Council objective.
PSS405	SUB 1789	North of Lamberts Lane	The site has been progressed as site CS48as it would assist with meeting Cheshire East's overall housing requirements as a site set in green infrastructure with linkages to the town centre. The site has been granted outline planning permission, via appeal, in December 2015 (after the base date of the Plan's housing figures at the end of September 2015). The planning permission includes a number of planning conditions to mitigate for the overall impact of the site. With that context in mind, it is appropriate for the Council to allocate the site to reflect this position and ensure the site delivers on the requirements included in the outline planning permission.
PSS406	SUB 1789	Sandbach Road Padgbury Lane	The site has not been progressed as limited information has been provided on the sites overall achievability and sustainability. The site significantly fails to meet the minimum standards for access to a number of services and facilities. The site will not contribute to the delivery of the Congleton Link Road, a key Council objective. There are other, more appropriate sites, with fewer constraints, better access to services and facilities and the transport network capable of meeting housing needs.
PSS407	SUB 2706	Padgbury Lane	Site PSS407Padgbury Lane has been advanced to stage 4 of the Site Selection Methodology. Information has been collated on the site during the edge of settlement work (Results by settlement followed by 'Free Standing Sites' [PS E039b], pp 696-700). This concluded that the site should be considered further for inclusion in the Local Plan Strategy. The Proforma for [PS E039b] acknowledged that there were two planning appeals on the site for 150 dwellings (13/4216C) and 120 dwellings (13/4219C) respectively. On the 7 th August, both appeals were

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
			allowed and as a consequence the figures noted above are included in the commitment figures for Congleton and no longer advanced as a site for consideration as an allocation in the Local Plan Strategy.
PSS408	SUB 2834	Bent Farm	The site has not been progressed due to the large scale of development which would alter the character and form of the settlement to the west of Congleton. Highway impacts of the development would be linked to the developer's proposals for extension to the Congleton Link Road to the A34 Newcastle Road. However, no information has been provided on this highway's scheme and therefore there would be concerns over such a proposals suitability and deliverability without such evidence being provided. The key priority in respect of new road infrastructure is to secure a new Bridge over the River Dane and to improve access to existing employment areas. There is an active quarry (Bent Farm) with permission until 2018 and part of the Bent Farm proposal has been submitted to the Council as part of a 'call for sites' exercise for Minerals working. The site has been put forward as a future area for search for silica sand. In addition, limited information has been provided for the site proposal. Therefore, there are doubts over the sites overall deliverability in the Plan period. The site would not contribute to the delivery of the Congleton Link Road, a key Council objective.
PSS409	SUB 2834	Sandbach Road Sandy Lane	The site has not been progressed as its development would lead to the loss of open countryside. There are other, more appropriate sites, with fewer constraints, better access to services and facilities and the transport network capable of meeting housing needs. In addition, limited information has been provided over the site generally to evidence its overall sustainability and achievability. The site will not contribute to the delivery of the Congleton Link Road, a key Council objective.
PSS410	SUB 2906	Sandbach Road Congleton	For the purposes of the site selection work; site PSS410 has been combined with site PSS406.
PSS411	SUB 3159	Tall Ash Farm 2	Site PSS411PSS 411 Tall Ash Farm 2 has been advanced to stage 4 of the Site Selection Methodology. Information has been collated on the site during the edge of settlement work

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
			(Results by settlement followed by 'Free Standing Sites' [PS E039b], pp 696 – 700). This concluded that the site is being actively promoted and should be subject to Sustainability Appraisal at Stage 4 of the SSM. Following this assessment, the Council wrote to site promoters in July 2015 requesting further information regarding the overall delivery of the site. The previous site promoters (Muller Properties) confirmed that the site is no longer being promoted. As such, based on this intelligence, the site has not been advanced through the remaining stages of the SSM as it is no longer being promoted.
PSS412	SUB 3225	Tall Ash Farm 1	The site has been progressed as site CS47 as a sustainable site which would assist with meeting Cheshire East's overall housing requirements. The site will provide highways contributions towards A34 online improvements or the Congleton Link Road. The site has a resolution to grant outline planning permission, subject to Section 106, following the Strategic Planning Board on the 18th November 2015 (after the base date of the Plan's housing figures at the end of September 2015). With that context in mind, it is appropriate for the Council to allocate the site to reflect this position and ensure the site delivers on the requirements included in the outline planning application.
PSS413		Land east of Moss Lane	The site has not been progressed as it is detached from the settlement and would be linked to the delivery of the Congleton Link Road to form its boundary. Limited information has been provided for the site proposal. Therefore, there are doubts over the sites overall deliverability in the Plan period. There are other, more appropriate sites with fewer constraints and better access to services, facilities and the transport network that are capable of meeting housing needs
PSS414		Land west of Chelford Road	The site has not been progressed as it is detached from the settlement and would be linked to the delivery of the Congleton Link Road to form its boundary. Limited information has been provided for the site proposal. Therefore, there are doubts over the sites overall deliverability in the Plan period. There are other, more appropriate sites with fewer constraints and better access to services, facilities and the transport network that are capable of meeting housing needs

Handforth

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
PSS500	CS30	North Cheshire Growth Village	This site has been progressed as CS30CS 30 because it will deliver a comprehensively masterplanned new settlement, contributing towards the Borough's housing and economic needs. Provision of the new settlement allows the effective delivery of new infrastructure. The site is already in a reasonably sustainable location with good access to services and facilities. Provision of further local services and amenities within the new village will enhance considerably the sustainability of the new development. The site will provide additional local retail provision, local health facilities, a community centre, sports and leisure facilities, a new primary school, significant green infrastructure as well as highway improvements. Added to this are measures to ensure long term management of facilities and their continuing benefit to the community. Whilst the site makes a major contribution to the Green Belt, the proposals are designed to minimise the harm and release of the site would not compromise the function of the surrounding Green Belt. The site will enable a new identifiable Green Belt boundary to be created. The progression of this site avoids the requirement for numerous piecemeal released from the Green Belt and maximises the provision of new infrastructure.
PSS501	CS34	(Safeguarded) North Cheshire Growth Village	This site has been progressed as safeguarded land. Although it is currently poorly-related to the urban area, it is adjacent to the North Cheshire Growth Village site and offers the opportunity for a potential future phase of development at North Cheshire Growth Village if required through a review of the Local Plan. This would enable to site to utilise the new local facilities and services provided at the North Cheshire Growth Village, adding to its sustainability credentials in the longer term.
PSS502	SUB 1452	Land at Handforth East*	This site has not been progressed as a site in its own right as it forms part of the larger North Cheshire Growth Village which has been progressed.
PSS503	SUB	Land to the	This site has not been progressed. The site has good access to services and facilities

	1452	south of Beech Farm*	and lies adjacent to the North Cheshire Growth Village site. It also makes a lower contribution to Green Belt purposes than many other sites in Handforth. However, the site does form part of an important visual break between Stockport and Cheshire East and is considered an important area in terms of maintaining separation between the new settlement and Heald Green / Cheadle Hulme / Bramhall. There are numerous ponds which take up a large proportion of the site. These are mitigation ponds from the construction of the A34 and are designed to safeguard biodiversity. Given the extent of ponds and their status as mitigation ponds, further mitigation of their loss may be difficult to achieve.
PSS504	SUB 2822	Land to the west of Clay Lane	This site has not been progressed as it does not relate well to the existing settlement and is in a prominent open location. The site makes a major contribution to the Green Belt and release from the Green Belt would impact on the gap between Handforth and Heald Green. Whilst the new road would provide a strong physical Green Belt boundary, the road is in cutting at this point and has little impact on the openness of the narrow gap.
PSS505		Land at Clay Lane & Sagars Road	This site has been progressed as it opportunity to deliver a high quality housing development to contribute to the housing requirement for Handforth. It is a self-contained site in a sustainable location in close proximity to Handforth district centre with good access to a range of services and facilities. The site makes a lower contribution to Green Belt purposes than a number of other sites and would enable a new recognisable Green Belt boundary to be created.

Knutsford

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
PSS600	CS19	Parkgate Extension	This site is being progressed as CS19, an allocation for housing and employment. It is the only non Green Belt site on the edge of Knutsford and as such forms a logical 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. It has received outline planning permission (13/2935M) for up to 200 houses (approved 23 June 2015). This development has not commenced. The 6 hectares of employment land proposed is yet to be developed and has not been the subject of a planning application, but has been acquired by an adjacent company.
PSS601	CS18 (A) SUB2530	Land between Northwich Road and Tabley Road (SUB 2530 CS18 (A))	North West Knutsford comprises Green Belt land largely in agricultural use, which directly adjoins residential areas. Surrounding uses are both residential and commercial and therefore the site presents itself as an ideal opportunity for high quality, accessible, residential led sustainable development, which will offer a contribution to housing, open space and the opportunity for the provision within the site for a new access road in the future to relieve the town centre. The majority of this is being progressed for release from the Green Belt, for housing and safeguarding. in order to achieve an enduring Green Belt boundary which will allow the comprehensive sustainable development of north west Knutsford beyond the Plan period: CS18 (A) land north of Northwich Road-Allocated for 175 Housing CS53 land south of Tabley Road allocated for Safeguarding. .
PSS602	CS33 safeguarded SUB2530 Now CS18 (B)	Land between Manchester Road and Tabley Road (CS33	North West Knutsford comprises Green Belt land largely in agricultural use, which directly adjoins residential areas. Surrounding uses are both residential and commercial and therefore the site presents itself as an ideal opportunity for a high quality, residential led sustainable development, which will offer a contribution to housing and employment requirements as well as the opportunity for the provision within the site for a new access road in the future to relieve the town centre

		West safeguarded and SUB 2530)	The whole of this site is being Progressed for release from the Green Belt for a combination of housing, employment and safeguarding. Land south of Manchester Road, adjacent to the existing residential area, will be allocated for 75 dwellings. 7.5 hectares of employment land will be allocated to the north west of the housing allocation, including the removal of the existing commercial built development and its curtilage. The remaining part of the site to the north of Tabley Road will be allocated for safeguarding in order to achieve an enduring Green Belt boundary which will allow the comprehensive sustainable development of north west Knutsford beyond the Plan period.
PSS603	CS18(C) East SUB2623	Land East of Manchester Road Potential Extension to CS18 (c) east SUB 2623 CS33 safeguarded East)	North West Knutsford comprises Green Belt land largely in agricultural and recreational use, which directly adjoins residential areas. Surrounding uses are both residential and commercial and therefore the site presents itself as an ideal opportunity for a high quality, residential led sustainable development, which will offer a contribution to housing and employment requirements for this Key Service Centre The south eastern portion of this site, north of Manchester Road and south of Mereheath Lane is being progressed and allocated for 250 dwellings, associated infrastructure and protected open space (see PSS605). The northern most extent of th site considered here is not required to meet Knutsford housing requirement either during the plan period or beyond. The Green Belt boundary which would be formed by this allocation would form a moderately strong Green Belt Boundary; which would be no stronger than the suggested allocation of CS18(c) PSS605 The land to the east of Mereheath Lane has not been allocated as it forms an important buffer zone immediately adjacent to Tatton Park Registered Park and Garden. The current allotments will remain Protected Open Space in the Green Belt.
PSS604	CS 18 (A) west	Land North of Northwich Road	North West Knutsford comprises Green Belt land largely in agricultural use, which directly adjoins residential areas. Surrounding uses are both residential and commercial and therefore the site presents itself as an ideal opportunity for high quality, accessible, residential led sustainable development, which will offer a contribution to housing, open space and the opportunity for the provision within the site for a new access road in the

			<p>future to relieve the town centre</p> <p>The majority of this is being progressed for release from the Green Belt, for housing and safeguarding. CS18 (A) West, land north of Northwich Road, will be allocated for 175 houses and associated infrastructure [also see PSS601] The land to the north, i.e. south of Tabley Road will be safeguarded in order to achieve an enduring Green Belt boundary which will allow the comprehensive sustainable development of north west Knutsford beyond the plan period.</p>
PSS605	CS 18(C) east/ CS33 safeguarded east	Land East of Manchester Road & Land West of Mereheath Lane	<p>North West Knutsford comprises Green Belt land largely in agricultural and recreational use, which directly adjoins residential areas. Surrounding uses are both residential and commercial and therefore the site presents itself as an ideal opportunity for a high quality, residential led sustainable development, which will offer a contribution to housing and employment requirements for this Key Service Centre</p> <p>The site, north of Manchester Road and south of Mereheath Lane is being progressed and allocated for 250 dwellings with associated infrastructure. The Protected Open Space will remain as such but will be removed from the Green Belt in order to achieve a strong and defensible Green Belt boundary. The northern most extent of the site will be formed by the hedge-lined field boundary adjacent to Brookdale Centre. This is a considered a moderate boundary in the Updated Green Belt Assessment and will require policy wording for the boundary treatment to ensure the boundary remains readily recognisable and enduring It is considered an appropriate boundary. Potential boundaries further north scored no better in terms of forming a strong and defensible Green Belt Boundary The land to the east of Mereheath Lane has not been allocated as it forms an important buffer zone immediately adjacent to Tatton Park Registered Park and Garden. The current allotments will remain Protected Open Space in the Green Belt</p>
PSS606	SUB 2623	Land West of Parkgate	<p>Land west of Parkgate is a Green Belt site in agricultural use adjacent to the boundary of Tatton Park SSSI and Registered Park and Garden to the west and Parkgate Industrial Estate and CS19 housing and employment allocation. The site is constrained by access issues regarding crossing the railway as well as issues on the impact of traffic</p>

			<p>on the strategic road network of Knutsford</p> <p>This site has not been progressed due to concerns regarding the traffic impact on the highways network of development together with concerns regarding the impact on Tatton Park both in landscape and ecological terms and the need to maintain a buffer zone immediately adjacent to Tatton Park.</p>
PSS607	SUB 3455	Land South of Longridge	<p>Land south of Longridge comprises a Green Belt site in the open countryside. It is adjacent to existing residential development and represents a suitable location for development. The Development Strategy suggested that the site could support about 300 new homes and an extension to a local centre providing additional retail provision and community facilities alongside Green Infrastructure, linkages</p> <p>The site is being progressed and allocated for 150 dwellings and public open space infrastructure. The eastern side of the site has been allocated for safeguarded in order to meet future housing need beyond the plan period. Highway infrastructure improvements would need to be delivered to support the eventual development of the whole site beyond the Plan period. This allocation will create a strong and enduring Green Belt boundary</p>
PSS608	SUB 1598	Land adjacent to Booths Hall	<p>The site is located to the south east of Knutsford and is well related to the existing urban edge. It is within the grounds of Booths Hall, a Georgian manor house built in 1745. The area of Booths Hall Park currently accommodating business use is categorised as an Ornamental Park and contains a Scheduled Monument, Norbury Booths Hall, Moated Site, fishponds and connecting channels.</p> <p>This site has been progressed as a safeguarded site. It was suggested through representation (SUB 1598) as suitable for 150 houses. However there are concerns that the landscape impact of this site would be greater than alternative sites which could be developed initially. The traffic impact on the strategic highway network would be significant. Highway infrastructure improvements would need to be delivered to support the eventual development of the site beyond the Plan period.</p>
PSS609	SUB 3202	Land west of Toft Road	<p>This site is not being progressed as using the Site Selection Methodology the site would not deliver the accepted threshold required to be considered as a strategic site (150</p>

			<p>dwellingings +). The site forms part of a prominent entrance to the town The site was initially considered together with the adjacent site [PSS610] as a collective potential strategic site however the differing site attributes such as different Green Belt contributions and Conservation Area status on PSS609 this site means that the site cannot be considered together. The site could be considered through the site allocations or Neighbourhood Plan process.</p>
PSS610	SUB 2594 / 2655	Land East of Toft Road	<p>This site is not being progressed as using the Site Selection Methodology the site would not deliver the accepted threshold required to be considered as a strategic site (150 dwellingings +). The site forms part of a prominent entrance to the town The site was initially considered together with the adjacent site [PSS609] as a collective potential strategic site however the differing site attributes such as different Green Belt contributions and Conservation Area status on this site means that the site cannot be considered together. The site could be considered through the site allocations or Neighbourhood Plan process</p>

Middlewich

Unique Site Ref	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
PSS700	CS 20	Glebe Farm	This site has been progressed as CS20 because of its ability to contribute to Cheshire East's housing requirement. The site can enhance green infrastructure by providing cycling and pedestrian connections into the existing, adjoining housing development to the north. It can also provide vehicular and non-vehicular access between Warmingham Lane and Booths Lane, as well as contribute to the delivery of a Middlewich Eastern Bypass. A large part of the site has a resolution to grant Outline planning permission (13/3449c) , subject to the signing of a s106 Legal Agreement, for a mixed use development of 450 dwellings, a retail unit and supporting infrastructure.
PSS701	SL 9	Brooks Lane	This site has been progressed as CS54 because of its regeneration potential and sustainable location close to the centre of town with good access to its facilities and services. The site offers the opportunity for a mix of uses to help meet identified needs in the town. These include housing, land for a new railway station and enhanced opportunities for leisure and recreation associated with the Trent and Mersey Canal. The site can potentially be accessed via new and improved non vehicular linkages from the town centre and other areas of the town. It can also contribute to the long term conservation and enhancement of a scheduled monument.
PSS702	SL 10	Midpoint 18 Extension	This site has been progressed as CS56 because of its ability to deliver significant employment growth, both within the Plan period and beyond, which will enhance the vitality of the town. The site has good road access to the Motorway network and can deliver significant transport improvements. These include the provision of land and contributions to the completion of the Middlewich Eastern Bypass and the construction of a new Middlewich railway station. The site also has the potential to

			deliver more sustainable linkages to the town centre and residential areas.
PSS703	SUB 2134	Land off Warmingham Lane (phase II)	This site has been progressed as CS55 because of its ability to contribute to Cheshire East's housing requirement. The site can enhance green infrastructure by providing cycling and pedestrian connections into the adjoining housing developments to the north and east. It can deliver green infrastructure and contribute to highway improvements including the delivery of the Middlewich Eastern Bypass. The site is being actively promoted with an outline planning application (15/5840C) having been submitted to the Council for consideration.
PSS704	SUB 3153	Land off Sutton Lane	The site has not been progressed because the land owner has indicated that it is no longer available for development.
PSS705	SUB 922	Cledford Lagoons	This site has not been progressed because the Council has concerns over whether a development on this brownfield site is achievable. Although the site is being promoted and some evidence based assessment work has been undertaken, insufficient evidence has currently been submitted to show that it can be viably delivered. The site has a previous history of industrial use in association with British Salt, and it is not clear how this and other factors would impact upon the viability of the site. The site supports habitats (calcareous grassland, saltmarsh) found in few other places in Cheshire, so has ecological and ornithological value. In addition, there are potential issues with neighbouring uses (TATA chemical works and the ANSA transfer station & refuse processing facility) and it is not clear the extent to which mitigation is required.

Nantwich

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
PSS800	CS21	Kingsley Fields	The site lies immediately adjacent to the town centre, with its various existing services and facilities and its development will support the future prosperity of Nantwich. The site has been progressed as CS21 due to its ability to make a significant contribution to Cheshire East's housing requirements; it provides a site for a new business park to be developed in partnership with Reaseheath College and enables the expansion of facilities at the College, key to continued economic development within the Borough. The site will also extend the Riverside Park, a well used recreational resource; provide a local centre and realign the A51 through the site which is a key piece of highway infrastructure for the town. The site is recognised as a commitment in the Local Plan Strategy and now has planning approval (13/2471N) for 1,100 dwellings, up to 1.82 hectares of B1 business uses, potential primary school, community facilities, local centre, allotments and open space which was granted on 20 January 2016.
PSS801	CS22	Stapeley Water Gardens	Site PSS801 will not be taken through the Site Selection Methodology, as it has planning approval for 171 dwellings (14/2155N - approved subject to a S106 Legal Agreement, signed on 19 February 2015) and is under construction.
PSS802	CS23	Snow Hill	The site lies within the urban area of Nantwich, immediately adjacent to the town centre, with its various existing services and facilities and its development will support the future prosperity of Nantwich. This site has been progressed as CS23 because it will redevelop brownfield land, within the urban area of Nantwich, immediately adjacent to the town centre, avoiding the need to develop productive farmland. It also provides opportunities to enhance this land immediately adjacent to the town centre and will provide improvements to local highway junctions. Its redevelopment as a mixed use site has the potential to contribute to Cheshire East's housing requirements

			and to provide employment opportunities, whilst regenerating a gateway site and supporting the vitality of Nantwich town centre.
PSS803	SUB3135	South Nantwich	This site lies beyond the southern edge of Nantwich and would extend the built form of the town beyond the firm boundary of Peter de Stapeleigh Way. This site has not been progressed, due to its overall scale and location which means that it is unable to contribute to Cheshire East's housing requirements without the loss of historic landscape character. The proposed development would appear as an intrusion of large scale built development into the open countryside and would significantly diminish the attractive rural character of this locality, known as Stapeley. The site would also have an adverse impact on road capacity constraints and it is not apparent that any further capacity improvements can be made without the need for third party land or compromising road safety. It is considered that the site is unable to deliver sustainable development when compared to other brownfield and greenfield options; it is not located adjacent to the town centre, where services and facilities are all easily accessible, nor does it extend the Riverside Park or deliver employment development that would enable the expansion of Reaseheath College, which are clear benefits of the site at Kingsley Fields (Site PSS800/CS21).
PSS804	SUB3135	South Nantwich – northern site area only (subject of planning application 12/3747N)	This site lies on the southern edge of the town and would extend the built form of the town beyond the firm boundary of Peter de Stapeleigh Way, into an area of open countryside. This site has not been progressed because the site is not located adjacent to the town centre, where services and facilities are all easily accessible, nor does it extend the Riverside Park or deliver employment development that would enable the expansion of Reaseheath College, which are clear benefits of the site at Kingsley Fields (Site PSS800/CS21). The site proposal includes a local centre and Primary School however a new Primary school would not be required to be delivered as a result of a development of this size which would also be unlikely to be able to support a local centre, therefore it is unlikely that they would be delivered as part of the

			proposal.
PSS805	SUB1792	Broad Lane	<p>This site is an isolated piece of land, to the south of Nantwich which does not immediately adjoin the built form of the town. This site has not been progressed, due to its overall scale and location which means that it is unable to contribute to Cheshire East's housing requirements without the loss of historic landscape character and the fact that it would be an area of isolated urban form, within open countryside that would significantly diminish the attractive rural character of this locality, known as Stapeley. The site would also have an adverse impact on road capacity constraints and it is not apparent that any further capacity improvements can be made without the need for third party land or compromising road safety. It is considered that the site is unable to deliver sustainable development when compared to other brownfield and greenfield options; the site is not located adjacent to the town centre, where services and facilities are all easily accessible, nor does it extend the Riverside Park or deliver employment development that would enable the expansion of Reaseheath College, which are clear benefits of the site at Kingsley Fields (Site PSS800/CS21).</p>
PSS806**	SUB3135 & SUB1792 combined	South Nantwich and Broad Lane combined site	<p>This site lies beyond the southern edge of Nantwich and would extend the built form of the town beyond the firm boundary of Peter de Stapeleigh Way. This site has not been progressed, due to its overall scale and location which means that it is unable to contribute to Cheshire East's housing requirements without the loss of historic landscape character. The proposed development would appear as an intrusion of large scale built development into the open countryside and would significantly diminish the attractive rural character of this locality, known as Stapeley. The site would also have an adverse impact on road capacity constraints and it is not apparent that any further capacity improvements can be made without the need for third party land or compromising road safety. It is considered that the site is unable to deliver sustainable development when compared to other brownfield and greenfield options; it</p>

			is not located adjacent to the town centre, where services and facilities are all easily accessible, nor does it extend the Riverside Park or deliver employment development that would enable the expansion of Reaseheath College, which are clear benefits of the site at Kingsley Fields (Site PSS800/CS21).
--	--	--	---

Poynton

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
PSS900	SUB 2433	Woodford Aerodrome	The site has been progressed as CS65 (a safeguarded site) as it is considered that it is in a suitable location to meet the future needs of the town, beyond the Plan period. There is also an opportunity to be served by Poynton Relief Road. The site could be suitable for a number of uses.
PSS901	SUB 2621	Land at Waterloo Road	The site has not been progressed because of its landscape impact. It would intrude into rising ground towards the Peak District fringe and is not considered to be a logical extension to the urban form.
PSS902	SUB 2629	Land at Sprink Farm	The site has been progressed as CS58 because it is seen to be a small, self-contained site, with minimal landscape impact, which is very well related to the existing settlement and local facilities.
PSS903	SUB 2821	Land to the west of Poynton	The site has not been progressed because it is of a substantial size and the quantum of development that it can provide is not required in Poynton at this stage. It also currently has access issues, pending completion of the Poynton Relief Road, which would delay delivery.
PSS904	SUB 2821	Land to the north of Hazelbadge Road	The site has not been progressed because of its landscape impact and its encroachment onto open land, north of Poynton. It is also of a substantial size and the quantum of development that it can provide is not required in Poynton at this stage.
PSS905	SUB 2821	Land to the north of Hazelbadge Road	The site has been progressed as CS57 because it is seen to be a small, self-contained site, which is very well related to the existing settlement and existing facilities. It has potential to contribute to localised infrastructure improvements.

		(southern area)* ¹	
PSS906	SUB 2866	Land south of Chester Road	The site has been progressed as CS59 because it is seen to be a small, self-contained site, which is very well related to the existing settlement. By confining the site to the east of the adjacent access track, the risk of coalescence with development in Woodford is limited.
PSS907		Adlington Business Park Extension	The site has been progressed as CS60 because of its ability to expand a well-established employment site, thereby contributing to Cheshire East's employment needs. The construction of the Poynton Relief Road brings potential for well contained parcels of land around the existing industrial area to be brought forward for business use.

*Alternative to whole site

¹ Renamed as Land adjacent to Hazelbadge Road

Sandbach

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
PSS1001	CS 24	Land adjacent to J17 of M6, south east of Congleton Road, Sandbach	This site has been progressed as CS24 is to provide employment land within the town and to create a more sustainable community by better balancing the proportion of housing and jobs in the town. This is considered necessary as Sandbach has seen a significant reduction in employment land but relatively high levels of housing development in recent years. The site will also contribute to Cheshire East's housing requirement, provide appropriate leisure uses, incorporate green infrastructure and enable improvements to the highway network.
PSS1002	SUB 2136	Land between Abbey Road & Park Lane, Sandbach	This site has not been progressed as no further housing allocations are required in Sandbach to meet the spatial distribution for housing that has been identified for the town, other than site CS24. Housing on that site is preferable as it is enabling development which helps provide the infrastructure needed to deliver the employment proposal which is the primary purpose for allocating the site. Therefore, CS24 better meets the wider objectives around creating sustainable communities. The development of this site would further erode the area of separation between Etilley Heath and Sandbach identified in the Sandbach Neighbourhood Plan, which has successfully past examination subject to modification. This makes it a less desirable location for housing than site CS24.
PSS1003	SUB 2137	Land to south of Abbey fields House, Park Lane & Sandbach Community Football Centre, Hind Heath	This site has not been progressed as no further housing allocations are required in Sandbach to meet the spatial distribution for housing that has been identified for the town, other than site CS24. Housing on that site is preferable as it is enabling development which helps provide the infrastructure needed to deliver the employment proposal which is the primary purpose for allocating the site. Therefore, CS24 better meets the wider objectives around creating

		Road, Sandbach - Abbey fields Phase 3	sustainable communities. The development of this site would further erode the area of separation between Ettiley Heath, Wheelock and Sandbach identified in the Sandbach Neighbourhood Plan, which has successfully past examination subject to modification. This makes it a less desirable location for housing than site CS24.
PSS1004	SUB 3184	Land adjacent to Senderfield Lane, south of Hind Heath Road, Sandbach	This site has not been progressed because it is a committed site.
PSS1005	SUB 2491	Land east of Cooksmere Lane, Sandbach	This site has not been progressed as no further housing allocations are required in Sandbach to meet the spatial distribution for housing that has been identified for the town, other than site CS24 . Housing on that site is preferable as it is enabling development which helps provide the infrastructure needed to deliver the employment proposal which is the primary purpose for allocating the site. Therefore, CS24 better meets the wider objectives around creating sustainable communities. Development at Cooksmere Lane would extend the urban form in an uncontained fashion into open countryside north of the town. This area is served by rural roads of limited capacity.
PSS1006	SUB 2402	Land rear of Park Lane & Crewe Road, Sandbach	This site has not been progressed as no further housing allocations are required in Sandbach to meet the spatial distribution for housing that has been identified for the town, other than site CS24 . Housing on that site is preferable as it is enabling development which helps provide the infrastructure needed to deliver the employment proposal which is the primary purpose for allocating the site. Therefore, CS24 better meets the wider objectives around creating sustainable communities. The development of this site would further erode the area of separation between Ettiley Heath, Wheelock and Sandbach identified in the Sandbach Neighbourhood Plan, which has successfully past examination subject to modification. This makes it a less desirable location for housing than

			site CS24.
PSS1007	SUB 2462	Land to south west of A533	This site has not been progressed as no further housing allocations are required in Sandbach to meet the spatial distribution for housing that has been identified for the town, other than site CS24 . Housing on that site is preferable as it is enabling development which helps provide the infrastructure needed to deliver the employment proposal which is the primary purpose for allocating the site. Therefore, CS24 better meets the wider objectives around creating sustainable communities.
PSS1008	SUB 2491	Land west of Cooksmere Lane & north of Marsh Green Rd, Sandbach	<p>This site has not been progressed as no further housing allocations are required in Sandbach to meet the spatial distribution for housing that has been identified for the town, other than site CS24 . Housing on that site is preferable as it is enabling development which helps provide the infrastructure needed to deliver the employment proposal which is the primary purpose for allocating the site. Therefore, CS24 better meets the wider objectives around creating sustainable communities.</p> <p>Development west of Cookesmere Road would extend the urban form into open countryside north of the town – with a limited degree of containment. This area is served by rural roads of limited capacity.</p>
PSS1009	SUB 2462/31 44	Land south of Old Mill Road/Hounding Lane, Sandbach	This site has not been progressed as no further housing allocations are required in Sandbach to meet the spatial distribution for housing that has been identified for the town, other than site CS24 . Housing on that site is preferable as it is enabling development which helps provide the infrastructure needed to deliver the employment proposal which is the primary purpose for allocating the site. Therefore, CS24 better meets the wider objectives around creating sustainable communities. In addition, the site will have a negative impact on the landscape due to its elevated position and has significant highway constraints.
PSS1010	SUB 1992	Yeowood Farm, Elton Road,	This site has not been progressed as no further housing allocations are required in Sandbach to meet the spatial distribution for housing that has been

		Sandbach (Phase 1&2)	identified for the town, other than site CS24 . Housing on that site is preferable as it is enabling development which helps provide the infrastructure needed to deliver the employment proposal which is the primary purpose for allocating the site. Therefore, CS24 better meets the wider objectives around creating sustainable communities. The development of this site would further erode the area of separation between Ettiley Heath and Wheelock identified in the Sandbach Neighbourhood Plan, which has successfully past examination subject to modification. This makes it a less desirable location for housing than site CS24. In addition, the site would have significant highway constraints and would represent the loss of Grade 2 agricultural land.
--	--	----------------------	---

Wilmslow

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
PSS1100	CS25	Adlington Road	This site has not been progressed through the plan-making process as it has gained planning permission (14/0007M) for 204 dwellings and is currently under construction. It is now included in the commitments figure for Wilmslow and therefore not considered further for allocation in the Local Plan.
PSS1101	CS26 (includes SUB 2902)	Royal London (includes land west of Alderley Road)	This site has been progressed as CS26 because it would provide a well-located housing development in a highly sustainable location adjoining the existing urban area and close to existing services and infrastructure. It could also play an important role in facilitating employment growth in a key employment sector. It will provide green infrastructure including additional playing fields for use by Wilmslow High School. The site relates well to the urban area and would create a strong and permanent new Green Belt boundary using the A34.
PSS1102	CS27	Wilmslow Business Park	This site has been progressed as CS27 as it will provide a well-located employment site with good pedestrian and cycle links to the town centre and railway station as well as road access with a prominent position adjacent to the A34. It will create employment opportunities, fulfilling the LPS Objectives of promoting economic prosperity by creating conditions for business growth whilst minimising the need to travel. In conjunction with the Royal London site, it relates well to the existing settlement pattern and would establish a new permanent strong Green Belt boundary using the A34.
PSS1103	CS35	(Safeguarded) Prestbury Road	This site has not been progressed as it is currently within the Green Belt and it has not been demonstrated that a new readily recognisable, permanent Green Belt boundary could be created following release of this site. Although not readily visible from surrounding roads, it is very open to the south and there are long range views from the Alderley Edge escarpment. Although geographically close to a range of services and facilities, the presence of major infrastructure (A538, A34 and the West

			Coast Mainline) means that pedestrian linkages are currently poor in comparison with alternative options.
PSS1104	SUB 2846	Land at Little Stanneylands	This site has been progressed as CS61 as it presents an opportunity to deliver a high quality, sustainable residential development to contribute to the identified housing requirement for Wilmslow. It is sustainably-located and will provide new pedestrian and cycle links to Handforth District Centre and train station, giving access to a range of facilities and services whilst reducing the need to travel. It will also provide new Green Infrastructure by opening up an area of the Dean River Valley which is not currently publicly accessible, providing new pedestrian links through the area. With appropriate boundary treatments, the site will also enable a new permanent Green Belt boundary to be defined.
PSS1105	SUB 1066/1068	Land south of Prestbury Road	This site has not been progressed as it is somewhat detached from the urban area. The site is very open to the south and east and there are long range views from the Alderley Edge escarpment. The presence of major infrastructure (A538, A34 and the West Coast Mainline) means that pedestrian linkages are currently poor.
PSS1106	SUB 2517, 3155 & 1645	Land at Dean Row Road	This site has not been progressed as it is not well related to the urban area and is not particularly sustainably-located, being beyond the recommended distance from a number of facilities and services. The site is not being comprehensively promoted for development and development may impact on the listed buildings on the eastern boundary.
PSS1107	SUB 2517	Heathfield Farm	This site has been progressed as it relates well to the existing urban area, is well-bounded and makes a lower contribution to Green Belt purposes than many other sites in Wilmslow. It is in a reasonably accessible location with the ability to improve pedestrian and cycle links to the west providing access to Summerfields local centre.
PSS1108	SUB 2595 & 429	Land at Upcast Lane/Cumber Lane	This site has been progressed as safeguarded land as it is reasonably well related to the urban area and it makes a lower contribution to Green Belt purposes than many other sites in Wilmslow. It is in a relatively accessible location with access to many services and facilities although it does lie some distance from the town centre. The site is not suitable for allocation at this point in time as it does not currently have a

			suitable access point. However, there is a evidence to show that an access could be created in the future to enable development of the site if allocated in a future Local Plan.
PSS1109	SUB 3568 & 429	Land north of Moor Lane	This site has not been progressed as there is limited information submitted to demonstrate that it is achievable. The site is within the Green Belt and it is not clear how a readily recognisable and permanent new Green Belt boundary would be created following its release. Although close to a number of facilities and services, the site is some distance from the town centre and has poor access to the strategic road network.

Freestanding sites

Unique Ref No	Old Ref	Name	Reasons for progression or non-progression of the Option in Plan Making
PSS1200	CS 29	Alderley Park	This site has been progressed as CS29 because, although the site is not located adjacent to an existing urban area, with the provision of appropriate social and physical infrastructure, it will significantly contribute to the creation of economic prosperity, sustainable communities and the protection of environmental quality.
PSS1201	SUB 3425	Cheshire Gateway (whole site)	
PSS1201a		Cheshire Gateway (western parcel)	The site has not been progressed because it has a greater Green Belt impact than other sites in the Borough and its doesn't align with the strategic employment objectives of the Borough.
PSS1201b		Cheshire Gateway (eastern parcel)	The site has been progressed as CS64 (a safeguarded site) as it is considered that it is in a suitable location to meet the future needs of the Borough, particularly in employment terms, beyond the Plan period. It is considered to be a contained site, with limited Green Belt impact, and has the potential to align with the LEPs Cheshire and Warrington Strategic and Economic Plan [BE 124], that is, its science corridor Strategic Priority.
PSS1202	SUB 1134	Gorstyhill/Wychwood Village	The site has not been progressed because there are other, more appropriate sites, with fewer constraints and better access to services, facilities and the transport network that are capable of meeting housing and other development need. It is considered to be in a remote location, with limited opportunity for walking, cycling links to Crewe.
PSS1203	CS 28	Wardle Employment Improvement Area	This site has been progressed because it supports a well established rural employment area. It will significantly contribute to the creation of economic prosperity and support the wider economic objectives of that area of the Borough. A brownfield site, in the form of a former Royal Air Force airfield, industrial and commercial development has grown over the past few decades since the closure

			of the airfield. The site now has outline planning permission and is considered to be deliverable. The site is supported by a travel plan and contributions towards sustainable transport modes to improve sustainable travel options to and from the site.
--	--	--	---