POYNTON-WITH-WORTH
NEIGHBOURHOOD PLAN
REGULATION 15 SUBMISSION
DEDICATION

This document has been prepared by

The Poynton Neighbourhood Plan Steering Group

and is dedicated to the memory of

the late Poynton Town and Cheshire East Councillor

Phil Hoyland,

who instigated the Plan.

The Steering Group would like to thank the many local volunteers, residents, businesses, associations, schools, churches, medical centres, sports clubs and others who took the time to help with the formation of this Plan.

Their contribution was invaluable.
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POYNTON-WITH-WORTH NEIGHBOURHOOD PLAN: INTRODUCTION

VISION

Over the next 15 to 20 years Poynton will evolve and develop in a way that respects and reflects the views of its community. Development will be of a high quality, sustainable and matched by the provision of infrastructure and services. Poynton will retain its character and heritage as ‘a small town with a village feel’, bounded on all sides by the Green Belt. The wide range of community activities and mix of businesses will expand and prosper within attractive surroundings. Current and future generations will enjoy a strong and inclusive sense of community, good access within Poynton and to neighbouring towns and villages, and a positive sense of wellbeing in a flourishing natural environment. Poynton will be a healthy, happy and fulfilling place to live, which the residents will be proud to call home.

OBJECTIVES OF THE NEIGHBOURHOOD PLAN

FOR THE ENVIRONMENT

To preserve and enhance the distinctive character of Poynton which is achieved by the role of Green Belt in maintaining an open buffer between Poynton and surrounding towns, by protecting the surrounding countryside from development, by ensuring that built development is concentrated in the town and by protecting key views from and within Poynton.

To protect and enhance Poynton’s green spaces, its natural and built environment, its heritage assets and its landscapes, so as to provide for and improve the lives of the local community.

FOR HOUSING

To enable and support sustainable development which is appropriate for the future needs of Poynton’s community and age groups, whilst ensuring all development is sympathetic to the protection of the Green Belt and the preservation of the village atmosphere. By so doing this will maintain Poynton as a vibrant and aspirational place to live and work.

FOR TRANSPORT

To put on hold the development of the three strategic housing sites in Poynton, as identified in the Local Plan, until the Poynton Relief Road is built and operational.

To improve access, supported and encouraged through the provision and enhancement of safe and secure walking, cycling and mobility scooter/ wheelchair routes in and around Poynton.

To improve rail infrastructure and rail and bus services in order to help reduce car use.
FOR THE TOWN CENTRE AND BUSINESS

To achieve a distinct identity and ‘village feel’ for Poynton through management of all of the aspects of the town centre (including property, architecture, streetscape and traffic).

To develop community land and buildings (for health, recreation, adult education etc) through the allocation of land and cooperation with relevant organisations;

To support businesses and employment in Poynton through policies for property use and for the comprehensive provision of high speed broadband.

FOR HEALTH AND WELLBEING

To provide an environment which is clean and healthy; an infrastructure which supports walking, cycling and access to green spaces and the countryside; a healthy lifestyle encouraged by the provision of recreational exercise, sports and swimming facilities; outstanding education and learning; and a comprehensive healthcare provision for all age groups in the community.

DEVELOPMENT OF THE POYNTON NEIGHBOURHOOD PLAN

In 2013 Poynton Town Council began to develop the Neighbourhood Plan, with the aim of informing development in Poynton until 2030.

In various consultations over the last 4 years the community has actively participated and provided its views in order to develop the Plan. Residents have told us what changes they would like to see within the Town and identified those things they value most about the area.

The Plan and its proposed policies have utilised all of this invaluable feedback to reflect community aspirations and views to formulate the Neighbourhood Plan and so to significantly influence future planning developments for Poynton. Throughout the Plan reference is made to supporting documentation/evidence. A full list of the documents and their individual references shown in the text as “PNP/xx” can be found in Appendix B.

The Plan has been prepared by the Neighbourhood Plan Steering Group supported by a wider group of volunteers and in partnership with Poynton Town Council, the qualifying body responsible for creating the Neighbourhood Plan. The Plan period is from 2016 until 2030, thereby aligning the end date with the Cheshire East Local Plan, July 2017 Strategy.

In the event of a positive outcome to the referendum, the Plan will be ‘made’ which means it will form part of the development plan for the area. It must then be applied alongside Cheshire East Council’s Local Plan as the key for assessing the nature, type and location of future development.
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WHAT IS THE POYNTON NEIGHBOURHOOD PLAN?

A Neighbourhood Plan is a way of enabling communities to influence and help create a vision for the future of their area, and how it might develop over a given period of time. This is of immense importance for Poynton given the Green Belt which surrounds the Town, enabling the retention of a village feel and preventing the linkage of the town to other areas.

The Poynton Neighbourhood Plan is a community-led document providing guidance regarding future development to support the conservation of the area from 2016 to 2030. It has been created with input from all members of the Poynton community, including residents, businesses and others to create a robust vision supported by clear objectives and policies to enable appropriate and sustainable development to take place over the Plan period.

The National Planning Policy Framework (PNP/A01) provides a structure within which local people and their accountable councils produce their own distinctive Local and Neighbourhood Plans that reflect the needs and priorities of their communities. A core principle is that development is genuinely plan-led, empowering local people to shape their surroundings, with succinct Local and Neighbourhood Plans setting out a positive vision for the future of the area. Upon successful completion of the planning process, the policies of Poynton’s Neighbourhood Plan will have full legal status, forming an integral part of the statutory development process for Cheshire East Council. At that stage, future planning applications will be determined in accordance with these policies.

CHANGES TO THE PLAN FOLLOWING CONSULTATION

This is a revision of the Neighbourhood Plan published in September 2016 for consultation. Subsequently, the Cheshire East Local Plan, July 2017 was adopted in July 2017, incorporating changes agreed with the Planning Inspector. The Neighbourhood Plan group has made a number of changes to this document in the light of comments received from local residents, developers and other interested parties. The Neighbourhood Plan has also been updated both to reflect changes in, and to ensure compliance with, the Local Plan.

The consultation was held in the 6 weeks ending on the 14th November 2016. Respondents could complete a survey on-line, by hand, or write individually. There was a supporting exhibition at the Civic Hall and a number of drop-in sessions. Statutory consultee organisations were also invited to respond as were interested developers.

A total of 106 formal responses were received from residents (58 online) and 34 responses were received from organisations including developers (8 of these had no comment to make).

The detailed feedback was summarised by policy area for review by the Neighbourhood Plan team. A full report on the consultation including this current round will accompany the version of the Plan submitted to the Borough Council.

Poynton residents were generally supportive whilst those who responded formally also had specific points to make regarding individual development sites. Proposed developments at Hazelbadge Road and Sprink Farm provoked most concern (in relation to highway infrastructure, traffic, parking and loss of green space and natural habitat). Concerns were also expressed about the proposed development of the Poynton Sports Club site (in relation to the loss of central green space and an historic amenity), as well as the development of the proposed alternative site for Poynton Sports Club at Glastonbury Drive (see also Policy EGB 22).
Each of the chapters in the Plan has been reviewed. The NP team has concentrated on policies that are specific to Poynton and are not found in the Cheshire East Local Plan, July 2017. Policies that are relevant to Poynton but are already contained within the Local Plan or are retained policies from the Macclesfield Borough Plan may be referred to but are not replicated in detail.

The Neighbourhood Plan was published in September 2016 for consultation. Subsequently, the Cheshire East Local Plan, July 2017 was adopted in July 2017 incorporating changes agreed with H M Inspector. The Neighbourhood Plan group has made a number of changes to this document in the light of comments received from local residents, developers and other interested parties. This Plan has also been updated both to reflect changes in, and to ensure compliance with, the Local Plan.

Housing: the Cheshire East Local Plan, July 2017 has designated 3 strategic housing developments of 150 units each within the NP area. These are at Chester Road, Sprink Farm (Dickens Lane), and Hazelbadge Road – see Map 6, App B. In total the Local Plan requires that a minimum of 650 houses be built in Poynton over the period 2010 to 2030. Consequently, this NP seeks to define policies that will ensure that all new developments, including the three strategic sites, comply with environmental and other conditions that we believe will contribute to the quality of life in Poynton. The Neighbourhood Plan also defines a number of sites where further development can take place in order to meet the Local Plan housing requirement.

The map shows the locations of both the Local Plan (CEC) Strategic Sites and Safeguarded Land in Poynton and Adlington, in purple (now confirmed) and a further three potential sites identified by the Neighbourhood Plan, in yellow. These sites were all identified in the first published version of the Neighbourhood Plan in 2016.
In turn, each of these issues brings potential opportunities to help the community guide and shape future development and change in the town. These include:

- Setting out a vision for the future of the town;
- Seeking to preserve and enhance the range of uses likely to be of benefit to the local community;
- Seeking to retain the character of the town as one surrounded by countryside and defined as Green Belt;
- Identifying land which may be used to meet the housing needs of the town;
- Designating and protecting the green spaces within and around the town which would be protected from development;
- Seeking to preserve and enhance the quality of built and natural environment of Poynton.
- Widening opportunities for sustainable transport within the town following the completion of planned road schemes;
- Supporting appropriate development within the town centre as the heart of the community.
POLICIES
NEIGHBOURHOOD PLAN POLICIES: ENVIRONMENT AND GREEN BELT

CONTEXT:

The small town of Poynton lies at the northern end of Cheshire East Borough Council. The town is an inset into the North Cheshire Green Belt which helps to retain its separate character from the surrounding towns and villages. The northern boundary of the town abuts the Greater Manchester boundary with Stockport Borough Council along its full length.

As part of the Neighbourhood Plan process, full engagement with the local community has been undertaken in a variety of ways. One of the clearest messages arising from the engagement has been the strong support for the principle of keeping Poynton a separate place with its own identity, and in particular full support for the Green Belt as an appropriate national planning mechanism for retaining that separate identity from the surrounding towns, suburbs and villages.

Allied to this, there is strong support locally for many of the principles contained within the former Local Plan for the Poynton area which is the Macclesfield Borough Local Plan 2004. Many of these policies relate to environmental, heritage and community issues which still continue to be relevant and compliant with the National Planning Policy Framework. In order to bring environmental aspects into line with current Government advice, Cheshire Wildlife Trust (CWT) was commissioned to undertake an up-to-date study of the Poynton area, specifically for the Neighbourhood Plan. Policies in this section of the Plan have been informed by the work undertaken and published in that study.

It is understood and accepted that Poynton is an attractive place to live and work. The challenge in writing the planning policies for this part of the Neighbourhood Plan has been to seek to conserve and enhance the environment (both town and rural areas) which includes the Green Belt, and maintain the separateness and openness of Poynton over the next 15 years.

Poynton was a small mining village associated with coal seams through the Pennine foothills to the east, and there is still evidence by way of buildings and other artefacts. Coal mining was active from the 16th century until August 1935 when the final pit closed. The town is proud of this history and wishes to continue to acknowledge the legacy of the coal mining industry.

Policies in this section of the Plan aim to reflect the Core Planning Principles of the NPPF (2012) particularly in taking into account the specific role of Poynton as a small town serving a rural area, protecting the Green Belt around the town and recognizing the intrinsic character and beauty of the local countryside.

POLICY EGB 1: NORTH CHESHIRE GREEN BELT

The North Cheshire Green Belt that surrounds Poynton shall be retained during the Plan period and its boundaries retained as defined in the Macclesfield Borough Local Plan (PNP/B02), and as amended by the Cheshire East Local Plan, July 2017 July 2017 (PNP/B01). These boundary amendments comprise the three Strategic Sites in Poynton and Safeguarded Land at Woodford Aerodrome. The preservation of this Green Belt status is to retain the character and separate identity of the village and is based on prevailing national and Borough Council planning policies in respect of Green Belt. There is a need to accommodate the residual 200 homes required to meet the Local Plan Strategy target of 650 homes for Poynton. This Plan seeks to minimise the use of any further Green Belt land to accommodate this development need.
**POLICY EGB 2: BROWNFIELD DEVELOPMENT**

The environment of Poynton will be promoted through the use of a sequential approach to development (‘Previously Developed Land (PDL) First’ policy). Such a sequential approach to allocating land for development reflects the development plan documents in Cheshire East. All options have been explored within the town of Poynton in terms of available and deliverable brownfield and potential green field sites within the Green Belt boundary set by the Cheshire East Local Plan, July 2017. Policy SE 2 of the adopted Cheshire East Local Plan, July 2017 confirms the encouragement given to the re-use of previously developed land within the Borough. Policy SE2 does not introduce a sequential test at the strategic level against which to assess development applications. Within Poynton, planning applications will be assessed having regard to EGB 2 and SE 2.

**POLICY EGB 3: DEVELOPMENT IN THE GREEN BELT**

There is a presumption within the Green Belt against inappropriate development which is by definition harmful to the Green Belt unless very special circumstances apply. This policy is aligned with Green Belt policy as set out in the National Planning Policy Framework, with the relevant Saved Policies of the Macclesfield Borough Local Plan and adopted Cheshire East Local Plan, July 2017. Green Belt land has already been released to enable the three strategic sites to be confirmed in the adopted Cheshire East Local Plan, July 2017. Any other proposed forms of development in the Green Belt should comply with the NPPF (2012) and adopted Cheshire East Local Plan, July 2017. For the potential site at Glastonbury Drive referred to in policy EGB 5, special circumstances would need to be demonstrated for this site to be released for housing, due to its current location within the Green Belt.

**POLICY EGB 4: GREEN BELT RELEASE OF A SMALL SITE**

One site currently lying within the defined North Cheshire Green Belt has been identified as a potential housing site which may help to meet Poynton’s housing needs in the longer term. This is land at Glastonbury Drive for approximately 35 dwellings. This site is proposed as a safeguarded land site for this Plan. This land is sited between the current urban limits of Poynton town and Glastonbury Drive which forms a more defensible long term Green Belt boundary. The site is not proposed for development at the present time. It may be allocated at some future date within either the strategic or local planning context to meet longer term needs.

**POLICY EGB 5: SITE AT JUNCTION OF LONDON ROAD/GLASTONBURY DRIVE**

If this site is not required for housing development within the Plan period, the site should be retained as lying within the North Cheshire Green Belt.

A range of uses appropriate in the Green Belt to serve the needs of the Poynton community should be considered, given the site’s location and lack of positive uses. A meadow garden is the preferred open use with suitable planting and seating. A winding path across the site from the public house (Bulls Head) to Glastonbury Drive would enable pedestrians and cyclists to enjoy such a facility in safety.

See Map 2, App B, PY16.

**POLICY EGB 6: SURFACE WATER MANAGEMENT**

Poynton is at risk of flooding due to a number of factors. The management of flood risk and management and maintenance of all culverts, streams and brooks within the town should be co-ordinated into a local Flood Risk Mitigation Plan by the relevant authorities.
POLICY EGB 7: OPEN SPACES

Areas of recreational land and existing open spaces within Poynton including within the housing estates which characterise the village identity shall be preserved and protected from development. PNP/C32 lists the locations of the sites with accompanying maps.

The areas include those already subject to protection in the Macclesfield Borough Local Plan (Saved policies RT1 and RT2). Grass verges contribute to the local character and should be maintained regularly and protected from development and the regular parking of vehicles. Some larger sites due to their location and size may be at particular risk from being developed. Some areas are too small to be shown on the maps at PNP/C32. The policy applies to the sites as listed:

POLICY EGB 8: NATURAL AND HISTORIC ENVIRONMENT

The natural and historic environment within Poynton shall be protected from inappropriate development. The rural setting shall be preserved and enhanced.

The sites of Poynton Pool and Poynton Park are natural assets which shall be permanently protected from any development. The Park is valued for hosting the three main village annual events (Poynton Show, Party in the Park and Bonfire and Firework Display). Modest improvements to improve family use and access would be supported and may include adding wooden seats facing away from the Pool, wooden adventure playground area constructed nearby and a designated picnic area.

POLICY EGB 9: ACCESS TO THE COUNTRYSIDE

Accessibility to the surrounding countryside will be enhanced through a wide range of public footpaths and cycle ways.

It is proposed that there will be no net losses arising from footpath diversions to facilitate new road construction.

All 88 footpaths as shown on the Poynton Parish Paths and The Oake Walk maps will be retained as closely as possible (PNP/C13, PNP/C14). Bridleways, the Macclesfield Canal and the Middlewood Way create major opportunities for access to the countryside and any development proposals which may reduce their use and free movement will not be supported. The Poynton Heritage Walk is supported to take advantage of visitors wishing to follow the town’s history. Footpaths forming the route of the walk may need to be reinstated and re-recorded.

POLICY EGB 10: IMPROVING ACCESS TO THE COUNTRYSIDE

1. Access to the countryside will be promoted through protection and maintenance of the existing Public Rights of Way (PROW) network (as defined on the Definitive Map and Statement by Cheshire East Council), its enhancement where possible, and the safety of users of rural roads and lanes.

2. Any development which leads to the loss or degradation of any PROW, or any cycleway, will not be permitted in other than very special circumstances.

3. Proposals to divert PROWs or cycleways should provide clear and demonstrable benefits for the wider community.

4. Any new development must provide easy, accessible traffic-free routes for non-motorised users (to include pedestrians, disabled people, people with prams or baby-buggies, cyclists and where
appropriate equestrians) to the town and local centres, parks and open spaces, and nearby countryside. The provision of any such additional routes will be supported.

5. The needs of non-motorised users (as described in para 4 above) must be taken into account in all traffic planning, but especially in relation to rural lanes and roads.

6. Hazards arising from an increase in vehicle numbers where agricultural buildings are converted to residential or commercial use will need to be taken into consideration.

7. Measures to be taken to ensure this may include, for example, separation of pedestrians/cyclists from vehicular traffic where possible, improvements to signage, or means of speed reduction.

POLICY EGB 11: LANDSCAPE PROTECTION AND ENHANCEMENT

The Peak Park Fringe Area of Special County Value for Landscape within Poynton will be conserved and enhanced in accordance with Saved Policy NE1 of the Macclesfield Borough Local Plan. Cheshire East Local Plan, July 2017 policy SE 4 also applies to the same area. New defensible boundaries between the newly developed housing sites and the North Cheshire Green Belt will be sought. Strong native woodland planting and hedges along these boundaries shall be established as part of any planning permission. Funding opportunities to support local residents wishing to replace existing fences with new hedges in the Green Belt will be sought.

POLICY EGB 12: LANDSCAPE ENHANCEMENT

There is a diversity of landscape character areas in Poynton. Conservation and enhancement of these areas within Poynton should ensure that any development respects the local character of the area.

POLICY EGB 13: WOODLAND RETENTION AND ENHANCEMENT

Poynton has a diversity of woodland areas including the two Inclines as a distinctive feature of Poynton’s mining heritage. These areas should be retained and enhanced within their existing uses as important areas of woodlands to further enhance their ecological advantage.

New broad leaf native woodland areas should be planted in the following two areas:

1. Between the allocated Local Plan strategic site LPS 50 (Land south of Chester Road, Poynton and the completed length of the Poynton Relief Road in this area towards Woodford village and;

2. Along the boundary of the Local Plan Safeguarded Land LPS 52 (Woodford Aerodrome, Poynton) to delineate the future boundary of development and its boundary with the Green Belt areas to the north towards the Poynton Relief Road.

Existing woodland areas around Lostock Hall Farm area will be preserved and retained by native woodland species which will help to improve the setting of the heritage asset which is Lostock Hall Farm house itself as a Grade II listed building.

The two Inclines are of historic interest and now form major assets to the area. Both inclines should be enhanced as appropriate with native trees, plants and shrubs along the borders and maintenance of the ground surface as suitable for country walking and running but no hard surfaces. Opportunities should be taken for fragrant plants to be introduced for the benefit of those with visual impairment.

Tree Preservation Orders should be promoted as appropriate to help retain and enhance the woodland areas.

Sources of funding will be identified including Section 106 monies and A6MARR and Poynton Relief Road mitigation funding to deliver these enhanced woodland areas.
**POLICY EGB 14: PROTECTION OF RURAL LANDSCAPE FEATURES**

As a town inset into the Green Belt, there are many different landscape features within Poynton including woodland (e.g. Wigwam Wood, Ben’s Wood et al), hedgerows and other natural features. These features should be conserved and enhanced and new features added as appropriate including for those sites the subject of Local and Neighbourhood Plan allocations.

**POLICY EGB 15: PROTECT LANDSCAPE AND OTHER KEY VIEWS WITHIN POYNTON**

The following local views are important to the local community and should be protected from development within the vista:

- Parish Church of St George, Fountain Place, Poynton
- Lyme Park and the Pennines
- Peak District National Park

The views include the most significant landmark building in the centre of Poynton and the rural landscapes which help to define Poynton as a settlement. They are seen from places that are publicly-accessible and well-used by residents and visitors alike. Development proposals will be assessed for their impact on a designated view if they fall within the foreground, middle ground or background of that view. The significance of any harm created to them by development will form part of the planning assessment of development proposals. Within the designated views, landmarks that make a contribution to the view can also assist the viewer’s understanding and enjoyment of the view.

The map seeks to illustrate the main views towards the subject sites of the policy. Red arrows indicate views towards St George’s Church; blue arrows towards open country.
POLICY EGB 16: NATURE CONSERVATION

Areas likely to be of high and medium habitat distinctiveness are as shown on the Cheshire Wildlife Trust (CWT) study for this Plan (PNP/C15).

Areas identified on Maps 6, 7 and 8, in the study (PNP/C15) shall be protected from development. In the areas of high and medium habitat distinctiveness (as identified in the CWT report), small scale low impact outdoor educational facilities (such as conservation studies and pond dipping) are acceptable for school and other group use. The number of native species trees within these areas (high and medium) should not be increased unless advice is received from an ecological professional. The number of native trees on areas of low habitat distinctiveness should be increased where possible.

The sites at Princes Wood, Nelson Pit, Middlewood Way and Norbury Brook are identified as areas for nature study and activity areas of schools and small groups and would support the protection of the wildlife corridors.

The sites at Park Pit grasslands and Jacksons Brickworks are suitable areas for walking and studying bird life and bird hides could be introduced.

The significance of any harm created by development within or adjacent to these assets should be assessed as part of development proposals. Development applications should be treated in the overall context of retained identifiable valuable assets.

The significance of the impacts should be set out in a report supported by survey work. In exceptional circumstances, where development is to be permitted because of reasons which are judged to outweigh significant harm to nature conservation, appropriate compensation should be made.

Development applications are expected to avoid adverse impact on the nature conservation value of such sites the site, or if this is not possible minimise such impact and seek mitigation of any residual impacts.

POLICY EGB 17: WILDLIFE CORRIDOR

A Poynton Wildlife Corridor is proposed, based on the CWT study and Map 4, App B, which is in accordance with paragraph 117 of the National Planning Policy Framework.

The conservation and enhancement of biodiversity within this corridor and the area is to be protected from any development which would threaten the breeding, foraging and commuting habitat for the species which live there. The wildlife corridors are an integral part of Poynton’s eight nature conservation areas as listed on Map 8a and will be protected from inappropriate forms of development. The sites interlink to form one long wildlife corridor which would be extended to include the Poynton sections of the Middlewood Way and the Macclesfield Canal. The nature conservation value of the Poynton area will be enhanced as its further study and enjoyment of the natural wildlife features brings many other benefits to wider communities within Cheshire and Greater Manchester by way of promoting healthy lifestyles.

POLICY EGB 18: MANAGEMENT PLAN FOR THE ENVIRONMENT

A management plan for the natural environment of Poynton should be prepared as a partnership between the Town Council, Cheshire East Borough Council and other interested parties, including Natural England and CWT. The Plan would incorporate the aspects of the CWT study, including remedial action, and develop other projects and schemes that protect and enhance the local environment. The Plan would be based on EGB 16 and EGB 17 and policy SE 3 of the Cheshire East Local Plan, July 2017 in the first instance.
POLICY EGB 19: DEVELOPMENT OF ADDITIONAL FACILITIES

Proposed sites for provision of small pocket parks, picnic areas and informal open spaces will be sought to add to local provision, in particular when new housing areas are being proposed and developed.

It is intended that formal local green spaces be identified for special protection to be based on the criteria set out in NPPF (2012) paras 76 to 78. The designation process requires background research and community support which has yet to be undertaken. As designation can only occur when a plan is being prepared or reviewed, this would form part of any review of this or other Plan.

POLICY EGB20: ADDITIONAL ALLOTMENTS

Additional areas for use as allotments in the east and west of the town should be considered, including appropriate sites in the Green Belt.

Proposed areas should be identified and community consultation with current and potential users should be undertaken prior to any decision.

It is proposed that allotments be provided adjacent to the proposed Local Plan strategic housing development sites at Hazelbadge Road (Map 2, App B, PY10) and/or on land to the south of Chester Road adjoining the Bird Estate (sites PY06 and PY07 in Arup’s Green Belt Assessment report of 2015). Map 2, App B, PY06, PY09. An alternative area of search for allotments is the curtilage of Lostock Hall Farm which could provide such a facility in some proximity to these areas of proposed housing.

POLICY EGB 21: PLAYING FIELDS

Additional playing fields are required within the Poynton area to meet current and future needs for these community facilities. Land lying within the Green Belt may be considered suitable in accordance with the NPPF (2012) (2012). Any form of built development should be limited to essential small changing facilities. Any appropriate facilities for outdoor sport and recreation should preserve the openness of the Green Belt and not conflict with the purposes of including land within the Green Belt. Essential small changing facilities may be considered appropriate subject to compliance with NPPF (2012) (2012) on a case by case basis.

The retention of all existing identified playing fields within the Plan area is supported.

Land at London Road North (6 hectares) allocated for playing fields in Saved policy RT6 of the Macclesfield Borough Local Plan (Table 1) is retained for these purposes in this Plan. It may form part of a larger area providing for recreational facilities as referred to below and subject to compliance with national Green Belt policy.

Additional playing fields are required within the Poynton area to meet current and future needs for these community facilities. Land lying within the Green Belt may be considered suitable in accordance with paragraph 89 of the NPPF (2012) (2012). Any form of built development should be limited to essential small changing facilities.

The following areas (Map 2, App B) have been identified from the ARUP Green Belt Assessment of 2015 which meet all the appropriate site and planning policy objectives:

PY09 – access off Chester Road and Lostock Hall Road
PY12 – access off Woodford Road and Glastonbury Drive
PY18 – access off Park Lane and Towers Road
PY14 –access off London Road North and Glastonbury Drive
PY16 – access off London Road North

PY09 and PY16 would sustain the Green Belt buffer between Poynton and Stockport. It is proposed that Sport England’s policy to oppose any loss of playing field land unless it is necessary to meet with specific exceptions of benefit to the community, is supported.

This is endorsed by the draft Cheshire East Playing Pitch Strategy Assessment Report of June 2016 (PNP/B06).

There is no spare capacity of the playing pitches in Poynton for cricket, football or lacrosse. Most of the pitches are overplayed and some are in poor condition. The lack of suitable facilities is hindering the development of sports in Poynton (PNP/B06).

**POLICY EGB 22 POTENTIAL LOSS OF EXISTING OUTDOOR SPORTS FACILITIES**

Planning Permission will not be supported for development proposals resulting in the loss of land or buildings currently providing for outdoor recreational use except where:

1. They would be replaced by an area of equivalent or better quantity and quality for the same or similar uses

2. The replacement site is in a suitable location and well related to the functional requirements of the relocated use and its existing and future users

3. The proposed development includes provision for open space, sports and recreation facilities of sufficient benefit to recreation provision to outweigh the loss

4. 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.

**POLICY EGB 23 REPLACEMENT SPORTS CLUB FACILITY**

Any replacement or new sports club facility within Poynton Town would be supported to serve the community if it complies with Sport England requirements, National Planning Policy Framework (NPPF (2012)) and the Cheshire East Local Plan, July 2017.

The facility should be assessed against the following matters:

1. Qualitative improvements to open space, sports and recreational facilities should be achieved on the replacement or additional site.

2. Planning obligations or conditions should be used to secure any exchanged land and ensure necessary enabling works are undertaken

3. The replacement or additional facilities are capable of being maintained adequately through management and maintenance agreements

4. If the replacement site is located within the North Cheshire Green Belt, its development should preserve the openness of the Green Belt and not conflict with the purposes of including land within the Green Belt (as set out in paragraph 80 of the NPPF (2012))
5. A proposed facility should be accompanied by a Planning Statement setting out the basis of any planning application and how the proposal meets planning policy as well as outlining the benefits and merits of the proposal and why the development is required.

6. A proposed facility should be accompanied by a Design and Access Statement which sets out in terms of design what the buildings and spaces will be used for, how the buildings and spaces will be arranged on site, the height, width and length of buildings, landscaping and appearance and in respect of access why the access points and routes have been selected, how the site responds to the local road network and public transport provision and how inclusive access for all visitors is to be achieved.

7. Any proposed buildings should serve the purposes of outdoor sport and recreation or be purpose built for any proposed indoor sports use. Any replacement or additional buildings/structures in the Green Belt shall be designed to provide sports related activities with the character and appearance of single storey sports facilities (including changing and spectator facilities) or be mitigated by landscaping, earth works or mounding to appear single storey.

8. Any proposals for floodlighting should comply with Saved policy DC64 of the Macclesfield Borough Local Plan (Appendix B of the Cheshire East Local Plan, July 2017 refers) Floodlighting should not be intrusive, should be time bound by planning condition and respect the privacy of neighbouring properties.

9. Any membership fees charged for the use of facilities should provide for preferential rates for those members living within the Poynton town area, such details to be set out in a planning or other legal agreement or document.

10. Planning conditions and/or planning agreements may be deployed in order to secure these matters and mitigate the impact of the development.

**POLICY EGB 24: HERITAGE ASSETS**

Any development should aim to conserve and enhance the heritage assets of Poynton, including their setting. The heritage assets are defined as the list of nationally listed buildings and parks and gardens of historic interest and any further local or national listings to be added by Historic England or Cheshire East Borough Council during the life of this Plan. See Maps 5A and 5B, App B.

If any proposed development has the potential to affect the contribution of a heritage asset or its setting to its significance or an appreciation of its significance, an assessment of its impact shall be undertaken. There is further guidance available from Historic England and Cheshire East Borough Council.
A Neighbourhood Plan for Poynton-with-Worth

POLICY EGB 25: LISTED BUILDINGS IMPROVEMENT AND ENHANCEMENT

Listed Buildings are an acknowledgement of the history of Poynton and their variety is reflected in the list and plan at Historic England (PNP/A04). Development which would adversely affect any of the Listed Buildings in the town would not normally be supported. Consent for the removal/demolition of any Listed Building in the town would not normally be supported.

Appropriate maintenance is encouraged of all Listed Buildings. Repair and enhancement would also be supported and encouraged, provided it is sympathetic to the character of the Listed Building concerned.

Development which would significantly adversely affect any listed buildings in the town should be accompanied by a heritage impact statement. Such statement should:

- Present an assessment of the likely effects of the proposed development on any heritage assets within and in the environs of the application site.
- Contain an assessment of archaeological, built heritage and historic landscape features, collectively referred to as heritage assets, within the application site and a zone surrounding it.
  - Presents a description of heritage baseline conditions
  - Establishes the significance of heritage assets on and near the site
  - Consider the potential effects of the proposed development
  - Present mitigation measures to avoid, and where this is not possible reduce, potential adverse effects.

The aims and objectives of such assessments are:

- To describe the archaeological and historic landscape including any buildings of historic or architectural interest that may be affected by the proposed development;
- To provide an assessment of their significance;
- To assess the scale of significance of any effects likely to arise from the proposed development;
- To outline suitable mitigation measures to avoid, reduce or remedy significant adverse effects; and
- To provide an assessment of any residual effects that may remain after mitigation.

Appropriate maintenance is encouraged of all Listed Buildings. Repair and enhancement would also be supported and encouraged, provided it is sympathetic to the character of the Listed Building concerned.

POLICY EGB 26: CHANGES OF USE OF LISTED BUILDINGS

The retention of Listed Buildings in active use is essential. A change of use of a Listed Building to retain it in an active use would be supported, provided the building would be preserved and other impacts of the change of use are acceptable in planning terms, both on site and within the local area. The essential character of the building should be retained in any change of use and a change should not adversely affect or detract from the local setting of the building.
POLICY EGB 27: LOSTOCK HALL FARM

Lostock Hall Farmhouse sited at the end of Lostock Hall Road is a listed building Grade II on the Historic England List Entry. The List Entry describes the building as a farmhouse dating from the late 16th century with early 19th century brick skin and additions and later 19th century alterations. Other buildings and structures within the farm complex are part of the setting of the listed farmhouse and subject to appropriate heritage planning protection and policies. The List Entry is shown at App B3, Map 5A, number 17.

The Hall farmhouse is separated from the road by a long track and fields and is surrounded by other farm buildings. The Hall farmhouse is in a poor state of repair and maintenance (PNP-C31 photographic evidence). Applications for planning permission and listed building consent for works of repair, modest extensions and remodelling to accord with the character of the Farmhouse and its location within the North Cheshire Green Belt will be supported.

Any scheme should include appropriate viability assessment of the minimum amount and type of new development to support enhancement which would be required to justify restoration of the Farmhouse. This should be in accordance with Historic England’s’ advice and guidance on enabling development and the conservation of significant places.

Any scheme should respect the character and heritage of the site and area including the links to the Warren and Vernon families and the former Poynton Hall. The construction of a significant number of new dwellings will not be supported and has been refused planning permission previously.

POLICY EGB 28: LOCALLY LISTED BUILDINGS

A number of locally Listed Buildings has been recognised by the Borough Council. The addition of further buildings to that list is welcomed as it provides recognition of the heritage of the Poynton area. Consultation with the Town Council should be undertaken prior to the local listing.

POLICY EGB 29: NON-DESIGNATED HERITAGE ASSETS

There are buildings, monuments, places and sites within Poynton which have been identified as having some degree of local significance in terms of heritage value. Although not formally designated, this Neighbourhood Plan identifies these local assets as meriting some consideration in planning decisions affecting them or the immediate area in which they are located. Any development that has a significant adverse effect on or results in the loss of any other local assets will not be supported.

The list of these assets comprises many features derived from the history of Poynton as a coal mining area until the 20th century. These historical places will be identified on site by plaques summarising the reasons for their inclusion. The list of sites additional to those designated by Historic England and Cheshire East Council has been compiled using information from ‘Poynton A Coal mining Village; Social History, Transport and Industry’ by W. H. Sherciffl, D. A. Kitching and J. M. Ryan. The full list of sites and location maps are in Appendix B, Maps 5A and 5B.
POLICY EGB 30: PROTECTING AND ENHANCING NON-DESIGNATED HERITAGE ASSETS

The sites, structures and buildings shown in Map 5B, App B and in the accompanying table are identified as non-designated heritage assets.

1. Any development at or adjoining these non-designated heritage assets should:
   
   1.1. Recognise the significance of the heritage asset as a central part of the design and layout; and
   
   1.2. Have special regard to the desirability of preserving the asset and its setting and any local features of special architectural or historic interest and;
   
   1.3. Accord with any relevant site specific development briefs or guidance approved by Cheshire East Council as local planning authority; and remove, mitigate or seek to remove any potential risk to the heritage asset.

2. Proposals that require a change of use of a non-designated heritage asset at risk will be considered favourably where all of the following can be demonstrated;

   2.1. There is no reasonable prospect of the original use being retained or reinstated; and
   
   2.2. The proposed development would represent a viable use that would secure the future of the heritage asset; and
   
   2.3. Where the proposed use is not for residential purposes, the proposed use will help to support the local economy; and
   
   2.4. The change of use would not be detrimental to the significance of the non-designated heritage asset and its setting.

POLICY EGB 31: DEVELOPMENT WITHIN THE CURTILAGE OR SETTING OF A LISTED BUILDING

Planning permission will not be granted for development which would adversely affect the curtilage or wider setting of a Listed Building. Proposals must provide clear illustrative and technical material to allow that impact to be properly assessed.
The following Saved policies in Chapters 3 (Natural and Built Environment), 4 (Green Belt and Countryside) and Chapter 5 (Recreation and Tourism) of the Macclesfield Borough Local Plan relating to those subject areas within the Poynton area are retained for the purposes of making decisions on planning applications:

Chapter 3 Natural Environment

NE1 Areas of Special County Value
NE3 Landscape conservation
NE5 Conservation of Parkland Landscapes
NE8 Promotion and restoration of Woodland
NE9 Protection of river corridors
NE11 Nature conservation
NE12 SSSIs, SBIs and nature reserves
NE13 Sites of biological importance
NE14 Nature Conservation sites
NE15 Habitat enhancement
NE16 Nature Conservation Priority areas
NE17 Nature conservation in major developments
NE18 Accessibility to nature conservation

Chapter 3 (Continued) Built Environment

BE2 Preservation of historic fabric
BE6 Macclesfield Canal Conservation Area
BE15 Listed buildings
BE17 Preservation of Listed Buildings
BE18 Design criteria for listed Buildings
BE19 Change of use of listed buildings
BE21 Sites of archeological importance
BE23 Development affecting archaeological sites
BE24 Development of sites affecting archaeological importance

Chapter 4 Green Belt and Countryside

GC1 Green Belt – new buildings
GC8 Reuse of rural buildings – employment and tourism
GC9 Reuse of rural buildings – residential
GC10 Extensions to residential institutions
GC12 Alterations and extensions to houses

Chapter 5 Recreation and Tourism

RT1 Protection of open space
RT2 Incidental open spaces
RT3 Redundant educational establishments
RT5 Open space standards
RT6 Recreational/open space provision
RT7 Cycleways, bridleways and footpaths
RT8 Access to countryside
RT10 Canals and water recreation
RT17 Reuse of rural buildings
NEIGHBOURHOOD PLAN POLICIES: HOUSING

CONTEXT:

There is a need in Poynton for a sensitive increase in housing numbers to enable the continued growth and vitality of the town. From the survey evidence it is clear that sustainable growth is welcomed by residents, with housing that is suitable for the needs of both the current and future population. Poynton is a town but with a village feel, and the Housing and Development policies are designed to provide a balance between sustainable development which meets the needs and aspirations of the town, whilst seeking to ensure its future viability and economic success. Poynton is surrounded and afforded certain protection by strong Green Belt boundaries, and this Green Belt protection is what sets Poynton apart from its neighbours in Greater Manchester, and is often cited as a major reason for people wishing to live here. It became clear from the consultations carried out that people favoured a brownfield first policy to development within the Town to ensure that the very “essence” of Poynton was retained.

AMOUNT AND LOCATION OF HOUSING DEVELOPMENT

POLICY HOU 1: LOCATION OF FUTURE DEVELOPMENT

Poynton is inset into the Green Belt and any development should satisfy the principles of sustainable development in order to accord with the NPPF (2012) (PNP/ A01) and adopted Local Plan. The exceptional circumstances required to release sites in Poynton from the Green Belt and accommodate development needs for Poynton were tested and found acceptable through the Local Plan Strategy adopted 2017. The development of brownfield sites (defined as Previously Developed Land (PDL)) will be supported in accordance with national and local planning policy, subject to appropriate environmental safeguards. The Neighbourhood Plan seeks to minimise any further exceptional circumstances can be shown. Such circumstances may include demonstration that there is no suitable PDL available to meet any proven local need.

POLICY HOU 2: AMOUNT OF HOUSING DEVELOPMENT

Poynton is expected to accommodate a housing need for new development of around 650 homes from 2010 to 2030, an average of around 33 dwellings per annum over the plan period. A range of proposed sites are identified as shown on Map 6, App B. This amount of development comprises the following:

i. Cheshire East Local Plan, Strategy (July 2017) requirement of 450 homes on three strategic sites of around 150 homes each at Hazelbadge Road, Chester Road and Sprink Farm off Dickens Lane.

ii. Poynton Neighbourhood Plan local requirement of 200 homes on three smaller sites each of 100 homes or less at Vernon Infants School, Poynton Sports Club and Glastonbury Drive.

iii. Windfall sites will come forward in accordance with national and Local Plan policy based on windfall sites.

iv. There is also some opportunity for other non-developed sites within the existing settlement boundary of Poynton (as defined by the adopted Cheshire East Local Plan, July 2017) to make a contribution towards meeting the residual housing needs of Poynton.
v. Exceptions for new housing development within the North Cheshire Green Belt in accordance with the NPPF (2012) and adopted Cheshire East Local Plan, July 2017.

vi. Sites within the settlement of Poynton as defined by the Cheshire East Local Plan, July 2017 but lying within the administrative area of immediately adjoining rural parishes including Adlington into which built development has already occurred. (Note: Any such sites could contribute to Poynton’s housing land supply but are outside the scope of this Neighbourhood Plan).

vii. The plan also proposes the site at Glastonbury Drive to be designated as safeguarded land between the existing urban area and the Green Belt. This allows for any shortfalls in housing numbers on any of the other sites, to prevent further potential erosion of any other Green Belt land and to reserve the site to meet any longer term development needs without the need for any further alteration of Green Belt boundaries beyond the Plan period. The criteria for potential development on this site is covered under policy HOU14.

SITE SELECTION

POLICY HOU 3: CRITERIA FOR ASSESSING THE SUITABILITY OF POTENTIAL HOUSING SITES.

Proposed sites for new housing development in Poynton will be required to meet the following criteria;

a) Be a brownfield site unless it is in conformity with saved policies in the Macclesfield Borough Local Plan (PNP/B02) and adopted Cheshire East Local Plan, July 2017 (PNP/B01);

b) Minimise further release of the Green Belt following the exceptional circumstances already demonstrated in accommodating developments needs though the Local Plan Strategy

c) Demonstrate through a sequential test of sites where any identified residual housing needs of Poynton are proposed to be met

d) Be no larger than a small site (maximum 100 units);

e) Be in proportion with the surrounding area;

f) Be within or adjacent to the existing settlement of Poynton and not an isolated site;

g) Any development on the proposed site should not extend existing ribbon development;

h) Adequate infrastructure across the range of services required to serve the housing development, such as the impact of the development on the neighbouring schools, doctors, dentists, other community facilities, sewerage and highways, should be demonstrated at the time of planning application. Such infrastructure can be provided through a Section 106 agreement, legal undertaking and/or other form of guarantee of delivery of the infrastructure prior to the development taking place and in the appropriate place;

i) Incorporate appropriate mitigation to minimise the impact of the proposed development on the surrounding area, by way of landscaping, infrastructure upgrades or other appropriate means;

j) Have a clearly defined boundary to ensure further encroachment into other areas, Green Belt or extending ribbon development will not be possible.
POLICY HOU 4: PHASING OF DEVELOPMENT

Phasing of development in Poynton will be controlled to mitigate the impact on local infrastructure, facilities and services, achieve internal renewal, and to accord with Green Belt policy as follows:

a) Subject to policies HOU 1 – 7, development and reuse of land and properties within the existing defined village boundary will be supported to provide around 300 new dwellings between 2010 and 2030.

b) Taking account of the number of homes already built in the village since April 2010, together with those which have received or are in the process of acquiring planning permission (101 homes as at July 2016), a further 200 homes are required to meet the village’s needs by 2030.

c) Of these 200 homes, in developments of 15 or more dwellings, at least 30% should be affordable to meet affordable housing needs identified in the Cheshire East Local Plan, July 2017 (Policy SC5).

d) See also Transport and Connectivity Neighbourhood Plan Policy TAC 8, which recommends a cap of 35 new houses per year until the Poynton Relief Road is constructed and open to traffic.

POLICY HOU 5: HIGHER POYNTON

The Poynton area contains several smaller settlements which lie beyond the town boundary and as such are “washed over” by the North Cheshire Green Belt. The NPPF (2012) states that limited infilling in villages is not inappropriate development in the Green Belt provided it preserves the openness of the Green Belt. The settlement of Higher Poynton has been identified in the Cheshire East Local Plan, July 2017 as an Other Settlement for the purposes of strategic planning within Cheshire East Borough and in accordance with the NPPF (2012). Within the Higher Poynton settlement, a boundary of the village of Higher Poynton to which limited infilling would apply is defined on Map 9, App B. The boundary has been defined having regard to Cheshire East Settlement Boundary Assessment Guidance and other relevant factors.

Development within the village boundary is limited to small scale infilling which should satisfy all the following criteria for any exception to allow development to be permitted:

1. Any proposed development should preserve the openness of the Green Belt as one of the essential characteristics of the Green Belt including open views of the countryside.

2. Any proposed development should not compromise the purposes of national Green Belt policy.

3. Small-scale infilling only will be permitted as part of an otherwise substantially built-up frontage.

4. Small-scale infilling would only provide for the filling of a narrow gap normally capable of taking one or two dwellings only, where this does not remove an existing open view of the countryside.

5. Substantially built-up frontage is defined as an otherwise continuous and largely uninterrupted built frontage of several dwellings visible within the street scene.

6. The scale of any development should be compatible in character with the adjoining properties in terms of height, scale and massing. Any development should be built along the same front line as other adjoining properties and not forward of any adjoining property.
POLICY HOU 6: INFRASTRUCTURE FOR STRATEGIC HOUSING SITES

Planning applications for the development of the three strategic housing sites in Poynton allocated through the Cheshire East Local Plan, July 2017 should include within the submission appropriate provision for the infrastructure consequences of the development. Such provision may include either on or off site provision.

On site provision would provide directly for the proposed uses to serve the housing development areas and in the interests of a comprehensive plan led approach to site planning.

Off site facilities may be necessary as a result of the housing development in order to avoid planning and additional burden on existing and adjacent communities to the site.

In some circumstances, it may be necessary to view individual applications collectively in assessing on or off site infrastructure requirements, for example if a range of house builders are operating on one strategic site.

POLICY HOU 7: CHESHIRE EAST LOCAL PLAN, JULY 2017 STRATEGIC SITES

Three sites in Poynton have been identified as Strategic sites in the adopted Cheshire East Local Plan, July 2017. The Local Plan sets out the strategic criteria which the development of each site should satisfy.

In addition, there are local impacts on the community of Poynton arising from this amount of planned development.

Planning applications for the site will be expected to be accompanied by impact statements and/or assessments of the following aspects of the built and natural environment:

design, landscape, amenity and health, accessibility, servicing, parking provision, traffic generation, infrastructure (as defined in the NPPF (2012), open space and play provision, provision of local services and facilities and wider environmental considerations.

Development will be expected to comply with high standards of site planning and design in particular. Proposals will only be permitted if they are considered acceptable in terms of the following criteria:

1. The development either conserves or enhances the character and/or appearance of the surrounding existing developed area.

2. The development enhances the environmental quality of the development site and contributes positively to the character of the local area.

3. The development is planned according to the principles of sustainable development as set out in national and Borough policy and guidance.

4. Planning applications are accompanied by draft section 106 or CIL agreements which demonstrate how local impacts arising from the development on services, facilities and infrastructure will be mitigated.

5. Site Liaison groups are included in the development proposals. These would have an important role to play in promoting good relationships between the developer/house builder and local community and would comprise developer nominees along with local residents and a member of the Borough and Town Council.
A Neighbourhood Plan for Poynton-with-Worth

6. Each development should comprise a range of property types to cater for local housing needs and demography, with particular emphasis on Poynton’s growing ageing population.

POLICY HOU 8: LAND AT CHESTER ROAD, POYNTON (LPS 50)

Development will be expected to comply with high standards of site planning and design in particular. Proposals will only be permitted if they are considered acceptable in terms of the following criteria:

1. **Appropriate land uses.**

   A residential development of up to around 120 dwellings (Use Class C3) is considered appropriate on the site. A housing scheme should comprise a mixture of dwelling types and sizes to facilitate the creation of a balanced and mixed community. The potential for elderly person accommodation and retirement homes (within Use Classes C2 or C3) should be considered. Due to the scale of the proposed development in the Local Plan, a variety of ancillary uses may be acceptable and necessary in land use planning terms to create a sustainable mixed-use community. Any planning application should clearly set out the nature and location of such uses. Such land uses and community facilities as respect the character and location of the site and meet the needs of the future and existing local residents will be considered on their merits, having regard to relevant development plan policies.

2. **Amenity and children’s play space**

   Open space areas will be required to be identified and protected which are intended for active and passive recreation. These may include structures associated with such uses, such as children’s play equipment or benches. Any equipped children’s play areas should be well related to the residential properties which they serve and be integrated into the proposed housing area.

3. **Housing mix**

   The development should create a balanced community with a mix of property types and tenures distributed across the site. The aim is to provide for both general market housing needs and meet the affordable housing needs of the Poynton area. The range of housing on the site should respond to the Poynton context in terms of character, layout and design. It is anticipated that given the size and location of the site, a mixture of 2, 3, 4 and 5+ bedroom properties should be achievable.

4. **Affordable Housing**

   The exact format and type of affordable units to be provided within the development will meet the 30% affordable requirement set out in the Cheshire East Local Plan, July 2017 and should amount to around 45 units in total. A variety of affordable tenures is encouraged (social rented, shared ownership, rent to buy and intermediate rent and specialist accommodation). The full number of affordable units shall be provided on site. The location of affordable housing should be integrated with open-market homes to create a mixed and inclusive community. The external appearance of the dwellings should be compatible with the open market homes on the development. In this way, visual and social integration may be achieved.

5. **Housing density**

   Density should reflect the mixed character of existing Poynton area. It should also contribute towards ensuring the development along the site periphery to the east and south minimises the impact on the openness of the Green Belt at this point as well as the purposes of including land within it. The density, height and massing should vary to help establish different character areas of the development. Lower densities will be particularly suitable on the countryside fringe of the site. This would create a softer edge...
to the open countryside and minimise the impact of the development on the adjacent North Cheshire Green Belt. The overall density of the housing development should not exceed around 30 dwellings per hectare to achieve an appropriate form of development reflecting local character.

6. **Vehicular access**

The site may be accessed directly from Chester Road which may require changes to be made to planned highway configurations. Improvements will be required to the road and new junction arrangements as well as the proposed means of access to A6 MARR and the Poynton Relief Road.

7. **Amenities of local residents**

The amenities of the existing properties on adjoining roads should be given particular attention in planning the development. It should not adversely affect the privacy or general amenity of existing adjoining occupiers.

8. **Access for local services**

The new development will lie at the western edge of the town and therefore some distance from local services apart from a local school. Any arrangements for health and other community and social services need to be addressed at the outline planning application stage.

9. **Footpaths/cycle ways**

Improvements are needed to facilitate non-car borne movement within the town for a variety of purposes. Opportunities to make improvements in the immediate vicinity of the site and the area around should be investigated as part of any planning application. A comprehensive scheme to connect this development and the existing Bird estate with the town centre is required. For example, to improve existing pedestrian access to/from Grebe Close to/from Chester Rd (currently designated pedestrian only), provide safe crossing at Chester Road, widen pedestrian/cycle bridge over the railway (or provide new bridge), identify managed cycle route from bridge to the centre and to the High School – e.g. via Clifford Rd and Queensway. Existing marked cycle ways are often obstructed by parking, and not physically separated from the traffic-heavy main carriageway on Chester Road.

10. **Public transport**

If a bus service is being provided, a bus pull-in/turn around facility may be needed. An increase (not a decrease or removal of service) in service frequency to/from the centre in order to minimise car journeys especially at peak school times into central Poynton. Of the three strategic housing sites proposed in Poynton this is the most distant from the town centre and high school. Developers will be expected to address the provision of public transport services to and from the site as part of any planning application.

11. **Woodland, trees and hedgerows**

The proposed entrance to the site would require removal of substantial areas of existing trees and hedgerow. Careful consideration to site layout will be required to minimise losses. A new planting scheme along the revised green belt boundary preferably along FP75 is required. It is suggested adding a wide green boundary along this route so as to preserve its rural character and avoid the footpath being directly against garden boundaries. The area bounding FP 75 on the south west side opposite the development is designated as having ‘medium habitat distinctiveness’ in the Cheshire Wildlife Trust (CWT) report prepared for the Poynton Neighbourhood Plan. Consultation with CWT as to how this distinctiveness might be extended or reinforced along FP75 / the boundary of the development should be undertaken.
No TPOs are currently designated on this site. The Borough Council’s Forestry Officer should make an assessment as to which trees would merit protection.

12. Infrastructure including access to health, education and other services

Any planning application should explain how infrastructure to serve the physical, green, social and community services are to be provided for future residents and their homes and open areas. For example, the local CCG needs to take a view on where residents will be directed for health needs such as to Poynton or Bramhall. Infrastructure planning should be aligned with housing delivery throughout the course of development. Another example is the infants and/or junior school capacity.

### POLICY HOU 9: LAND AT HAZELBADGE ROAD (LPS 48)

**General**

Development will be expected to comply with high standards of site planning and design in particular. Proposals will only be permitted if they are considered acceptable in terms of the following criteria:

1. **Vehicle Access**

The developer’s initial proposals indicate on street parking, double yellow lines and provision for an increase in the splay of the junction at Hazelbadge Road/Chester Road. Any works to the carriageway should take place at night and ensuring that the junction is kept free flowing at all times between 7am and 7pm to avoid increased congestion at this busy junction. There is an issue about parking along Hazelbadge Road, which is a mix of residential, station users and additional traffic at school drop off and pick up times. This is likely to ease as commuters grow accustomed with time to the pay and display regime at the station, while the developer should be obliged to create extra car parking for the station and provide a turning circle and car park to serve Lower Park School. The possibility of resident only parking permits should be considered.

2. **Footpaths and Cycle Ways**

There are two footpaths that start and run through and beyond the site (FP43 and FP46). These need to be protected and improved, and dual use pedestrian/cycle access from the proposed development to the station needs to be assessed and implemented. The present footpath from the Glastonbury Estate to Hazelbadge Road needs to be improved to become a dual use pedestrian/cycle path, also linking with the new pedestrian/cycle access from the development to the station. The tokenistic cycle path along Chester Road to the centre of Poynton needs to be made fit for purpose. It is understood that improved cycle parking at Poynton Station will be funded by the Woodford Garden Village developer. There is none at present, with cyclists padlocking their bikes to the railings on the station access road outside the booking office.

3. **Public Transport**

Various developer-funded studies undertaken to support the development talk up the local bus services. They do not make it clear however that there is no bus service on Sundays, nor do they state that the last hourly Monday to Saturday service returns to Poynton Station at 1851hrs (Timetable current as of 1st April 2018). The development is close to Poynton Station, which is a positive. However, trains are infrequent and the reliance on the car by commuters is still the preferred way to commute out of Poynton.
4. **Woodland/Hedgerows**

There is an existing landscape structure at the site, including areas of mature trees and ponds. These should be preserved in any development plans. Sufficient mitigation/screening needs to be introduced to attenuate noise from the West Coast line, which forms the southern boundary of the site. There is an absence of hedgerows within the site, and this should be addressed. Careful consideration to site layout will be required to minimise losses.

A new planting scheme along the revised green belt boundary is required. It is suggested adding a wide green boundary along this route so as to preserve its rural character. The development is designated as having ‘high habitat distinctiveness’ in the Cheshire Wildlife Trust (CWT) report prepared for the Poynton Neighbourhood Plan. Consultation with CWT as to how this distinctiveness might be extended or reinforced along the boundary of the development should be undertaken. The Borough Council’s Forestry Officer should make an assessment as to which trees would merit protection under a TPO where not already protected.

5. **Amenities of local residents**

The amenities of the existing properties on adjoining roads should be given particular attention in planning the development. It should not adversely affect the privacy or general amenity of existing adjoining occupiers.

6. **Housing density**

Density should reflect the mixed character of existing Poynton area. It should also contribute towards ensuring the development along the site periphery to the west and north minimises the impact on the openness of the Green Belt at this point as well as the purposes of including land within it. The density, height and massing should vary to help establish different character areas of the development. Lower densities will be particularly suitable on the countryside fringe of the site. This would create a softer edge to the open countryside and minimise the impact of the development on the adjacent North Cheshire Green Belt. The overall density of the housing development should not exceed around 30 dwellings per hectare to achieve an appropriate form of development reflecting local character.

7. **Affordable Housing**

The exact format and type of affordable units to be provided within the development will meet the 30% affordable requirement set out in the Cheshire East Local Plan, July 2017 and should amount to around 45 units in total. A variety of affordable tenures is encouraged (social rented, shared ownership, rent to buy and intermediate rent and specialist accommodation). The full number of affordable units shall be provided on site. The location of affordable housing should be integrated with open-market homes to create a mixed and inclusive community. The external appearance of the dwellings should be compatible with the open market homes on the development. In this way, visual and social integration may be achieved.

8. **Housing mix**

The development should create a balanced community with a mix of property types and tenures distributed across the site. The aim is to provide for both general market housing needs and meet the affordable housing needs of the Poynton area. The range of housing on the site should respond to the Poynton context in terms of character, layout and design. It is anticipated that given the size and location of the Hazelbadge Road site, a mixture of 2, 3, and 4 bedroom properties should be achievable.
9. **Infrastructure**

The new development will lie at the north western edge of the town. With the increase in housing in this area, any arrangements for health, additional school places, drainage and other services need to be addressed at the planning application stage.

10. **Other Issues**

Two small areas of the site fall within Flood Zone 2, and an assessment will need to be made to ascertain whether any mitigation will be required. According to a developer-funded study by Cass Associates, there is a Grade 2 listed building, Heybrook within the site, close to the western boundary on Lower Park Road. The study states that "the formulation of the master plan will seek to setting of this building will need to be enhanced and preserve the setting of Heybrook."

Overhead power lines are present across the site.

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**POLICY HOU10: LAND AT SPRINK FARM (LPS 49)**

**General**

Planning permission can only be granted where the development proposal and its supporting document satisfy site specific criteria. The development of Land at Sprink Farm will be achieved through meeting the Local Plan strategic criteria and the following Neighbourhood Plan criteria:

1. **Appropriate land uses.**

A residential development of around 150 dwellings (Use Class C3) is considered appropriate on the site. A housing scheme should comprise a mixture of dwelling types and sizes to facilitate the creation of a balanced and mixed community. Due to the scale of the proposed development in the Local Plan, a variety of ancillary uses may be acceptable and necessary in land use planning terms to create a sustainable mixed-use community. Any planning application should clearly set out the nature and location of such uses. Such land uses and community facilities as respect the character and location of the site and meet the needs of the future and existing local residents will be considered on their merits, having regard to relevant development plan policies.

2. **Amenity and children’s play space**

Open space areas will be required to be identified and protected which are intended for active and passive recreation. These may include structures associated with such uses, such as children’s play equipment or benches. Any equipped children’s play areas should be well related to the residential properties which they serve and be integrated into the proposed housing area.

3. **Housing mix**

The development should create a balanced community with a mix of property types and tenures distributed across the site. The aim is to provide for both general market housing needs and meet the affordable housing needs of the Poynton area. The range of housing on the site should respond to the Poynton context in terms of character, layout and design. It is anticipated that given the size and location of the Sprink Farm site, a mixture of 2, 3, 4 and 5+ bedroom properties should be achievable.
4. **Affordable Housing**

The exact format and type of affordable units to be provided within the development will meet the 30% affordable requirement set out in the Cheshire East Local Plan, July 2017 and should amount to around 45 units in total. A variety of affordable tenures is encouraged (social rented, shared ownership, rent to buy and intermediate rent and specialist accommodation). The full number of affordable units shall be provided on site. The location of affordable housing should be integrated with open-market homes to create a mixed and inclusive community. The external appearance of the dwellings should be compatible with the open market homes on the development. In this way, visual and social integration may be achieved.

5. **Housing density**

Density should reflect the mixed character of existing Poynton area. It should also contribute towards ensuring the development along the site periphery to the east and south minimises the impact on the openness of the Green Belt at this point as well as the purposes of including land within it. The density, height and massing should vary to help establish different character areas of the development. Higher densities should be located close to the frontage of the site along Dickens Lane. Lower densities will be particularly suitable on the countryside fringe of the site. This would create a softer edge to the open countryside and minimise the impact of the development on the adjacent North Cheshire Green Belt. The overall density of the housing development should not exceed around 30 dwellings per hectare to achieve an appropriate form of development reflecting local character.

6. **Vehicular access**

The site can be accessed directly from Dickens Lane. Improvements will be required to the road and new junction arrangements as well as the proposed means of access to the Poynton Relief Road. The adjacent road junction at Waterloo Road / Dickens Lane and the right angle as Dickens Lane turns into Moggie Lane is a danger spot for pedestrians due to inadequate footpaths. It should also be noted that traffic uses the Moggie Lane/Waterloo Rd route as a convenient bypass/cut through to and from areas to the east of the application site. Improvements are required in the interests of safety if the site is to be developed for 150 homes.

7. **Amenities of local residents**

The amenities of the existing properties fronting Dickens Lane and adjoining roads should be given particular attention in planning the development. It should not adversely affect the privacy or general amenity of existing adjoining occupiers.

8. **Access for local services**

The new development will lie at the south-eastern edge of the town and therefore some distance from local services apart from schools and leisure centre. Any arrangements for health and other services need to be addressed at the planning application stage.

9. **Footpaths/cycle ways**

Improvements are needed to facilitate non-car borne movement within the town for a variety of purposes. Opportunities to make improvements in the immediate vicinity of the site and the area around should be investigated as part of any planning application.
10. Public transport

The Sprink Farm area is served by a limited bus service. For the purposes of the site being classed as accessible, developer contributions should be sought for an increase in this bus service.

11. Resident Parking

There is currently a lay-by opposite the existing cottages which is adjacent to the proposed site. There must be no loss of existing car parking facilities, whether official spaces or unofficial. Any development must take this into account when preparing their site plan.

NEIGHBOURHOOD PLAN SITES

**POLICY HOU 11: PROPOSED HOUSING SITE ALLOCATIONS**

In order to meet the level of new development which may be required over the Plan period 2010 to 2030, this Plan proposes a range of sites and includes an allowance for completed houses, housing commitments, and potential completions on smaller sites (windfall developments).

With regards to Windfall. During the plan period 1st April 2010 to 31st April 2018 there have been (excluding development at Higher Poynton) a total of:

- Completions/Commitments: 166 No
- Demolitions: 64 No.
- Net Contribution: 102 No

Therefore from this it can be extrapolated that Poynton on average, has a net contribution of 13 Units per annum.

**Table 1** shows the total quantum of potential housing development required to meet the Cheshire East Local Plan, July 2017 requirement of around 650 homes through site allocations and estimates.

**Table 2** shows the Neighbourhood Plan site allocations and estimates of windfall and other completions to deliver at least 300 new homes on existing brownfield sites, where, subject to meeting the other requirements of the Plan, as well as other relevant national and local planning requirements, planning permission will be granted for the approximate number of homes shown.

**Table 1 Housing policies HOU1B and HOU 2**

**Amount of Development to meet Housing need**

Cheshire East Local Plan, July 2017 Strategic housing requirement for Poynton 650-693

Total Local Plan Strategic sites allocations: 3 sites at 150 each 450

(Hazelbadge Road, Sprink Farm off Dickens Lane and Chester Road)

Local housing need for Neighbourhood Plan area 200

**Note:** All Local Plan Strategic sites and Neighbourhood Plan sites are all shown on Plan 6.
Table 2  Housing supply: Neighbourhood Plan proposals

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<thead>
<tr>
<th>Policy</th>
<th>Description</th>
<th>Units</th>
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<td>HOU 2A</td>
<td>Vernon Infants school</td>
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<td>HOU 2C</td>
<td>Poynton Sports Club</td>
<td>80</td>
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<td>Windfall</td>
<td>Allowance estimated at 13 pa over 12 years (2018 -2030)</td>
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<td></td>
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</tbody>
</table>

Notes: Poynton meets its needs without relying on any housing supply from Adlington. Poynton figure does not include an allowance for Higher Poynton. Some sites may not come forward; therefore some allowance is needed to ensure the Local Plan requirement is met. Local Plan Strategic need is met by three Local Plan allocations on Strategic sites.

In addition by allocating safeguarded land between the built-up areas of town and Green Belt/settlement boundary

<table>
<thead>
<tr>
<th>Land</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Glastonbury</td>
<td>35</td>
</tr>
</tbody>
</table>

Therefore potential Neighbourhood Plan Housing Supply: 398 – 423 Units

**POLICY HOU 12: LAND AT FORMER VERNON INFANTS SCHOOL**

Land at the former Vernon Infants School is allocated for around 25 homes within the Plan period subject to the following site criteria:

1. The site is currently in Cheshire East Council ownership. If the site is not released for housing use by the middle period of this Plan (from 2021), the site should be considered for a wider range of community-related uses to serve the growing and future needs of the town.

2. Any housing scheme for redevelopment shall include proposals for the whole former school site to front on to Georges Road East, opposite the existing houses, and include replacement playing fields. A scheme should be sympathetic to the character of the local environment, street scene, adjoining buildings and the site itself.

3. The site provides an opportunity for local housing needs arising from the Poynton community to be met in a sustainable location.

4. Any housing scheme should make a positive contribution to the local surroundings and comply with the Design policies of the Cheshire East Local Plan, July 2017 policy SE1.

5. At least 30% of all homes should be affordable and comprise a mix of house types in accordance with policies SC4 and SC5 of the adopted Cheshire East Local Plan, July 2017.

6. The site is particularly suitable for meeting the needs of smaller and starter families, older people and disabled persons due to its central location adjacent to local facilities.
7. Higher density can be achieved on this site through the building of cottages and apartments subject to
detailed design. Homes should predominantly comprise two storey building where these adjoin the
development in order to reflect the current street scene. No part of any building should exceed three
levels of accommodation including the use of roof/loft space.

8. Consideration should be given to an area of communal open space on part of the site rather than
gardens for smaller properties.

9. A new alternative access road from Georges Road West should be considered to serve part or all of the
development. This would help to spread the traffic generated from the development through the town
more evenly than sole use of Bulkeley/Clumber Road, which will continue to provide school access. It
would also provide an alternative route/diversion to Park Lane.

10. A replacement playing field for community use and local sports clubs should be provided along the
boundary to Bulkeley Road and may include changing facilities.

POLICY HOU 13: POYNTON SPORTS CLUB

For this site, prospective developers estimate the site can accommodate 96 houses.

The site is considered suitable for the development of a range of housing types. Due to its position in the centre
of Poynton, the site lends itself to a proportion of smaller and affordable housing, and potential developers
acknowledge this in their proposals. This site if developed would satisfy half of the housing requirement in
addition to the strategic sites.

The following site criteria are applicable:

1. Housing Mix: proposals should include proportion of smaller units including some apartments which
the Neighbourhood Plan has identified as a need for Poynton, to meet demand for starter homes and
for downsizing.

2. Vehicle Access and Traffic Considerations: there is some potential to move the main access further
north along London Rd. opposite a late 19th century brick terrace. The junction of London Rd and Park
Avenue would be within the Shared Space scheme. Consideration should be given to the extension
northwards of the Shared Space scheme. There is concern that the additional traffic generated by the
development will add to congestion in central Poynton. As with other proposals, the Neighbourhood
Plan recommends small scale development should start prior to the completion of the Poynton Relief
Rd.

3. Green Space and woodland: The site has a valuable heritage as a Sports Club and has enabled the
preservation of green space in central Poynton. It is valued highly for both reasons by residents.
Development of the site must acknowledge this and put in place replacement facilities that continue
these community benefits. The site is bounded along London Rd and Woodside Lane by Tree
Preservation Order registered woodland. Park Avenue has a continuous substantial hedge line on the
Sports Club boundary. Existing hedge lines and woodland should be preserved. In addition, there is an
opportunity to create some further public green space adjacent to the Civic Centre which the site joins
at its eastern boundary.
4. Public Footpaths and Cycleways: The following opportunities present themselves;

- A dedicated cycle lane along this busy stretch of London Rd North.
- Public footpaths and cycleways linking through to the Civic Centre.
- Safe footpath and cycle routes linking the Civic Centre around the development towards Poynton Pool and a safe crossing towards Vicarage Lane and Glastonbury Drive.

POLICY HOU 14A: SAFEGUARDED LAND AT GLASTONBURY DRIVE

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

1. Safeguarded land is not allocated for development at the present time.

2. Safeguarded land is outside of the town area and therefore Local Plan 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 Green Belt will not be permitted.

5. Development of the site for housing or other inappropriate uses of the Green Belt will not be permitted until it can be shown through a planning application submission that additional housing development is required in the Poynton settlement arising from one of the following circumstances:

   i. a review of the Poynton Neighbourhood Plan and/or Cheshire East Local Plan, July 2017 has taken place and identified the need to meet further local housing needs or

   ii. the need for further land release for housing in the Poynton settlement area has been assessed and identified by the local planning authority and confirmed following an assessment of the need for development at that time

In either case, a planning submission should identify whether this site continues to provide the most appropriate location for further housing development to take place in Poynton.

6. The area of safeguarded land for the Poynton Neighbourhood Plan is the land at Glastonbury Drive shown on Map 6, App. B3
POLICY HOU 14B: LAND AT GLASTONBURY DRIVE

The site is considered suitable for housing development in the longer term once the current range of brownfield and town sites have been developed in accordance with both the Local Plan and Neighbourhood Plan. It is considered preferable to other larger and smaller sites on the outer edge of the settlement which would also require the loss of Green Belt. The site is considered to be sequentially preferable to other Green Belt sites due to its existing available access, its location in relation to the emerging new road network, its compact size and scale which limit the potential scale of potential development and its sustainable location with easy and convenient access to the centre and railway station by means other than private transport.

In due course the site would be suitable for the development of a range of housing types, in keeping with the existing development at Glastonbury. In many ways this would ‘complete’ the estate - the site is vacant, and in the Cheshire East commissioned Green Belt Assessment it is assessed as making only a limited contribution to the Green Belt. It has been left to nature for a good number of years, is wooded and overgrown with thick vegetation. Prospective developers propose around 35 houses for the site.

The following site criteria are applicable:

1. Housing Mix: The prospective developer’s plans are not known, but the mix should be in keeping with the character of the adjacent existing development, and include the required quota of affordable housing.

2. Vehicle Access and Traffic Considerations: The development would be accessed from Glastonbury Drive, which serves the rest of the estate. Exiting from Glastonbury Drive on to London Road North especially turning right towards the village, is viewed as dangerous. While the A6MARR is likely to reduce traffic loading, Community Infrastructure Levy funding could be used to realign the road at that junction. There is ample space, and such a measure could ease access on to the estate, facilitate safer cycling provision, and act to calm traffic from both directions on London Road North.

3. Green Space and Woodland: A play area is being developed on the existing estate which would be accessible by foot or bike from any further development off Glastonbury Drive. The woodland currently on site is not protected but adequate screening would be required along the London Road North boundary of the site, and to screen the back of existing housing on Vicarage Lane.

4. Public Footpaths and Cycleways: There is no compelling need for cycle paths on the mainly quiet roads of the estate, but the access to Hazelbadge Road and hence the station via Easby Close and Kirkstall Close should be surfaced and improved generally, with effective lighting. There should also be a cycle path on London Road North, from the estate to the village, and improved access into Poynton Pool.
A Neighbourhood Plan for Poynton-with-Worth

HOUSING MIX, DENSITY AND ENVIRONMENT

Any new housing development should provide a mix of dwellings, in accordance with policy HOU 16 to meet locally generated needs, particularly those arising from persons who live locally or have a strong connection to Poynton. Dwelling size, type, affordability, tenure, density, appearance, garden space and size are factors which should all be addressed in development proposals.

POLICY HOU 15: HOUSING MIX

New housing should be designed to take account of this housing mix and for each new dwelling to contribute in some manner to improving the quality of local life. This will be assessed against the following criteria:-

a) New developments of 5 or more houses/apartments should deliver a mix of housing types and tenures which meet the needs of current and future residents of Poynton, including young families and elderly people.

b) The provision of smaller units to meet local needs should be given priority subject to compliance with other housing policies;

c) To meet the needs of the residents, in developments of 10 or more houses/apartments, the following allocations should be satisfied:

   I. 60% of dwellings should have 3 bedrooms or fewer
   II. 30% of dwellings should have 4 bedrooms or fewer
   III. No more than 10% of dwellings to have more than 4 bedrooms

d) Where houses are less than 4 bedroomed, developers should allow for attached garages capable of having a 4th bedroom created in the future to ensure people can extend rather than move.

e) New developments should protect and enhance the character and amenities of housing areas.

POLICY HOU 16: DENSITY OF DEVELOPMENT

Development within the town boundary shall be at a density of no greater than 30 dwellings per hectare.

On developments of greater than 50 dwellings or where there was a previously open space, then provision should be made for open space for recreation or play.

Where that previous open space was adjoining a main road, provision should be made for retaining the open space 20 meters back from the highway.
POLICY HOU 17: ENVIRONMENTAL CONSIDERATIONS

In order to retain and enhance the high quality built and natural environment in Poynton, all housing development should aim to:

a) Give priority to preserving and enhancing heritage assets including listed buildings and the designated Macclesfield Canal Conservation Area;

b) Protect, and where possible enhance, landscape and biodiversity by incorporating landscape consistent with the local character of the area;

c) Protect the areas of recreational areas and open space designated in the Macclesfield Borough Local Plan (Saved policy RT1) which lie within the built-up area of the Plan;

d) Not increase the likelihood of surface water flooding within the village or exacerbate foul drainage capacity problems.

POLICY HOU 18: DENSITY AND SITE COVERAGE

Proposals for new dwellings (including single houses) should reflect the height, form, extent and pattern of surrounding development and character of the local area including site coverage by hard surfaced areas. New dwellings should be designed having regard to matters of location, plot size, topography, shape of the site and potential for future extensions to meet changing needs. Existing site features should be identified on planning submissions and retained to maintain the character of the area. These features include existing site features such as mature trees, shrubs, hedgerows and soft amenity areas.

POLICY HOU 19: AFFORDABLE HOUSING

As an affluent area when compared to national averages, there is a clear evidenced need for affordable housing in Poynton. As such, affordable housing shall be provided to meet Poynton’s housing needs as follows;

a) Where the site size threshold of any new housing site is above 15 dwellings, 30% affordable housing shall be provided on site;

b) Affordable housing should be well integrated with market and existing housing and should be visually indistinguishable;

c) Affordable housing provision should comply with Policy HOU 3 and should deliver a mix of housing types and tenures which meet the needs of current and future residents of Poynton, including young families and the elderly;

d) Affordable housing will be subject to Section 106 legal agreements or planning conditions so that it should remain an affordable dwelling in perpetuity.

e) When houses are let for rent, registered providers must adopt a local lettings policy in order to give priority to residents with an existing connection to Poynton. The local connection to Poynton is defined as:

I. A person who has been a resident in the Poynton settlement for a continuous period of 3 years at the time of application.

II. Has close family (defined as Father, Mother, Sister, Brother, adult children or Grandparent) who have been resident in Poynton for a continuous period of 5 years and continue to be so resident at the time of the application.
All affordable housing shall be offered to those satisfying this connection for a minimum period of 6 months on completion and a minimum period of 3 months on subsequent re-letting or sale. After this period, the dwelling shall be offered to people from the adjoining areas within Cheshire East.

**POLICY HOU 20: SELF-BUILD HOUSES**

Applications for self-build or custom-built schemes within Poynton will be supported where:

a) The location and proposed nature of the scheme are both sympathetic to the character of the surrounding area and would have minimal visual and environmental impact;

b) The site would represent infill development (defined as a small gap of one or two dwellings only within an otherwise substantially built-up frontage);

c) The site would be within the confines of a farm which is no longer in use for agricultural purposes and in association with the re-use of existing buildings, on land which:
   
   I. Is hard-surfaced, or
   
   II. Is occupied by agricultural buildings which are not capable of re-use without extensive re-building, or

   III. Has previously been occupied by agricultural buildings

d) Dwellings are being built by those acting on behalf of individuals or a community group of individuals. No single individual or group will be granted planning permission for more than one dwelling in any one scheme;

e) Proposals conform to the quality and design standards set out in this plan and wider planning guidance;

f) The applicant(s) undertake to occupy the dwelling upon completion;

g) Any planning application for the erection of self-build dwellings as an exception to other policies in this plan shall be accompanied by evidence of the local housing connection(s) of the applicant(s) with Poynton. Planning permission for self-build on exception sites will be granted only where such a connection has been demonstrated;

h) Planning permission will be granted provided that an obligation is concluded under Section 106 of the Town and Country Planning Act 1990 (PNP/A02) in which the applicant(s) undertake(s) to commence construction of the dwelling within two years of the grant of full planning permission being given or the final approval of reserved matters submitted in accordance with an outline permission.

**POLICY HOU 21: DESIGN**

Any new housing development should achieve a high standard of design and new development should be compatible with the existing character of Poynton. The layout and design of new housing should satisfy the following local design principles by:

a) Respecting the form, layout, materials, siting, height, scale and design of the adjoining and surrounding buildings, the setting, and countryside;

b) Being sympathetic to the character of the local environment, the rural street scene, the linear and street frontage, and layout of development;

c) Enhancing the local character and environment at an appropriate scale;

d) Retaining and enhancing existing landscape features;

e) Prioritising inclusive design and being designed to Building Regulations 2015 Part M4 (2) as a minimum standard (PNP/A05)
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f) Incorporating off-road parking for a minimum of two family-sized cars in homes with three bedrooms or more. If one of these spaces is to be in a garage, then the garage needs to be capable of housing a family sized car (e.g.; Ford Mondeo) with access and egress from within the garage from both sides of the car;

g) Enhancing the physical and mental wellbeing of residents by providing gardens or access to a communal garden;

h) Achieving high environmental and energy standards, incorporating energy efficiency measures as standard, and renewable energy solutions where appropriate;

i) Providing at least one charging point per dwelling for electric vehicles.

POLICY HOU 22: REPLACEMENT OF EXISTING DWELLINGS

Proposals to rebuild or replace an existing dwelling will be permitted providing the following criteria can be satisfied:

a) The new dwelling is to be sited within the existing curtilage and its design will create a visual enhancement of the site;

b) The new dwelling, by virtue of its siting, design, external appearance and any access arrangements will respect the traditional character of the area and openness of the surrounding countryside;

c) Existing landscape features are retained and appropriate additional landscaping will be carried out which reflects the character and appearance of the local area and surrounding countryside;

d) Any additional freestanding buildings will not have an adverse impact upon the character and appearance of the local area and surrounding countryside;

e) The new dwellings will respect the privacy distances and other existing amenities of any adjacent dwellings.

f) The new dwelling complies with wider national and local planning policies including Green Belt designation.

POLICY HOU 23: EXTENSIONS TO EXISTING DWELLINGS

Outside the North Cheshire Green Belt planning permission for extensions to existing dwellings in Poynton will be granted provided that the proposed extension is:

a) Well designed and has appropriate regard to the scale, style, appearance and materials of the existing dwelling.

b) Proportionate to the original dwelling and would not result in significant detrimental effect upon either the character or identity of the original dwelling.

c) Necessary to provide a satisfactory range and standard of facilities within a very small existing dwelling and the resultant larger dwelling would remain in character with the adjoining properties and the wider area.

d) The new extension complies with wider national and local planning policies including Green Belt designation.
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**POLICY HOU 24: SIDE EXTENSIONS TO EXISTING DWELLINGS**

Outside the North Cheshire Green Belt the construction of any side extension to any house should normally retain a gap of at least one metre to the site boundary in order to prevent the creation of a terraced street effect and to retain external side access routes between houses.

**POLICY HOU 25: BACK LAND AND TANDEM DEVELOPMENT**

Proposals for tandem or back land development within an existing residential curtilage should satisfy the following criteria;

a) A satisfactory and separate means of access to the new dwelling can be obtained to an existing public highway.

b) The amenities of residents of existing and proposed dwelling would be safeguarded as a consequence of the proposed development.

c) The proposed dwelling would not result in the creation of an over intensive development to the area and detract from the openness of the Green Belt at this point.

d) The plot size of the proposed dwelling should be appropriate to the size of the dwelling and the character of the immediate local area.

**POLICY HOU 26: SUBDIVISION OF HOUSING**

An application for the extension of an existing dwelling to provide an additional habitable unit or the erection of a new dwelling or dwellings on the site of a former dwelling will be treated in the same manner as would an application for a new dwelling.

Planning applications for the sub-division of existing dwellings into self-contained residential units will also be treated in this manner. Any grant of planning permission should seek to retain the character, identity and appearance of the original dwelling so the additional unit does not require substantial extensions. Personal circumstances (including disability and family) should be taken into account when considering any grant of permission.

**MOBILE HOMES**

**POLICY HOU 27: RESIDENTIAL CARAVANS AND MOBILE HOMES**

Proposals for residential caravans and mobile homes should satisfy the same policies in this neighbourhood plan, the Cheshire East Local Plan, July 2017 and NPPF (2012), as would applications for new housing development.

**POLICY HOU 28: SUPPORT FOR HOUSING POLICIES IN THE MACCLESFIELD BOROUGH LOCAL PLAN**

The following Saved policies in Chapter 6 Housing and Community Uses of the Macclesfield Borough Local Plan relating to Housing within the Poynton area are retained for the purposes of making decisions on planning applications:

- H6 Town Centre Housing
- H9 Occupation of affordable housing
- H11 Existing housing stock
H12 Low density housing area for the Poynton Park area including part of Towers Road and indicated by the areas of vertical stripes on the map below, extracted from the Cheshire East Local Plan Strategy 2010-2030 interactive map.
Poynton lies directly on the main route to and from Macclesfield to Manchester, and is impacted by some 27,000 vehicle movements a day through its centre. Most of this is generated by the north/south route, plus east/west/east traffic heading to and from the A555 bypass at Bramhall that links with the A34. Plans for a Poynton Relief Road had been successively shelved since the late 1940s. Such high traffic volumes also mean that any accidents, incidents and road works within a wide radius of Poynton quickly exacerbate the congestion. Traffic transiting Poynton includes a high proportion of large HGVs.

There is currently free parking at Poynton’s Civic Centre that serves Waitrose, the Civic Hall, Priorsleigh Medical Centre, Parklands Care Home, the Methodist Church and the Park Lane retail area. As such the car park is often full. Cheshire East assigned the management of the bulk of the car parking space to Waitrose, with a possibility of a charging regime being introduced to control its use. There is potential for additional car parking to the rear of retail premises, particularly on Park Lane, but previous efforts by the Town Council to incentivise this have failed.

Poynton is poorly served by public transport, although the replacement in April 2018 of the P1 bus service with two new services that now extend to Stepping Hill Hospital and Stockport Bus Station in the north, and Macclesfield Bus Station in the south, is to be welcomed. These do not however extend beyond 7pm on weekday evenings, and 6pm on Saturdays, with no Sunday service. The 192 late night bus that serves Manchester starts and finishes at Hazel Grove, some two miles distant from Poynton.

Many of Poynton’s rail travellers drive to Hazel Grove station to commute to Manchester, given that it offers free and extensive parking, cheaper fares and a more frequent service. Poynton Station is also some distance from the village centre, with limited, pay and display parking. The last service from Manchester Piccadilly to Poynton leaves Manchester well before midnight. Middlewood Station, on the Buxton/Manchester line, could be used by more residents in Higher Poynton, but it offers only a limited service and there is very limited parking. Access to it is via the Middlewood Way rural path, which is ill-lit and has a poor surface, particularly during the winter months.

Poynton’s innovative Shared Space programme has to a large extent improved pedestrian access to Poynton’s main shopping area. Further traffic calming is required, some of which can be achieved by extending the Shared Space zone to incorporate Poynton’s secondary retail areas and prominent buildings, such as Queensway, School Lane, the Centre and St Pauls Church/Vernon Primary School. (See also Policy TCB 1). Consideration should also be given to extending Shared Space northwards to incorporate the existing or amended entrance to the Poynton Sports Club site, should that be redeveloped for housing.

A very limited length of cycle lane exists on just one of the four main approaches to Poynton’s centre, but this is tokenistic, and can also be blocked by on road parking. A more extensive network needs to be created, particularly around any new housing developments.

A two phase Movement Study was commissioned by Poynton Town Council from a professional transport consultancy. The first phase was published in January 2018 and has identified measures to improve the pedestrian and cycling environment in and around Poynton. It is intended that the second phase will consider the impact of traffic loading in and around Poynton resulting both from additional housing and from the two planned major road programmes.

The study will provide timely evidence and further inform this section of the Plan.
POLICIES FOR TRANSPORT AND CONNECTIVITY

POLICY TAC 1: WALKING

Conditions for people walking within and around Poynton will be improved, as will walking links to adjacent areas. The existing footpath network will be improved as opportunities arise. Any footpaths that are affected by road infrastructure or housing developments will be replaced by viable alternatives or diversions, so that there is no net loss of footpaths. Safe and secure well-lit routes between housing and employment areas, the town centre and local facilities including the main railway station will be improved or created. Walking routes to the adjacent areas of countryside will also be improved, with better signage. The three strategic development sites will be required to have master plans that take account of accessibility, including safe walking routes.

POLICY TAC 2: CYCLING

The existing, very limited, cycle network will be improved. Safe and secure cycle routes between housing and employment areas, the town centre and local facilities, including the main railway station, will be created. Cycle routes to adjacent areas of countryside will also be improved. The three strategic development sites will be required to have master plans that take account of accessibility, including safe cycling routes.

POLICY TAC 3: CYCLE PARKING

Sufficient, safe and secure cycle parking shall be provided within the town centre and the other two main retail areas. All development proposals (other than extensions to existing dwellings) within the town will include some provision for cycle parking within the application site. Cycle storage at Poynton’s two railway stations will need to be provided.

POLICY TAC 4: DISABLED FACILITIES

Main routes into the centre of Poynton from existing and proposed developments will be identified, and dropped curbs installed, to facilitate accessibility for mobile scooter and wheelchair users, as well as for child buggies.

POLICY TAC 5: QUIET LANES

“Quiet Lane” designations for appropriate rural roads within the Poynton area, particularly those in Higher Poynton, will be supported.

POLICY TAC 6: BUS SERVICES

More regular and reliable bus services for Poynton with a greater range of local destinations will be supported. In particular a timetable extension for bus services for evening and Sunday provision, a route extension to Stepping Hill Hospital, and a route extension from Hazel Grove to Fountain Place for the 192 Night Bus.
POLICY TAC 7: TRAIN SERVICES

The frequency of train services at Poynton Rail Station will need to be improved, and car parking expanded, to prevent the significant number of rail users for Stockport and Manchester driving to Hazel Grove Station to take advantage of cheaper fares, a more frequent service, and extensive free car parking. This objective will only be fully achieved if parity of fares with Greater Manchester is achieved. Rail services to Middlewood Station will be improved, to better serve Higher Poynton residents. This would also benefit future residents of the development planned off High Lane. It is recognised however that parking provision is currently constrained at Middlewood.

POLICY TAC 8: TRAFFIC VOLUMES

Traffic volumes in Poynton will increase due to the growing impact of the Woodford Garden Village development and as a result of the assumed two year time gap between the completion of the A6MARR and the Poynton Relief Road (PRR) with an estimated date of 2021 for the opening of the PRR. To mitigate this, development of the three strategic sites identified in the Local Plan should be put on hold until the latter road is completed and open.

POLICY TAC 9: TRAFFIC CALMING AND ROAD SAFETY

An extension of the Shared Space scheme to Queensway, to Poynton Green/School Lane and to St Pauls Church/Vernon Primary School will be supported (link also to Town Centre and Business policies). Improved pedestrian crossing facilities outside the Shared Space zone, particularly those on routes to schools, will be improved.

POLICY TAC10: SAFETY AND MOVEMENT

The A6MARR opened to traffic in October 2018 creating opportunities for some relief of traffic through Poynton. However increasing congestion at the Poynton/Hazel Grove border. Traffic flows will not be settled in the Poynton area until the Poynton Relief road is also open to traffic which could be a further 3 years. Following the completion of these two major local highways schemes (A6MARR and Poynton Relief Road), a programme of schemes to balance safety and movement within Poynton will be approved and supported. The programme is designed to improve safety for all users of roads, footways, footpaths and cycleways and to encourage increased levels of walking and cycling within the town. The programme will include the potential removal of through HGV traffic from Poynton on the grounds of improving air quality as well as safety and the protection of the existing road network dn infrastructure for local users. The conclusions from the Poynton Movement Study undertaken during 2017 will be included as an Annex to this Plan and will include a list of suggested schemes arising from the Study including speed reduction where appropriate. Funding will be sought for schemes from a variety of sources. All development proposals should seek to achieve an appropriate balance between safety and movement.

POLICY TAC 11: CAR PARKING

The existing car parks in Poynton’s retail areas should remain free of charge in order to encourage residents and visitors to shop locally (also see Town Centre and Business policies). Town centre car parking supply and demand should be monitored given the growth of the town and adjoining areas within the plan period. A site
for a multi-storey car park may need to be identified as required in this period and should be sited within or adjoining the defined town centre.

**POLICY TAC 12: SUPPORT FOR TRANSPORT POLICIES IN THE MACCLESFIELD BOROUGH LOCAL PLAN**

The following Saved policies in Chapter 8 of the Macclesfield Borough Local Plan relating to Transport within the Poynton area are retained for the purposes of making decisions on planning applications:

- T7 Safeguarded routes
- T11 Improvements to Strategic Highway network
- T13 Public car parks
- T15 Lorry parking

Transport concerns continue to be a major concern for the Poynton community and the retention of these policies is important as they all have relevance to the current transport situation within the town. The integration of transport modes within and around Poynton is likely to be more achievable within the lifetime of this Plan than in recent decades.
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NEIGHBOURHOOD PLAN POLICIES: TOWN CENTRE AND BUSINESS

CONTEXT:

Poynton is designated as one of the Key Service Centres (KSC) within Cheshire East in the emerging Local Plan Strategy. The Strategy states “These towns lie at the heart of the Borough, and their vitality and growth is essential for the prosperity of the Borough as a whole. Such towns serve as Key Service Centres for a wider locality and usually have a good range of facilities including shops, schools and cultural and leisure facilities.” (PNP/B01)

The Local Plan strategy continues “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.” (PNP/B01)

The centre of Poynton provides many essential services, retail and food outlets. It also provides an attractive location for many small services and businesses. The growth of Poynton has led to pressure on the centre from traffic and car parking, together with restricted opportunity to expand services centrally. The character of the main central area is critical to the character of Poynton as a whole: its streetscape, its mix of retailing and business, and its connections with the surrounding residential areas.

The efficient functioning of the central area is vital. The growth not only of Poynton, but also of Woodford and of High Lane, will increase traffic flows around the centre and place increasing demands on all services. Future policy should be directed towards both meeting this demand as a KSC, at the same time maintaining Poynton’s essential character.

The Poynton economy comprises retail and services clustered in the centre of the town, farming, and tourism (based around the canal). There are no industrial estates within the Poynton Parish boundary, although the Adlington Business Park and The Poynton Industrial Estate (both within Adlington Parish) are next door to the town. The room for non-retail and non food business expansion is therefore extremely limited. Support should be targeted at micro/small service businesses requiring modest premises, and at home workers and freelancers.

Poynton Town Council already supports its business community through the Poynton-in Business organisation which the Council helped create. The Jelly Café offers support to freelancers, home workers and small business owners using the facilities of the Civic Hall. There is a potential need for additional small business premises as existing service businesses seek to expand, and for additional support for home workers and other business people.

TOWN CENTRE AND BUSINESS POLICIES

DEFINITION OF THE TOWN CENTRE AREA

The current district centre boundary is defined in the Macclesfield Borough Local Plan2004 (PNP/B02). The same boundary is also shown in the draft Poynton Town Strategy 2012 (PNP/B07), part of the work supporting the preparation of the Cheshire East Local Plan, July 2017.

Also, the shopping area in School Lane at its junction with Park Lane is defined as a local shopping centre in the Macclesfield Borough Local Plan (Policy S4 item 24 refers). Poynton was designated a town in 2009.

The current boundary derived from Poynton of the 1990’s and is now outdated. A new boundary is considered appropriate in recognition of the changed status of Poynton as a town and also in recognition of its designation as a Key Service Centre within Cheshire East Borough as confirmed in the Local Plan strategy.

Furthermore, saved policies for the management and development of Poynton town centre are set out in the Macclesfield Borough Local Plan (PNP/B02) and retained for the time being in the Cheshire East Local Plan, July 2017. However, the Cheshire East emerging Site Allocations Development Plan Document (published in September 2018)
would delete the Poynton centre specific policies. The bulk of these policies are still considered relevant and applicable to Poynton in the 2020’s and this Plan seeks to retain these policies.

POLICY TCB 1: DEFINITION OF THE TOWN CENTRE AREA AND NEED FOR A MASTER PLAN

The current Poynton District Centre boundary is defined in the Macclesfield Borough Local Plan 2004 (PNP/B02). The same boundary is also shown in the draft Poynton Town Strategy 2012 (PNP/B08) reproduced below, part of the work supporting the preparation of the Cheshire East Local Plan, July 2017. Poynton was designated a town in 2009.

Figure: Poynton Town Centre Boundary as currently defined below

Also, the shopping area in School Lane at its junction with Park Lane is defined as a local shopping centre in the Macclesfield Borough Local Plan (Policy S4 site 24 refers).

Policies for the management and development of Poynton town centre are set out in the currently Saved policies of the Macclesfield Borough Local Plan (PNP/B02). These policies (PDC 1 to PDC8) are retained in the Cheshire East Local Plan, July 2017 Strategy. The emerging Cheshire East Site Allocations Development Plan Document (SAPDP (PNP/ B30); ref: PNP/) would however replace Poynton centre specific policies with generic retail policies numbered RET 1 to RET 9 as applicable to Key Service Centres. Local Plan Strategy. Policy EG 5 'Promoting a town centre first approach to retail and commerce' is also applicable at a strategic level.
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A revised boundary for Poynton town centre is proposed in this Plan as shown below. This boundary incorporates the local shopping centre at Park Lane/School Lane and also allows for the following changes over the plan period:

- Requirements for public service buildings
- Car parking (see TCB 5)
- Extension of the Shared Space scheme
- Further improvements in linking the main shopping streets with School Lane and Queensway

This Plan also proposes that the town centre area be the subject of a new Master Plan that takes into account the changes in capacity and functions of Poynton Town Centre over the period to 2030 (the Local Plan period)

**POLICY TCB 2: DESIGN GUIDANCE AND CHARACTER STATEMENT**

A Design Guidance and Character Statement for Poynton town centre will be researched and published in partnership between the Town Council and Cheshire East Council. This will define the key architectural styles for the principal shopping streets and surrounding area and set out detailed design guidelines for future development. Development proposals for extensions to existing properties, new development and changes of use will be compatible with the Statement.

Policy SE 1 of the Local Plan Strategy concerns design and is itself aligned with section 14 of NPPF (2012) concerning design also. Poynton is a historic town whose full history has yet to be fully told including a four century history of mining. In accord with the NPPF (2012), the statement should aim to state appropriate objectives for the future of the town centre and set out an understanding and evaluation of its defining characteristics (para 58 NPPF (2012)).
**POLICY TCB 3: PROPERTY USES IN THE TOWN CENTRE**

The mixed use of property within the town centre will be retained, and the objective of planning policy will be to maintain a balance of uses so as to maintain and enhance the vitality and attractiveness of the main shopping area.

There is a turnover of use of buildings within the town centre including some key sites. Change of use of such sites to residential (particularly given the convenient location to accommodation for the elderly) should be considered, alongside retail or other commercial uses.

The redevelopment of the section of London Road South from Fountain Place to Queensway for appropriate town centre uses would be supported provided the development reflects the scale and character of the area and accords with the Design and Character Statement.

**POLICY TCB 4: LAND FOR COMMUNITY PURPOSES**

Land should be identified either centrally within the town or with good access to central Poynton and will be allocated for the future provision of a range of community, leisure, health and similar services.

The future use of publicly owned land (e.g. the Civic Centre Car Park and the former Vernon Infants School buildings) will be monitored and reviewed in the context of Poynton’s role as a Key Service Centre for the Borough. (see also TCB 5).

Policy EG 5 of the adopted Cheshire East Local Plan, July 2017 promotes town centres as the primary location for main town centre uses including retail, leisure, cultural and office development. This in turn aligns well with guidance in the NPPF (2012) especially section 2 concerning the vitality of town centres.

**POLICY TCB 5: CAR PARKS IN THE TOWN CENTRE**

Existing car parks will be retained, and land allocated for further car parking behind Park Lane shops and on other land to be identified.

The scope for increasing car parking provision on the Civic Centre Car Park adjacent to the Civic Hall will be examined. This would include the provision of a new multi-storey facility which could be combined with new build for community and other services needing a central location to serve the functions of Poynton as a Key Service Centre. (see TCB 4). The Town Council will work with Cheshire East Council, landowners and other partners to enhance the quality and amount of car parking to serve Poynton’s role as a Key Service Centre.

**POLICY TCB 6: SUPPORT FOR BUSINESS**

Change of use for business purposes (other than retail – see TCB 3) or the provision of new buildings for business purposes will normally be supported, provided that the overall character of the immediate area is retained (see TCB 2, TCB 3).

Support for improved broadband speeds and access will be supported for businesses and home working.

Additionally the provision of a Community Free WiFi Service for the whole of the town centre should be explored. This could combine existing providers (cafes, pubs, Civic Hall) and new coverage into one service available to all and combining free and charged uses following models established in other communities.

Ensuring high speed broadband roll-out to Higher Poynton and to farm premises should be a priority.
POLICY TCB 7: HOME WORKING

Where adequate space permits, conversion of rooms or creation of additional rooms as extensions to houses for office space (to facilitate home working) will be supported subject to adequate environmental and amenity protection for the neighbourhood character and that of the adjacent properties. See also Housing Policy HOU 6B.

POLICY TCB 8: EMPLOYMENT LAND

Any additional employment land (as required in the Cheshire East Local Plan, July 2017) will be concentrated on newly allocated land to the south of Poynton, adjacent to the existing employment sites serving the town, and dependent on the provision of the Poynton Relief Road. The Green Belt boundary has been redrawn to recognise this location.

POLICY TCB 9: SUPPORT FOR TCB POLICIES IN MACCLESFIELD BOROUGH LOCAL PLAN

The following Saved policies in Chapter 15 of the Macclesfield Borough Local Plan relating to Poynton town centre (there defined as a District Centre, now defined as a Key Service Centre in the Cheshire East Local Plan, July 2017) are retained for the purposes of making decisions on planning applications:

- PDC1 Prime shopping area
- PDC2 Development in the Prime shopping area
- PDC3 Secondary shopping area
- PDC4 Upper floor development
- PDC5 Housing and community uses
- PDC6 Office development
- PDC7 Car parking
- PDC8 Car parking at Park Lane

The Poynton Town centre continues to be at the heart of the Poynton community and its continuing viability and vitality. The town centre provides customer choice appropriate to its size and scale and provides a diverse retail and commercial offer which reflects the character and history of the centre.
NEIGHBOURHOOD PLAN POLICIES: HEALTH AND WELLBEING

CONTEXT:

Within the NPPF (2012) (PNP/A01), one of the core planning principles is that planning should take account of and support local strategies to improve health, social and cultural wellbeing for all and should also deliver sufficient services to meet local needs. More detailed guidance from Government also notes that health and wellbeing matters, and health infrastructure, are considered in Local and Neighbourhood Plans. The variety of health providers is encouraged to work effectively with local planning authorities in order to promote healthy communities and support appropriate health infrastructure.

The link between planning and health has been long established. The built and natural environments are major determinants of health and wellbeing, and this is further supported by the three dimensions to sustainable development (NPPF (2012) paragraph 7). Other relevant key areas of national policy are transport (NPPF (2012) chapter 4) high quality homes (NPPF (2012) chapter 6) good design (NPPF (2012) chapter 7), climate change (NPPF (2012) chapter 10) and the natural environment (NPPF (2012) chapter 11).

National guidance sets out the range of issues that local planning authorities should address at a local plan/borough wide level. Until the NPPF (2012) and other associated guidance and legislation (including the Health and Social Care Act of 2012) (PNP/A07) planning policy documents contained limited guidance on the links between planning and health and wellbeing. Accordingly, there are only two policies in the current Development Plan for the Poynton area (the Macclesfield Borough Local Plan dated 2004) (PNP/B02) which address health and wellbeing matters, and these are both specific to Macclesfield town only.

By contrast the Cheshire East Local Plan, July 2017 (PNP/B01) has a single policy SC 3 which addresses health and wellbeing matters at a borough wide level. In the absence of any more up-to-date Development Plan policy, this Neighbourhood Plan seeks compliance with the NPPF (2012) and Policy SC 3. That Policy itself has been informed by other evidence assembled by Cheshire East Council which is summarised in the justification for the policy.

The approach taken in the preparation of the Neighbourhood Plan has been to take into account these wider strategic planning policies, but also to have regard to other plans and strategies for the Poynton area. Local consultation with the community and a variety of health professionals has also informed the approach taken to policy development. The Neighbourhood Plan has considered Poynton as a community for health and wellbeing purposes, although boundaries are not drawn as they are for spatial planning, voting, Council Tax and other local purposes. The Plan seeks to identify those matters with a spatial requirement such as open spaces, green infrastructure and opportunities for play, sport and recreation. There is therefore some overlap with other policies in the Plan.

There are a number of factors which have also informed policy formation including:

- The increases in life expectancy in Poynton over the Plan period, particularly the ageing of the “baby boom generation” who bought homes in the area during the 1960’s and 70’s and have stayed;
- The increased and complex demands on health and social care arising from this ageing population;
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*NHS Eastern Cheshire CCG says that in the next 5-10 years the GP Practice Population Forecast indicates an increase from 17,670 to 19,254 and this does not take into consideration any patient registrations from areas of population growth outside Poynton.*

- Concern expressed by local health professionals about the ability of current services to cope with current trends, including increased life expectancy;
- Concerns from local residents about the increased pressure on local services from the amount of recent and proposed development including the former Woodford aerodrome site adjacent to Poynton (nearly 1000 homes) as well as the emerging Local Plan proposals of 650 additional homes in Poynton.

**HEALTH AND WELLBEING POLICIES**

**POLICY HEWL 1: ENCOURAGING A HEALTHY LIFESTYLE**

Poynton residents will be provided with facilities and amenities to enable them to achieve a healthy lifestyle, which in turn supports the ability to develop a positive work/life balance across the full life course. This should include provision of a healthy diet with access to locally grown food on allotments and farmers markets, rather than fast food. Any significant new developments in Poynton should be subject to Health Impact Assessment (HIA) to judge its potential effects on the health of the population, and the distribution of those effects within the population. Health Impact Assessment was defined in 1999 by the World Health Organisation as: “A combination of procedures, methods and tools by which a policy, programme or project may be judged as to its’ potential effects on the health of a population and the distribution of those effects within the population.”

**POLICY HEWL 2: GETTING ABOUT WITHIN POYNTON AND ITS ENVIRONS**

Poynton residents and visitors who want to walk, cycle or use public transport to travel within Poynton, and use public transport to travel outside of Poynton, are encouraged and should be able to do so (so there are no environment, social or physical barriers to so doing). Existing public rights of way must be safeguarded and enhanced to provide pedestrian and cycle way access through any permitted developments with improved links to the town centre.

**POLICY HEWL 3: ACCESS TO GREEN SPACES**

Poynton will be provided with sufficient safe, accessible, maintained green spaces which can be used by the whole inter-generational community, such as parks containing play equipment for toddlers, children, and young people (e.g. green gym), picnic benches and seating. These can be enjoyed by everyone and will bring about an increase in social cohesion and a sense of community.

**POLICY HEWL 4: SPORTS AND SOCIAL ACTIVITIES FOR ALL**

Provision will be made in Poynton for adequate, accessible, affordable sports, swimming, recreational, social and leisure facilities, facilitating a breadth of activities to meet the needs of the whole community, including the ageing population, so that everyone who wants to enjoy the benefits of exercise (both mental and physical) is able to gain access to the activity of their choice, and are not limited by environment, social or physical barriers. The provision of a new 25m swimming pool may need assistance from Cheshire East, Sport England or a private developer associated with the Sports Club or a Hotel/Health Club/Spa. There is also a pent up demand for more 3G playing fields within Poynton.
**POLICY HEWL 5: GROWING UP IN POYNTON**

Poynton residents, but especially toddlers, children and young people shall be supported by the infrastructure of Poynton to reach their full potential. This includes the provision of safe routes to school; maintaining the Green Belt to allow access to nature and green space; provision of accessible, outstanding schools within Poynton for every child from pre-school through to sixth form; access to adequate health services, recreation and education resources (e.g. the library), and provision of affordable housing. Encouragement will be given to co-locating elderly groups of the community with younger age groups, which has been shown to improve mental health.

**POLICY HEWL 6: ACCESS TO HEALTHCARE PROFESSIONALS**

Poynton residents should be able to secure timely access to and appointments with Primary Care Health professionals (including GP’s and Dentists) relevant to appropriate levels of need, and to be provided with access to health and social care facilities, either in Poynton or with good transport access to them, together with adequate help for the ageing community, whether in residential and care homes or in their own homes.

**POLICY HEWL 7: LOCATION OF A CENTRAL HEALTH HUB**

The two Poynton GP Practices, Priorsleigh and Mcllvride are working closely with the Eastern Cheshire Clinical Commissioning Group (CCG) and, to achieve economies of scale, with Bollington and Disley GP’s, to develop a ‘Primary Care Home’ model as espoused by The National Association of Primary Care (NAPC) – see http://www.napc.co.uk/primary-care-home. It would however require a central hub (call centre) from which all incoming demands would be met by directing patients to the appropriate facility. In this way there could be specialist services such as a minor surgery unit, children’s clinic, diabetic clinic, radiologist etc. A proposed site for the provision of a central health hub shall be sought and provided over the plan period. The hub shall include a core building and should:

- Be centrally located in or adjacent to the town centre or nearby.
- Be limited to a maximum of three storeys or equivalent if on-site parking is included.
- Provide staff and disabled car parking on site.
- Provide easier access and waiting areas for wheel chair users.
- Have good pedestrian access to other public car parking facilities and public transport.
- Provide an integrated service comprising GP’s, nurses, pharmacists, physiotherapists, radiologist for X rays, day patient care and minor surgery.
- Provide social as well as medical care.
- Provide training for patients to help themselves.

Note that NHS Eastern Cheshire Clinical Commissioning Group have (on 27/09/17) requested Section 106 funding to the value of £151,200 be considered as part of the planning approval for Sprink Farm, Dickens Lane (Planning Application Ref 17/4256M) to allow for NHS General Practice services to accommodate the planned increase in the local population resulting from this development. Allocated Section 106 funding would be used to contribute towards the expansion / redevelopment of the Priorsleigh site and/or internal structural changes at the Mcllvride site, in order to facilitate a greater level of capacity for the delivery of Primary Care services to the local population.
POLICY HEWL 8: POYNTON TO BECOME A NON-CHARGING CLEAN AIR ZONE

Consideration should be given to implementing the proposals outlined in the DEFRA Framework dated October 2016 which would address the need for a Clean Air Zone. Air quality is a key element of good health and wellbeing. Levels of Nitrous oxide are already high around the junction of London Road South and Clifford Road. Such areas are where action is focussed on improving air quality and the cleanest vehicles are encouraged. They combine immediate action to improve air quality with broader approaches including delivering sustained reductions in pollution and a transition to a low emission economy.
1. DECISION MAKING ON APPLICATIONS

The majority of policies in this Neighbourhood Plan relate to planning policies that will guide the future development of Poynton. In particular, these policies will be used as the basis for assessing planning applications for proposed developments in the town. The main users of the Plan on a regular basis will therefore be the officers and elected members of Poynton Town Council and Cheshire East Borough Council. The Town Council will be using the Plan to support its response to those planning applications on which it is consulted. As a statutory consultee, the Town Council is consulted on all planning applications within its parish, and provided with a period of time in which to make their comments and recommendations. Those then have to be considered by the Borough Council prior to any decision being made, although the Borough Council does not have to agree with the recommendations made by the Town Council.

Borough Council officers and councillors will need to familiarise themselves with the policies in the Poynton Neighbourhood Plan as it becomes part of the statutory Development Plan for the Poynton area, against which all planning applications have to be considered. There may be some requirement for training.

2. NON-SPATIAL PLANNING POLICIES

During the course of preparing the Plan, a number of non.spatial aspects of living and working in Poynton were considered to be important by residents. These arose particularly in terms of improving the quality of life and were based on community feedback. Many of these matters had been reflected in earlier community and local reports for the Poynton area, including the Parish Plan and the draft Town Strategy 2012. Some of the policies in this Plan are therefore of a different nature, although they may also in due course have spatial, land use and environmental implications. As the local body responsible for the Neighbourhood Plan, the Town Council will need to consider how to progress these policies once the Plan has been finally approved (following the local referendum). As they relate to the views and aspirations of residents of the town, the Town Council and the Borough Councillors representing Poynton will need to progress these policies in appropriate ways. As part of the implementation of the Plan, it will be necessary for the Town Council to consider an Implementation Plan for each of the policies and underlying objectives to be progressed within the time period of the Plan to 2030. Such a plan would define for each such policy its scope, priority, timeline and potential funding implications or constraints.

THE IMPLEMENTATION PLAN MIGHT INCLUDE SOME OF THE FOLLOWING:

- The approach to be taken in assessing planning applications;
- The approach to progressing the non-spatial planning matters and polices in the Plan;
- Monitoring and review of the Plan;
- Defining what additional resources are required to give effect to the Plan;
- Defining the responsibilities of the Town Council in implementing of the Plan;
- Financial implications and potential sources of funding elements of the Plan.
3. MONITORING AND REVIEW

From time to time during the plan period to 2030, the Neighbourhood Plan may require to be reviewed. A formal review of policies once every three years is suggested. Planning policy at national and Borough Council level is constantly being reviewed in response to many factors influencing the amount and distribution of planning applications in particular. Such a review should be undertaken in full consultation with Cheshire East Council’s Spatial Planning team. Neighbourhood plan policies remain in force until the plan policy is replaced.

There is no legal requirement to review or update a neighbourhood plan. However, policies in the Poynton Neighbourhood Plan may become out of date, for example if they conflict with policies in a review of the Cheshire East Local Plan, July 2017 that is adopted after the making of the Neighbourhood Plan. In such cases, the more recent plan policy takes precedence. In addition, where a policy has been in force for a period of time, other material considerations may be given greater weight in planning decisions as the evidence base for the plan policy becomes less robust. Once the Poynton Neighbourhood Plan is in force, the Town Council may make a proposal for the existing Plan to be replaced by a new one. The process for the making of the replacement plan is the same as the process for the making of the existing plan.

It is also recommended that certain key data is collected for monitoring purposes such as planning applications and permissions for different types of development.

4. INFRASTRUCTURE AND DEVELOPMENT

The Neighbourhood Plan policies expect planning applications for the development of land to include within each submission the provision for meeting the infrastructure consequences arising. The size and scale of this provision will vary with the nature and use of the proposed development. Such provision will include both on site facilities for smaller scale type development and off-site facilities as a result of larger scale development and in particular for the three strategic Local Plan sites to be developed.

The proposed amount of development for Poynton set out in the Cheshire East Local Plan, July 2017 will see a scale of development not seen in several generations. It is critical that development and infrastructure are planned alongside each other as is required by national policy in the NPPF (2012). It is expected that developers will provide all the necessary infrastructure, community facilities, open spaces and other services arising from the implementation of development proposals. It may be necessary in some cases for individual planning applications for sites to be viewed collectively in order to the cumulative impact of off-site infrastructure requirements to be assessed and met. The use of section 106 agreements and the proposed Community Infrastructure Levy will be deployed to ensure that off-site provision is effective and timely. Then imposition of planning conditions would ordinarily be used to provide on-site infrastructure requirements.
APPENDIX A

POLICY JUSTIFICATION AND EVIDENCE
JUSTIFICATION AND EVIDENCE: ENVIRONMENT AND GREEN BELT

POLICY EGB 1: NORTH CHESHIRE GREEN BELT

1. National Policy for Green Belt is set out in some detail in the NPPF (2012) (PNP/A01). According to the NPPF (2012) 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 their permanence.

2. Section 9 of the NPPF (2012) is concerned with the protection of the Green Belt. Paragraph 80 sets out the five purposes of Green Belt as:-

   - to check the unrestricted sprawl of large built up areas;
   - to prevent neighbouring towns from merging into one another;
   - to assist in safeguarding the countryside from encroachment;
   - to preserve the setting and special character of historic towns;
   - to assist in urban regeneration by encouraging the recycling of derelict and other urban land.

3. The town of Poynton has been an inset into the North Cheshire Green Belt since Green Belts were established as a major planning policy. That status has been maintained in the various statutory planning documents prepared by the local planning authorities over recent decades.

4. The Macclesfield Local Plan 2004 was the Development Plan during the course of preparation of this Plan. This was the Plan for the area against which planning proposals and plans for the Poynton area were assessed (PNP/B02). The strategy was to maintain the present Green Belt, to support an attractive and healthy rural area, and to protect the countryside for its own sake. This was achieved by:-

   - Maintaining the Green Belt, which performs the strategic role of preventing the outward spread of the Greater Manchester conurbation and which also retains the separate identity of the Borough’s towns and villages and safeguards the surrounding countryside from further encroachment.
   - Protecting unallocated land from development.
   - Limiting development within the Green Belt and countryside to that which is broadly specified in national planning policy.
   - Meeting the needs of rural communities.
   - Providing for the needs of agriculture and other activities appropriate to rural areas.
   - Permitting appropriate new uses in existing buildings in the Green Belt and countryside.

5. These principles remained in place until July 2017. The Macclesfield Local Plan was then superseded as the most up-to-date strategic plan for the Poynton area by the Cheshire East Local Plan, July 2017 Strategy. Some policies from the Macclesfield Borough Local Plan have been saved and will still apply; these are found in Appendix B of the adopted Local Plan. Some of these retained policies are applicable within Green Belt areas.

6. The adopted version of the Cheshire East Local Plan, July 2017 Strategy (July 2017) contains Policy PG3, which reflects and endorses the national approach to Green Belt (PNP/B01). In particular, the only areas to be removed from the Green Belt are three strategic sites which are proposed for development in and around Poynton. Notwithstanding this, the overall approach of the Borough Council as local planning authority is to follow national guidance set out in the NPPF (2012). This is also the approach which this
Neighbourhood Plan has adopted. The Neighbourhood Plan policies seek to retain this strategic approach to the Green Belt and the listed methods of achievement.

7. The Poynton with Worth Parish Plan 2006 endorsed the relevant policy sections from the Macclesfield Local Plan (PNP/B02). The Parish Plan questionnaire confirmed the very strong agreement of the people of Poynton with Green Belt policy. 95% of the replies supported the protection of the existing Green Belt. All open land outside the built up areas of the village is within the Green Belt, and the Parish Plan strongly supported the view that the whole of this area should be maintained as open space. Little or no support was revealed through the questionnaire for the removal of any of this area from the Green Belt (PNP/C04).

8. A large part of Higher Poynton falls within the Peak Park Fringe Area of Special County Value for Landscape Policy. Saved Policy GC6 of the Macclesfield Borough Local Plan applies. Virtually all land east of the Middlewood Way falls within this designation. Within this area the policy seeks to conserve and enhance the quality of the landscape and to protect it from development that is likely to have an adverse effect on its character and appearance (PNP/B02). The Parish Plan expressed full agreement with this policy. This land forms an essential backdrop to the Cheshire Plain. The green line of hills is visible from a wide local area and these views should be protected. (PNP/C04).

9. A Supplementary Planning Document (SPD) for Poynton was approved by the then Macclesfield Borough Council in 2007 in response to the Parish Plan and other local planning issues at that time (PNP/B07). Among the sections is the Green Belt and Open Spaces Objective which provides that, in reflecting the wishes of the people of Poynton, a key objective is to retain the character and separate identity of the village by preserving intact both the Green Belt and the remaining existing open spaces within the village. The Parish Plan questionnaire confirmed the very strong agreement of the people of Poynton with this policy. The document provided that where an existing site is in the Green Belt, no building development would be permitted, unless it is in accordance with the Government Planning Guidance for Green Belts and then Policy GC1 of the Macclesfield Local Plan. The reason for that policy confirmed that Poynton is surrounded by Green Belt and a key objective of the Parish Plan is to retain the character and separate identity of the village by preserving the Green Belt.

10. The draft Poynton Town Strategy published by Cheshire East Council in 2012 includes as one of its objectives the need to preserve and enhance Poynton’s historic and natural environment, particularly its rural setting and Green Belt (PNP B08).

11. As part of its evidence base to support the Local Plan Strategy, Cheshire East Borough Council has undertaken two assessments of Green Belt land throughout the whole Borough. These reports have shown land parcel assessment results. Notwithstanding the detailed assessment of individual parcels of land, the overall quality of the Green Belt in the Poynton areas has been confirmed in both these reports as making a significant contribution in complying with the various functions of the Green Belt., PNP/B10).

12. As part of the public consultation on the Neighbourhood Plan, residents were asked questions about the importance of the Green Belt to their vision of the future of the town. 78% of respondents in the Neighbourhood Plan Survey ranked keeping a distinctive buffer of Green Belt as the most important factor for the future of the town (PNP/C04). Feedback from two consultation events held during Neighbourhood Plan open mornings on May 16th and July 4th 2016 indicated positive comments in support of the Green Belt which echoed those survey results (PNP/C05, 06).

13. Public consultation on the previous draft Poynton Neighbourhood Plan in Autumn 2016 (Regulation 14) confirmed the strong local support for the retention of existing Green Belt boundaries and policies.
14. Further public consultation at Regulation 14 stage was undertaken in 2018 following the adoption of the Cheshire East Local Plan, July 2017 by the Borough Council. This consultation re-affirmed public support locally for the retention of Green Belt as revised and Neighbourhood Plan policies which supported Green Belt policy.

**POLICY EGB 2: BROWNFIELD DEVELOPMENT**

1. One of the core national planning principles in the NPPF (2012) is the encouragement given to the effective use of land by reusing that which has been previously developed (brownfield land) as set out in Section 17 of the NPPF (2012). Within this overall “brownfield first” approach to redevelopment and reuse of land (which this Neighbourhood Plan supports), the NPPF (2012) also sets out a proviso that such land should not be of high environmental value. The term “high environmental value” is not defined but for the purposes of this Plan it would include any site considered to be of either high natural, landscape or built environmental value (PNP/A01).

2. Within the Macclesfield Borough Local Plan, the definition of “brownfield sites” is based on an earlier national definition now superseded by the NPPF (2012). Within the Cheshire East Local Plan, July 2017 adopted Policy SE 2 concerns the effective use of land and seeks to give effect to the core planning principle within the Borough. That Policy also clarifies that landscape amenity or biodiversity losses are the two most significant matters which could compromise the redevelopment of brownfield land. Policy EGB 5 is considered consistent with adopted Cheshire East Local Plan, July 2017 policy SE 2 (PNP/B01).

3. The environment of Poynton will be promoted through the use of a sequential approach to development (‘Previously Developed Land (PDL) First’ policy). Policy SE2 of the Local Plan does not introduce a sequential test at the strategic/Local Plan level against which to assess development applications. Policy SE 2 of the adopted Cheshire East Local Plan, July 2017 confirms the encouragement given to the re-use of previously developed land within the Borough which aligns with one of the Core Planning principles within NPPF (2012). A housing need has been identified in Poynton and this can be met by following government Policy of the use of a sequential approach to development. Such a sequential approach to allocating land for development reflects the current development plan documents in Cheshire East. All options for meeting the strategic requirements of the Local Plan have been explored within the town of Poynton. Available and deliverable brownfield and potential green field sites including those within the Green Belt have been assessed. Within Poynton, planning applications will be assessed having regard to EGB 2 and SE 2.

4. There is other brownfield land within the Poynton settlement area identified on the Cheshire East Local Plan, July 2017 which extends beyond the Poynton town boundary limits to the south. This would include land in Adlington although known as the Poynton Industrial Estate. This is deemed by the Poynton community as largely inadequate for modern needs and so unfit for purpose. The Poynton community has accepted that a small amount of development in the Green Belt after the PDL has been re-developed may be necessary but is mindful that this should be done within Government policy including NPPF (2012) and local planning guidance.

**POLICY EGB 3: DEVELOPMENT IN THE GREEN BELT**

1. Paragraphs 89 and 90 of the NPPF (2012) set out the national guidance for decision making in respect of the construction of any new buildings and some other forms of development in the Green Belt. The guidance provides for a presumption that such development is inappropriate subject to certain exceptions which are set out. Policy EGB 3 is fully compliant with the national provisions as set out (PNP/A01).
2. The NPPF (2012) from March 2012 changed the emphasis and broadened the basis upon which brownfield sites within the Green Belt may be permitted. It provides that an exception to the general presumption against the construction of new buildings in the Green Belt may apply for limited infilling or the partial redevelopment of previously developed sites (brownfield), whether redundant or continuing use (excluding temporary buildings), provided that the development 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. There are a number of such sites within the Neighbourhood Plan area. The Neighbourhood Plan makes no specific proposals for these sites because planning applications for development by way of infilling or redevelopment would need to be considered against the detailed guidance set out in the NPPF (2012). Furthermore, no such current sites within Poynton are considered to meet the criteria for an exception to national Green Belt policy. Finally, the adopted Cheshire East Local Plan, July 2017 (July 2017) sets out at Policy PG 3 the national guidance in the NPPF (2012) in Sections 1 to 4. (PNP/A01)

3. For the purposes of the Saved policies of the Macclesfield Borough Local Plan, whilst the extent of the existing Green Belt is largely reflected in this Neighbourhood Plan, it is to be noted that both the definition of brownfield sites and their potential for infilling and redevelopment have to some extent been superseded by the NPPF (2012) and the adopted Cheshire East Local Plan, July 2017 Strategy.

4. The Poynton community accepts that some limited forms of development within the Green Belt could be advantageous to the community. The main uses for Green Belt suggested by the Poynton community according to the Neighbourhood Plan Survey were (PNP/C04):

   a. Allotments, Community Gardens for Organic Produce, Aviaries – there is a waiting list for allotments. The Chairman of the Coppice Road Allotment Society has suggested that as the only existing allotment site is in the east of the village, any new ones should be sited in the west (PNP/C18).

   b. Outdoor educational facilities for schools, residents etc to study the environment. This would include wild life areas for fauna and flora and public parkland with wooded areas.

   c. Sports facilities and outdoor recreation are another area of need. Local sports clubs have welcomed the Draft Cheshire East Playing Pitch Strategy Assessment Report (CEPPSAR) as a step in the right direction, but unfortunately the data used is slightly out of date. The two clubs in Poynton who replied to the Neighbourhood Plan (NP) team seeking data about their needs (Poynton Sports Club and Richmond Rovers Junior Football Club) have provided information that reflects their present and future needs (PNP/C19, PNP/C20).

   d. Active travel links to improve connectivity to and around the countryside.

   e. A new cemetery and a Remembrance Garden area. The Vicar of Poynton Parish Church has reported to the NP team that the Church graveyard is now full and local people have to travel to surrounding areas to inter their loved ones (PNP/C21).

   f. Poynton people describe Poynton as a small town with a village feel. Future development within the Green Belt should not change the rural character of the village, and should not include commercial recreational development.
1. This Neighbourhood Plan seeks to give priority to housing development on brownfield sites in sustainable locations with good access to a range of local facilities. Whilst the town has some capacity for such brownfield development, it is evident from the work undertaken by the Neighbourhood Plan group that the number of larger sites (plus 5 units) within the town envelope which may come forward is both limited in number and by ownership in that some potential housing sites are either currently or last in other community uses. In order to meet its Local Plan requirement of at least 650 houses within the Local Plan period to 2030, Poynton may need to release another site on the periphery of the town. This may occur for a number of reasons including the constraints which exist for the three Local Plan allocated sites to meet their common figure of 150 dwellings for each site as well as infrastructure and other issues.

2. Should such a situation arise and one additional site needs to be released from the Green Belt, the site at Glastonbury Drive is considered the most suitable. In many ways the development of this site would complete the adjacent estate as the site was at one time proposed for development, but subsequently de-allocated and returned to its former Green Belt status. The site is vacant and has direct access to London Road North. In the Cheshire East commissioned Green Belt Assessment the site is assessed as making only a limited contribution to the Green Belt. It has been left to nature for a good number of years, is wooded and overgrown with thick vegetation. It is within a short walking distance of facilities in the town centre and beyond and therefore considered to lie within a sustainable location.

3. There may not be enough sustainable locations coming forward to build on brownfield sites (as well as the three Local Plan strategic sites) to meet the confirmed housing requirement for Poynton of 650 in the period 2010 to 2030 in the adopted Local Plan July 2017. Exceptional circumstances would need to be demonstrated in any planning application which sought to develop the site for housing.

4. 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. (Glossary to Local Plan)

5. In such a situation, rather than non-sustainable sites coming forward, this Plan proposes that this site be supported for release from Green Belt in due course, within NPPF (2012) 2012 Green Belt boundaries can only be changed through a Local Plan review. In exceptional circumstances where there is a housing supply shortfall, Green Belt land can be released for development. Planning applications would need to be submitted and be justified on the basis of a shortage of housing land supply to meet the area’s needs. This site lies in a sustainable location on a relatively self-contained site which would not set any precedent for the release of adjacent land for housing. This site is sequentially preferred to other candidate sites which have come forward for consideration and been assessed as part of plan preparation.
POLICY EGB 5: SITE AT JUNCTION OF LONDON ROAD/GLASTONBURY DRIVE

1. Paragraph 89 of NPPF (2012) allows the construction of new buildings for the provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries so long as the development preserves the openness of the Green Belt and it does not conflict with the purposes of including land within it.

2. The site is retained as lying within the Green Belt as the site has not been selected for development in the Green Belt as a strategic site within the adopted Cheshire East Local Plan, July 2017. Within the Macclesfield Local Plan the site is shown as lying within the Green Belt. Those boundaries have not been superseded by the Cheshire East Plan.

3. There are a range of uses identified elsewhere in this Plan which may be considered appropriate for a Green Belt location whilst continuing to support and purposes of Green Belt on the north side of Poynton. Those uses will include those for which space is required for playing fields for example and associated car parking for players and watching spectators.

POLICY EGB 6: SURFACE WATER MANAGEMENT

1. Paragraphs 101-104 and 109 of the National Planning Policy Framework (NPPF (2012)) state that account should be taken of flooding and water quality in the assessment of planning applications. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk. Where development is necessary, making development sites safe without increasing flood risk elsewhere must be a priority (PNP/A01).

2. At a Borough level, the four Policies DC 17 to DC 20 in the Macclesfield Borough Local Plan are concerned with the management of water resources including flood risk (PNP/B02). Those policies are retained as Saved policies within the adopted Cheshire East Local Plan, July 2017 with the exception of Policy DC18 concerning sustainable urban drainage systems which is replaced by Policy SE13 regarding flood risk and water management within the adopted Cheshire East Local Plan, July 2017 Strategy of July 2017 (PNP/B01). In principle, the Town Council consider that these existing water resource policies did and may continue to provide a satisfactory series of planning policies against which all future proposals (including major development within and adjoining the town) will be assessed as part of the planning decision-making process. Managing surface water and flood risk and maintenance of all relevant infrastructure is essential.

3. Poynton has intermittent flooding problems both in the east and west of the town. (See - ‘Poynton Flood Risk’ PNP/C28). In the east, in extremely heavy rain, there is natural run off from the hills in the areas of the brooks. In the west of the town, a culvert runs south to Vicarage Lane and west of Tulworth Road and in very heavy rain this can cause flooding, particularly when the culvert and the drains have not been properly maintained. Any further developments within Poynton should be assessed as to the consequences of flooding. Mitigation measures must be part of any permission granted.

4. In respect of its evidence in support of site selection for the Local Plan, the Borough Council has identified potential issues of flood risk and water management as well as the potential to create green corridors in some areas to accommodate seasonal changes in water flow. Poynton Brook is designated a main river and flows along the eastern boundary of one of the approved strategic sites released for housing development in the adopted version of the Local Plan Strategy (PNP/B01).
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POLICY EGB 7: OPEN SPACES

1. Section 8 of the NPPF (2012) is concerned with promoting healthy communities which include recreational facilities (PNP/A01). The NPPF (2012) also refers in the Green Belt section that any harm to the Green Belt should be given substantial weight in decision-making by local planning authorities. In essence, it is necessary to prevent development in the village primarily because of the important contribution which the open character of the village makes to the openness of the Green Belt.

2. In the Macclesfield Local Plan the Aims and Strategy of the Plan include sections on the Environment, Green Belt, Countryside, and Recreation and Tourism, all of which relate to this policy (PNP/B02). Some relevant policies are now confirmed as being Saved in the adopted Cheshire East Local Plan, July 2017. Accordingly, those policies continue to carry weight in policy and decision-making. At a strategic level, the most significant aim of the Local Plan in relation to ECB 7 is to protect, conserve and enhance both the natural and the man-made heritage of the Borough. In terms of delivering this aim, the overall strategy for the environment is to conserve and enhance the attractive urban and rural environment, improve the despoiled areas, and revitalise the urban areas. A number of means to achieve this are listed including protecting the landscape, the woodlands and river corridors from unnecessary development, encouraging enhancement schemes where appropriate, and protecting open spaces from development, and improving them where necessary.

3. For Recreation and Tourism the Cheshire East Local Plan, July 2017 Strategy is to improve recreational provision for the benefit of residents and visitors, whilst ensuring that the conservation and restraint policies are not undermined (PNP/B01). Ways of meeting this Strategy include the protection of existing public and private open spaces from development, and increasing the provision in areas of identified shortfall, such as playing fields and local open spaces.

4. The key Saved policies within the Macclesfield Borough Local Plan in respect of ECB 7 are RT1 (Protection of Open Spaces) and RT2 (Incidental Open Spaces and Amenity Areas) of the Local Plan Recreation chapter, which both provide for the protection of recreational land and areas of open space from development and to be enhanced as appropriate. Appendix 6 of the Macclesfield Local Plan lists by Wards the sites to which Policy RT1 applies as shown on the Local Plan proposals. Within Poynton East Ward, eight sites of various types are included, and for Poynton West Wards twenty sites are included. (PNP/B02)

5. Cheshire East Borough Council has assessed the relevance of Saved Policies RT1 and RT2 and in particular whether they are compliant with the NPPF (2012). Their Saved status enables these policies to continue to be used in the determination of planning applications (PNP/B01). This policy of the Neighbourhood Plan aligns with both the Macclesfield and Cheshire East Local Plan, July 2017s.

6. As part of its evidence base for the Local Plan, the Borough Council has published two relevant documents concerning open space within the town, which have informed the Neighbourhood Plan’s assessment of this important aspect of town life both now and over the Plan period. These are the Poynton Open Spaces Survey in map format and the accompanying Summary Report. The main points in policy development have been:

   a. The recognition that Poynton is historically an important coal mining area;
   b. The significance of Poynton Park as an historic parkland site with veteran trees;
c. The different types of open spaces including Type 2 open space – Natural and semi-natural urban green spaces; Type 3 – Green corridors such as the Middlewood Way, used by walkers, cyclists and horse riders; Type 5 – Amenity greenspace; Type 7 – Allotments and Type 9 – Accessible Countryside and urban fringe areas (PNP/B11). (See also map ref. PNP/C27 – ‘Open Space and Protected Trees’).

7. Within the Poynton with Worth Parish Plan 2006 Annex 1 is concerned with Green Belt and Nature conservation matters (PNP/C16). The Cheshire East Local Plan, July 2017 Policy NE5 identifies Poynton Park as a Historic Landscape, Parkland and Garden. The Borough Council promotes the conservation and enhancement of such sites. Developments that would adversely affect them will not normally be allowed (PNP/B01). The Parish Plan expressed full agreement with this policy. It is noted that the former Macclesfield Borough Council owned Poynton Park and Pool. Therefore the majority of funding for the necessary conservation and enhancement projects would need to be provided by Cheshire East Borough Council.

8. Poynton Brook is identified in the relevant Saved policy in the Macclesfield Local Plan as a Nature Conservation Priority Area (Policy NE16) where the Borough Council will seek to implement management (plans PNP/B02). The Parish Plan expressed full agreement with this Policy. Any improvement and management planning would need to be done at the Borough Council’s expense. Poynton contains six Sites of Biological Importance: Jackson’s Brickworks (Grade A), Norbury Brook, Princes Wood, Poynton Coppice (all Grade B) and Poynton Pool and Wigwam Wood (both Grade C). Development will not be permitted which would adversely affect Grade A sites (Macclesfield Local Plan Policy NE12), and will not normally be permitted on Grade B and C sites (Policy NE13). Since the Macclesfield Local Plan was approved, the Borough Council has recognised Jackson’s Brickworks as a Local Nature Reserve. The Parish Plan expresses full agreement with this policy.

9. The Supplementary Planning Document (SPD) for Poynton 2007 in respect of Green Belt and Open Spaces Objective, reflected the wishes of the people of Poynton who identified a key objective as being to retain the character and separate identity of the village by preserving intact both the Green Belt and the remaining existing open spaces within the village (PNP/B07). The SPD endorsed the Parish Plan in providing that where an existing site is in the Green Belt, no building development will be permitted, unless in accordance with the Government Planning Guidance concerning Green Belts and Saved Policy GC1 of the Macclesfield Local Plan. The supporting reason given was that Poynton is surrounded by Green Belt and a key objective of the Parish Plan is to retain the character and separate identity of the village by preserving the Green Belt.

10. Within the draft Poynton Town Strategy an objective concerning the environment is to preserve and enhance Poynton’s historic and natural environment, particularly its rural setting and Green Belt (PNP/B08). Relevant strategies for the environment include the following:

   a. Green Belt, footpaths and open green spaces around the town shall be protected from development unless specifically allocated for that purpose in the Local Plan;

A requirement for developers to mitigate the environmental impact of new development, and to support the rural setting of Poynton, particularly on the town’s landscape and sites of importance to nature;

   a) Protection of the town’s wildlife and heritage;
   b) Investigating, identifying and recording additional Sites of Biological Importance;
   c) Identifying, considering and if appropriate recommending new Conservation Areas;
   d) Encouraging accessible links for all between the town and the surrounding countryside;
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e) Provision and improvement of open space, including accessibility to Poynton Pool/Park and new open space in west Poynton;

f) Improvement of play areas;

g) Provision of sports pitches and playing fields;

h) New cemetery and Garden of Remembrance;

i) Improvement of leisure facilities;

j) Provision of statutory allotments.

11. In terms of public engagement with the Neighbourhood Plan, the most popular comment concerning what is most liked about living in Poynton is the village atmosphere and access to the countryside - Question 1 on the Neighbourhood Plan questionnaire (PNP/C04, PNP/C05). Free text comment answers to Question 25 reinforce the community appreciation of free spaces within the village and how these can be improved and better utilised. Example of comments include;

- ‘I Love Poynton as it is’ ‘Don’t want change’, ‘Like my neighbourhood.’

- Free text answers to Question 26 stress the enjoyment people have from the village atmosphere within Poynton.

- Free text answers to Question 27. ‘More green spaces within the village’. ‘Play areas in all sections of the village.’

- Free text from Question 28 ‘ 3G pitches needed in Poynton.’

- Free text answer to Question 28. ‘Poynton is a great place to live’.

12. Feedback from the two open consultation mornings held in Summer 2016 subsequently reinforced the answers in the survey. Residents want to keep all the existing green spaces; improve the facilities in some areas; provide more if possible; protect the grass verges and our parks; provide more playing fields; nature trails; wooded areas etc.(PNP/C06)

13. PNP/C32 reference document lists, with accompanying maps, verges and larger open spaces maintained by the local authority

14. Summary of some other public comments. Areas specified by Poynton residents during consultation include the Middlewood Way, Poynton Park, the Sports Club, school playing fields and local authority playing fields at Deva, Hazelbadge, Barnaby, Lower Park Crescent and Brecon. The latter two are not at present used by the community for sports owing to lack of markings and, in the case of Lower Park Crescent, poor access. Several of these playing fields that are in use require improved maintenance and drainage. Owing to the shortage of playing fields in Poynton, as identified by Cheshire East Playing Pitch Strategy Assessment Report, (CEPPSAR) those available are oversubscribed and over-utilised. There is also a lack of changing facilities. (PNP/B06) The local population want all the children’s playgrounds preserving and improving and new ones developed, particularly for the Glastonbury Estate and the Bird Estate. Other areas of open space such as Tip Hill, Davenport Golf Course, Waterloo Road, Strawberry Farm and green spaces on housing estates contribute to the rural aspect. Any future developments in Poynton must include green space areas and playing facilities. (PNP/C04, PNP/C05, PNP/C06, PNP/C07, PNP/C08)
POLICY EGB 8: NATURAL AND HISTORIC ENVIRONMENT

1. At a national level, Sections 11 and 12 of the NPPF (2012) respectively are concerned with the natural and historic environment (PNP/A01). The NPPF (2012) provides detailed guidance to planning authorities as to the requirements it expects to be satisfied in plan and decision-making. There are several core planning principles relevant to this Neighbourhood Plan policy. One is that planning should contribute to and enhance the natural environment. Another is that the conservation of the intrinsic character and beauty of the countryside is acknowledged in its own right. For the historic environment, heritage assets should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life for this and future generations.

NATURAL ENVIRONMENT – POLICY EVIDENCE

1.1. Previous planning policies at County and Borough level have identified the distinctive and important features of the Cheshire landscape. Such policies have often sought to achieve an appropriate balance between the protection and management of the rural landscape, including its important features, and enabling development which supports and enhances that landscape.

1.2. A Landscape Character Assessment was published by Cheshire County Council in November 2008 which had 3 objectives:

1.2.1. To encourage a greater awareness of local landscape character;
1.2.2. To help to recognise contemporary pressures;
1.2.3. To stimulate debate about the future (PNP/B12)

The Assessment divided the former County area (including Poynton) into 20 landscape character types. The area of Poynton falls into a number of these, but mainly that of the eastern Peak Park upland areas and the landscape around the town, which is part of a larger area defined as higher farms and woodlands. The assessment has been deployed by Cheshire East Council as part of its evidence base for the Cheshire East Local Plan, July 2017.

1.3. The recent planning policy for the landscape has been reflected in the Natural Environment chapter of the Macclesfield Borough Local Plan 2004 (PNP/B02). Based on earlier planning policies at a county-wide level, the Macclesfield Borough Local Plan designates the easternmost part of Poynton (to the east of the Macclesfield Canal) as lying within the Peak Park Fringe Area of Special County Value for Landscape. Policy NE1 of the Plan’s Environment Section provides that within such areas the Borough Council 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.

1.4. The adopted Cheshire East Local Plan, July 2017 Strategy (CELPs) now confirms that Policy NE1 of the Macclesfield Borough Local Plan is a saved policy (PNP/B01). Areas of Special County Value are now known as Local Landscape Designations, Policy NE1 will therefore continue to apply to the landscape areas to the east of the Macclesfield Canal.

1.5. The Cheshire East Local Plan, July 2017 Strategy itself proposes a new landscape policy at SE4 (PNP/B01). This is a more comprehensive policy than designating areas of landscape importance, but the designation of local landscapes is included as part of proposed Policy SE4. A Landscape Character Assessment of Poynton has not been commissioned as part of the preparation of the Neighbourhood Plan. It is considered that the existing local policy framework set by the Macclesfield Borough Local...
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Plan (PNP/B02) and supporting local documents, together with the new Cheshire East Council policy, are adequate to provide sufficient guidance at this stage. However, it may be that in the light of experience of the transition to the Cheshire East Local Strategy and its replacement of the Macclesfield Borough Local Plan in respect of landscape matters, the Town Council may consider it appropriate to commission a Poynton Landscape Character Assessment. This would inform future plan making and decision-making on applications in the Poynton area.

1.6. The Macclesfield Local Plan also contains a number of policies in respect of nature conservation (PNP/B02). Within the adopted Cheshire East Local Plan, July 2017 (July 2017) policies NE11 to NE14 of the Macclesfield Plan are now safe for the time being until they are superseded by Cheshire East’s proposed Site Allocations and Development Policies Development Plan Document which is planned to follow on from the Local Plan Strategy (PNP/B01). Against this context, it is considered that the majority of relevant planning policies safeguarding important landscape and nature conservation areas in the Macclesfield Local Plan remain in place. A generic Neighbourhood Plan policy is therefore considered appropriate.

1.7. A major evidence source underpinning the natural environment policy development for the Neighbourhood Plan is the report from the Cheshire Wildlife Trust (CWT) of June 2015 (PNP/C15). The CWT report aims to identify the core, high ecological value (high distinctiveness) sites for nature conservation in Poynton as well as sites deemed to be of medium value (semi-natural habitat) (shown in Map 6 in the CWT report). The CWT report identified several locations as Sites of Special Scientific Interest, Local Wildlife sites and Local Nature reserves with distinct habitats and indicative wildlife corridors. The report has identified areas of high value habitat including Local Wildlife Sites at Norbury Brook, Jackson’s Brickworks, Ben’s Wood, Poynton Coppice, Mill Hill Farm Wood, Poynton Park Lake (Poynton Pool), Wigwam Wood, Park Pit Grasslands, and Princes Wood.

HISTORIC ENVIRONMENT – POLICY EVIDENCE

2.1. The Built Environment section of the Macclesfield Local Plan contains two groups of policies seeking to conserve and enhance the built environment (PNP/B02). These have provided a sound basis upon which heritage planning matters have been addressed over the last decade. The adopted Cheshire East Local Plan, July 2017 Strategy brings the need for some changes in order to reflect the changed emphasis in the NPPF (2012), in particular the need to consider the setting of any heritage asset as part of any planning appraisal and decision (PNP/A01). There are four design and conservation policies in the Macclesfield Borough Local Plan along with ten policies concerning listed buildings and archaeology (PNP/B02).

2.2. Of the design and conservation policies, all bar one are proposed to be deleted from the policy by the Cheshire East Local Plan, July 2017. Cheshire East Council consider that new policies SE1, SD2 and SE7 of the adopted Local Plan should address the same or similar requirements (PNP/B01). This Neighbourhood Plan sets out specific heritage policy proposals to complement these changes (Policy EGB24). Of the listed buildings and archaeology policies, only two are proposed to be deleted, BE 16, concerning the setting of listed buildings and BE 20, concerning locally important buildings. The replacement policy within the Cheshire East Local Plan, July 2017 for both of these is Policy SE7, which seeks to set out the approach to heritage assets based on the NPPF (2012).
2.3. Poynton Town Council commissioned a heritage report on the east Poynton area from Professor Nick Higham, which was published in 2013. His report confirmed that the area has significant historical interest. His report determined that coal mining began in Poynton in or before the 16th century, and that small-scale drift mining may well have been underway by around 1300. Mining ended in August 1935. In landscape terms, he considered that coal mining has left a rich but diverse legacy including evidence of the pits, the Macclesfield Canal, a complex of railways and tramways serving the pits, and pockets of industrial housing. He considered that the landscape is unique and of a quality that should be recognised and accorded protection in terms of its regional historic value. The supporting evidence and justification for Policy ECB24 provides more detailed information in respect of the heritage assets of the town. (PNP/C17).

**POLICY EGB 9: ACCESS TO THE COUNTRYSIDE**

1. Within Green Belt areas, the NPPF (2012) requires that planning authorities should plan positively to enhance the beneficial use of Green Belt, including opportunities to provide access for outdoor sport and recreation. In this way land lying within the Green Belt can bring major benefits to those communities living either side of the Green Belt. Improving access to the countryside will also bring health benefits to those who choose to walk, run or cycle. The NPPF (2012) also suggests that encouragement should be given to transport solutions which support reductions in greenhouse gas emissions and reduce congestion (PNP/A01). A relatively dense network of public footpaths is available within Poynton, with some routes incorporated into streets. (See – ‘Poynton Public Rights of Way’ PNP/C14). There is also the circular path in memory of PC Stephen Oake (PNP/C13). In addition, the urban area benefits from a network of footpaths in the countryside to the east, linking to the assets of Middlewood Way and the Macclesfield Canal towpath.

2. At a Borough level, some Transport policies of the Macclesfield Borough Local Plan were relevant during preparation of this Plan. These were then replaced in July 2017 by the policies of the Cheshire East Local Plan, July 2017. A number of policies in that Plan were supportive of improving access to the countryside for all the communities which have access to it. Policies concerning an integrated transport policy (T1), public transport (T2), conditions for pedestrians (T3), access for people with restricted mobility (T4) and provision for cyclists (T5) have all now been replaced by policy C01 of the Cheshire East Local Plan, July 2017 Strategy concerning Sustainable Travel and Transport. This policy seeks inter alia “to improve pedestrian facilities so that walking can be attractive for shorter journeys”. This policy provision along with other aspects of C01 is considered complementary to Neighbourhood Plan policy EGB 9 which would itself endeavour to secure delivery of that policy with regard to access to the countryside in the Poynton area. (PNP/B01).

3. One of the key objectives of the Poynton Parish Plan is to protect and maintain some key components of town life (PNP/C16). The top priorities include the village environment, the amenities of a town in a village atmosphere, the Green Belt, access to the surrounding environment, such as the local canal network and Peak District, and the footpath network and Middlewood Way.

4. Within the draft Poynton Town Strategy (August 2012) Objective 6 strategy; Environment, includes the following proposals:-

   4.1. The Green Belt, footpaths and open green spaces around the town shall be protected from development unless specifically allocated for that purpose in the Local Plan.

   4.2. Encourage accessible links for all between the town and the surrounding countryside. Policy EGB 4 is fully compliant with this draft strategy (PNP/B08).
5. In terms of local opinion, the answers to Question 17 of the Neighbourhood Plan Household Survey indicated that 88% of those who replied wanted the Green Belt to be used to access the local countryside via footpaths and cycleways. In addition, 72% of residents responding thought there should be nature trails within the settlement of Poynton. In addition, there were voluntary comments from residents within the Neighbourhood Plan survey as follows:

5.1. Create cycling routes (surfaced cycle path connecting centre of Poynton to Middlewood Way).
5.2. Create nature trails, running tracks and jogging routes, orienteering sites.
5.3. Create areas for scouts/ guides camps. (PNP/C04).

6. Feedback from two consultations held during Neighbourhood Plan Open mornings on July 4th 2015 and May 16th 2016 reinforced the importance to residents of maintaining footpaths and cycleways for enjoyment, accessibility and health and wellbeing. (PNP/C06).

POLICY EGB 10: IMPROVING ACCESS TO THE COUNTRYSIDE

1. Improved access to the countryside which surrounds Poynton is a major opportunity to emphasise the value of walking and cycling in promoting a healthy lifestyle for all parts of the community. The National Institute for Clinical Excellence (“Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation” -2012), the Department of Health (“Be active, be healthy: a plan for getting the nation moving” 2009) and the Chief Medical Officer for England (Report, 2004) all emphasise the value of walking and cycling in health promotion. Cheshire East Local Plan, July 2017 (Sustainable Community Strategy) also refers to “driving out the causes of poor health.” Access to the countryside makes an important contribution to these objectives, by encouraging sustainable means of transport and active leisure.

2. Countryside access can also plays a part in helping the rural economy, by encouraging visitors who may use local hotels and B&Bs, equestrian establishments as well as the many visitor attractions within Poynton. The National Planning Policy Framework states (para 28) that “Planning policies should support economic growth in rural areas” by measures which include supporting “sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside”.

3. At a Borough wide level. Cheshire East’s Visitor Economy Strategy (April 2016) has as one of its key priorities “developing a distinctive rural tourism offer” and notes that “the visitor economy is an important contributor to the prosperity of communities....”

4. The National Planning Policy Framework also states that “planning policies should protect and enhance public rights of way and access. Local authorities should seek to provide better facilities for users, for example by adding links to exiting rights of way networks...” Developments should include creating “safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.”

5. Within the adopted Cheshire East’s Local Plan Policy EG4 Tourism provides that “improving access to our natural and historic landscapes through enhancing our vital public rights of way network”. The Cheshire East Local Transport Plan and Rights of Way Improvement Plan 2011-2016 also refers to a policy to “Protect and advance our public rights of way and green infrastructure and endeavour to create new links beneficial for health, safety or access to greenspaces: leisure routes for cyclist, horse riders and walkers.”

6. From the public consultation events held to promote awareness of the Neighbourhood Plan, it is evident that local residents are very supportive of a range of improvements which will aim to create an even more varied and attractive range of opportunities for them as the local community to enjoy the many benefits of living in a town surrounded by countryside with good and increased access for all.
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**POLICY EGB 11: LANDSCAPE PROTECTION AND ENHANCEMENT**

1. The evidence supporting Policy EGB 11 reflects the Peak Park Fringe Area of Special County Value for Landscape as set out in Saved Policy NE1 of the Macclesfield Borough Local Plan. (PNP/B02) This Neighbourhood Plan policy is intended to continue the important protection given to the foothills of the Peak District which itself is based on landscape assessment at various spatial scales.

2. Policy SE 4 of the adopted Local Plan 2017 addresses the protection and enhancement of the landscape as its subject matter. Priority is given to Local Landscape Designation Areas in that policy. Areas of Special County Value are now known in the 2017 Plan as Local Landscape Designations which are addressed by Policy SE 4. 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. That part of Poynton to the east of the Macclesfield Canal lies within the specially protected area of Saved Policy NE1 and Local Plan 2017 policy SE 4.

**POLICY EGB 12: LANDSCAPE ENHANCEMENT**

1. One of the core planning principles in the NPPF (2012) is for planning to contribute to conserving and enhancing the natural environment (PNP/A01). The conservation of the intrinsic character and beauty of the countryside is also acknowledged as a core planning principle. The different landscape character areas identified for the Poynton area in the Cheshire Landscape Assessment 2008 remain valid and appropriate as the majority of the Plan area retains its rural character with no major changes to land use and appearance, particularly in the light of Green Belt constraints to built forms of development (PNP/B12).

2. The conservation and enhancement of different landscape character areas within Poynton has been based on Policy NE2 of Macclesfield Borough Local Plan. That policy is however deleted from July 2017 by the adopted Cheshire East Local Plan, July 2017 Strategy. Policy SE 4 now sets out the proposed approach to landscape protection (PNP/B01). Neighbourhood Plan Policy EGB12 is intended as a local replacement relevant to the Poynton area.

3. Policy SE4 (alongside Green Belt policy) is likely to continue to control development in the Green Belt. The recognition of the differences in character between the higher land areas to the east and the lower woods and farms (identified in the Cheshire Landscape Assessment) create opportunities for positive uses of the Green Belt and the parts of the landscape within town such as the Inclines and Woods (PNP/B11). Policy EGB12 aligns well with existing national planning policy and with previous and existing Borough policy for the landscape (PNP/B01).

4. The natural environment has been regarded as fundamental to health and well being to local residents during the consultations on the Neighbourhood Plan. The following are proposals taken from comments on the original NP Consultation, focus group meetings, and open consultations in March and July 2016:

   a) Create nature trails on the Green Belt area to preserve birds and wildlife, create wild flower meadows, and butterfly gardens. Take advantage of the existing we land in area CS57 for pond dipping and studies of wetland fauna and species.
   b) Create opportunities for outdoor educational facilities concerned with the environment for the local schools. Suggested areas are very close to both Lower Park and Lostock Hall Primary Schools.
   c) Improve footpaths and cycle paths for connectivity to the other designated wildlife sites in Poynton.
   d) The Poynton original Neighbourhood Plan survey had 72.6% response from the residents for the creation of nature trails in Poynton (PNP/C04 to PNP/C08).
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POLICY EGB 13: WOODLAND RETENTION AND ENHANCEMENT

1. Woodlands are also part of the natural environment and are important in both the rural and town situations in Poynton, sometimes for different reasons. The retention and enhancement of existing areas of woodlands have been set out in Policy NE7 of the Macclesfield Borough Local Plan. That policy is now deleted in the Cheshire East Local Plan, July 2017 Strategy. New Policy SE 5 sets out the proposed approach to trees, hedgerows and woodland (PNP/B01). Neighbourhood Plan Policy EGB13 is intended as a local replacement, relevant to the Poynton area.

2. The retention of the following woodland areas is identified in the Cheshire Wildlife Trust Report: Ben’s Wood, Poynton Coppice, Mill Hill Farm Wood, Poynton Park, Wigwam Wood, Park Pit, Princes Wood, Ladies Wood, and the Inclines (PNP/C15). In addition, the Poynton community gave support in the household survey for the provision and establishment of woodland areas. Trees are a natural ‘feel good’ factor with their seasonal changes. They provide a continuous educational experience and a constant reminder of ecological responsibility to younger generations (PNP/C04).

3. Further opportunities for tree planting in areas of Poynton are in areas PY13 and PY16 (Map 2) which were identified as making “major contributions” to the Green Belt in the 2015 Arup Green Belt Assessment (PNP/B10). New woodlands at the edge of the Green Belt to emphasise separation from neighbouring areas of Stockport and Greater Manchester are desirable. These areas are clearly shown on the ARUP Green Belt Assessment.

4. The establishment of new woodland areas for the preservation of wildlife and to enhance the enjoyment of people living in Poynton will help offset and minimise the pollution of sound, sight and smell of the developing highway network through and around the Poynton area.

5. Poynton Town Council has a long term Woodland Management Policy for woodland preservation of Council-owned sections of the two Inclines (PNP/C22).

6. The selection of specific areas for enhancement is based on achieving a net environmental gain in areas where development proposals are occurring or are proposed or where the woodland areas are in need of enhancement both in terms of improving the tree canopy but also by appropriate mitigation, compensation or offsetting.

POLICY EGB 14: PROTECTION OF RURAL LANDSCAPE FEATURES

1. The conservation and enhancement of different landscape features including woodland (Wigwam Wood, Ben’s Wood and others), hedgerows and other natural attributes, is based on Policy NE3 of Macclesfield Borough Local Plan (PNP/B02) which is a Saved Policy in the adopted Cheshire East Local Plan, July 2017 (PNP/B01). This Neighbourhood Plan policy aims to complement that wider strategic policy for a larger area.

2. The Cheshire Wildlife Trust report (Protecting and Enhancing Poynton’s Natural Environment) identified several sites as Sites of Special Scientific Interest, Local Wildlife sites and Local Nature reserves with distinct habitats and indicative wildlife corridors. The report also identified areas of high value habitat including Local Wildlife Sites at Norbury Brook, Jackson’s Brickworks, Ben’s Wood, Poynton Coppice, Mill Hill Farm Wood, Poynton Park Lake (Poynton Pool), Wigwam Wood, Park Pit Grasslands, and Princes Wood (PNP/C15). Poynton residents would also include the two Inclines as important local landscape and natural features. The Neighbourhood Plan should ensure that management of such facilities ensures their ongoing vitality.
3. Sites formerly in the rural area lying within the Green Belt and now allocated for housing development in the Cheshire East Local Plan, July 2017 all contain features of the rural landscape in which they are located. Relevant criteria based policies in the Local Plan and this Plan seek to mitigate the impact of development on these landscape features.

POLICY EGB 15: PROTECT LANDSCAPE AND OTHER KEY VIEWS WITHIN POYNTON

1. The retention of valued local views is important to protect the character of any area. In the case of Poynton, the views to the east are of the foothills of the Pennines and include areas forming part of the Peak District National Park. St George’s Parish Church is in the centre of Poynton and is visible over a large area of Poynton. This is an historic building having been central to life in Poynton for over 150 years. This iconic view of the steeple and bell tower across the village should be maintained. The church has a clear heritage focus, is the tallest building in the town and has Grade II listed status.

2. It is important to the people of Poynton as evidenced in the original NP Survey that existing views of the Peak District National Park and the Pennine Hills are maintained within Poynton, and that any development must not infringe these views (PNP/C04).

3. The former Macclesfield Borough Local Plan Policy BE1 included a design principle for the town centres which include Poynton, that development should be human in scale and not normally exceed three storeys in height. That policy has been superseded by Cheshire East Local Plan, July 2017 Policy SE1, which applies to the whole Cheshire East Borough Council area (PNP/B01). There is concern locally that the emphasis on brownfield development at national, borough and local level will see proposals emerging during the period of the Plan for taller developments. Some areas and sites within the town may be capable of accommodating higher buildings, but alongside this there is a wish to protect the most important existing views. Significant loss or reduction of significant views to those listed would not be acceptable, given the iconic and different aspect which these three views have. The listed local views are considered important to the local community and should be protected from development within the vista. Care should also be taken that for any future development, building height will be a consideration, particularly if it would severely affect these important local views.

POLICY EGB 16: NATURE CONSERVATION

1. Other policies in this Plan have emphasised the natural environment of the Poynton area as contributing to its popularity as a place to live, work and relax. Based on the work of the Cheshire Wildlife Trust who were commissioned to undertake a specialist study of the area, sites of high and medium ecological value are as shown on Cheshire Wildlife Trust maps 7 and 8 (App.C, maps 3 and 4). Policy EGB 17 provides that these sites are protected from development (PNP/C15).

2. By bringing together all the available information relating to land use and habitats in the Poynton Neighbourhood Plan area, the CWT study identified areas of high and medium ‘habitat distinctiveness’ as described in the Defra Biodiversity Offsetting metric - Map 3. By attributing habitat distinctiveness values to different land parcels the results of this study should act as a guide when planning decisions are made. CWT have strongly recommended that further (phase 1) habitat survey work be undertaken at the appropriate time of year, in particular to verify that ‘medium value’ habitats have not been over or under-valued (PNP/C15).
3. In particular, the CWT analysis has identified a wildlife corridor network which largely follows the courses of Norbury and Poynton Brooks, incorporating a section of the Middlewood Way and eight designated Local Wildlife Sites. CWT recommends that the corridor network is identified in the Neighbourhood Plan and protected from development. Map 4 shows an indicative boundary for the wildlife corridor network; however this is likely to require refinement following detailed survey work. The corridor should be wide enough to protect the high and medium distinctiveness areas identified in map 3. CWT suggests that an adjacent non developable buffer zone is identified. The buffer may be in the region of 15 metres in order to fully protect high value habitats (PNP/C15).

4. CWT also advise that measures to mitigate possible ecological impacts are included in any development adjacent to buffer zones and high/medium distinctiveness areas identified in map 3. An example of this may be that bat sensitive lighting is recommended for use on the outside of buildings or in car parks/pathways. Surface drainage water from developed areas should always be directed away from sensitive areas due to the risk of pollution (PNP/C15).

5. This policy confirms that the future development of Poynton village should respect the natural environment. The most intact landscapes, in terms of biodiversity, landform and historic/cultural associations should be valued highly when planning decisions are made. Protection and enhancement of Poynton’s natural assets is of crucial importance to nature conservation but it is also important for the enjoyment of future generations.

6. Areas of high distinctiveness are already important for wildlife and planting trees may be detrimental. For example, if trees are planted on wetlands, species-rich grasslands or in woodlands which are already in good condition or in poor condition because they require thinning.

**POLICY EGB 17: WILDLIFE CORRIDOR**

1. The proposal for a wildlife corridor in Poynton is based on the CWT report and accompanying map (PNP/C15 Map 4). It is based in turn on Paragraph 117 of the NPPF (2012) which sets out how planning policies can mitigate impacts on biodiversity and geodiversity, including identifying and mapping components of the local ecological network, including the hierarchy of sites for biodiversity, wildlife corridors and stepping stones that connect them (PNP/A01).

2. A major wildlife corridor tracks the course of Poynton Brook incorporating land of high and medium distinctiveness along its banks and links to Middlewood Way. This corridor connects the local wildlife sites at Wigwam Wood and eight designated wildlife sites in Poynton and continues westwards to Mill Hill Farm Wood. The majority of its length has good ecological connectivity (Cheshire Wildlife Trust report pages 13&14). The area can provide breeding, foraging and commuting habitat for the species that live there (PNP/C15).

**POLICY EGB 18: MANAGEMENT PLAN FOR THE ENVIRONMENT**

1. The purpose of this policy is to incorporate other aspects of the Cheshire Wildlife Trust report, including remedial action. The Cheshire East Local Plan, July 2017 Strategy emphasises the natural environment as being one of the Borough’s greatest strengths, highly valued by residents and visitors alike. Protecting and enhancing the environment is seen as a key aspiration of the Local Plan. The environment needs to be managed in a positive way and this plan proposes that a town-based Management Plan for the Environment is prepared. Such a plan would need to be commissioned and
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prepared in full consultation with Cheshire East Council and Natural England, along with other local partners including the Cheshire Wildlife Trust (PNP/C15).

2. As an example, in order for a Local Wildlife Site to be recorded as in positive management all four of the following criteria would need to be met:

a) The conservation features for which the site has been selected are clearly documented.

b) There is documented evidence of a management plan/management scheme advisory document which is sufficiently targeted to maintain or enhance the above features.

c) The management requirements set out in the document are being met sufficiently in order to maintain the above features. This should be assessed at 5 year intervals (minimum) and recorded ‘not known’ if the interval is greater than 5 years.

d) The Local Sites Partnership has verified the above evidence (PNP/C15).

POLICY EGB 19: DEVELOPMENT OF ADDITIONAL GREEN SPACES

1. This policy seeks to identify the need for further sites for the provision of small pocket parks, picnic areas and informal open spaces throughout the Poynton area. Section 8 of the NPPF (2012) is concerned with a wide range of ways in which planning can contribute to promoting healthy communities. It notes that access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and wellbeing of communities (PNP/A01).

2. Within Poynton there are some areas, notably those where development is relatively recent, which are lacking informal and formal play areas. A recent example is the Glastonbury estate (off London Road North), where a community play area has been promoted and planned. This project requires support. The Crescent, also on London Road North, could be incorporated into the Poynton Pool/Park area, and equipped as a picnic area. This is an idea which is supported by the Poynton community in the original NP Survey.

3. A woodland belt in area PY09 (Map 2) of the Arup Green Belt Assessment could be established to help offset the environmental challenges which have been affected by the development of the new and substantial highway network going through and around Poynton. The planting of trees can assist in minimising the pollution effects of sound, sight and smell. Natural flora and fauna are quick to return to woodland areas and trees obviate the sight, sounds and smells of major road systems. A mixture of native trees intermingled with a range of evergreens would encourage the re-growth of natural flora and fauna. The woodland belt of land would also act as a buffer from the new housing development in Woodford currently under construction, adjacent to PY09 on the Arup Green Belt Assessment map (PNP/B10) (Map 2).

4. It is intended that formal local green spaces be identified for special protection to be based on the criteria set out in NPPF (2012) paras 76 to 78. The designation process requires background research and community support which has yet to be undertaken. As designation can only occur when a plan is being prepared or reviewed, this would form part of any review of this or other Plan.
POLICY EGB20: DEVELOPMENT OF ADDITIONAL ALLOTMENTS

1. There is Local Plan support at the Borough level for allotments including their role in helping people will lead healthy and active lifestyles benefiting from improved access to a variety of facilities which include allotments (Vision for Cheshire East 2030). Policy SE 6 in the Sustainable Environment Chapter of the Local Plan covers all outdoor open space including parks, allotments and playing fields; open space standards and contributions.

2. The encouragement of allotments in the east and west of the town accords with a number of wider spatial and other policies. Allotments are seen as valuable community spaces that provide people with the opportunity to enjoy an active and healthy lifestyle as well as contributing to wider environmental and social benefits (including a reduction in carbon footprint). Whilst planning permission is not required for creating allotments for food growing, it is required if an allotment is used for a leisure use, such as the laying or keeping of a lawn. In most cases planning permission would also be required if allotment holders wish to build storage huts, polytunnels or greenhouses, install fencing above a certain height, provide lighting or create a car park, access road and paths.

3. There is support within the Poynton community for an expansion of the current provision (PNP/C04). Current provision is to the east of the village in Higher Poynton and currently lessees must travel from all parts of the village. There is a waiting list of about 40 and some people have been waiting for seven or eight years. It would be logical therefore to provide more opportunities to the west of London Road (PNP/C18). If there are to be 650+ new homes in Poynton, it is probable that demand would rise proportionately, especially in view of the growth of interest in ‘Grow Your Own’ and the advantages to healthy living and fitness.

4. It would also be an opportunity to provide a community asset close to possible new housing developments which could include such necessary infrastructure as road access and parking to allotments. Allotments could be provided adjacent to the proposed housing development on sites at Hazelbadge Road and/or on land to the south of Chester Road adjoining the Bird Estate (ARUP Green Belt Assessment Sites PY08 and PY09: Map 2) (PNP/B10).

POLICY EGB 21: PLAYING FIELDS

1. A core planning principle in the NPPF (2012) is for planning to take account of and support local strategies to improve, health, social and cultural wellbeing for all (PNP A01). Within the Cheshire East Local Plan, July 2017 Policy SE 6 in the Sustainable Environment Chapter covers all outdoor open space including playing fields and policy SE 6 concerning Green Infrastructure aims to deliver a good quality, and accessible network of green spaces (including playing fields) for people to enjoy, providing for healthy recreation and continuing to provide a range of social, economic and health benefits.

2. As part of the preparation of the Neighbourhood Plan, the views were sought of local sports clubs as to their requirements over the next 10 -15 years, given the potential increase in the numbers of local residents arising from the provisions of the Cheshire East Local Plan, July 2017. As identified in Open Spaces summary report by Cheshire East – ‘Poynton; Poynton Open Spaces’ there is a need to address the requirement for additional pitch facilities in Poynton by;

   a) Investigating funding mechanisms.
   b) Improving poor quality pitches.
   c) Considering how to deliver the proposal for playing fields at London Road North - saved policy RT6 (7) - or at an alternative site (PNP/B10).
3. Two clubs in particular provided detailed information as to their potential requirements. Club A has a present area of availability for their use of 9.6 hectares over quite a wide area including pitches in Stockport, South Manchester and Wilmslow (PNP/B06). This club shows a projected growth of 8% per annum based on the number of players registered at present who will move through the ages. As the number of teams increases, moving from 5 a-side through to 11 a-side the required area will increase by more than 8%. A need has also been identified for artificial pitches to be available for community use (PNP/C20). Club B has identified a need for two artificial pitches for the sports they offer and football in the community would require two more of equivalent full adult pitch size (PNP/C22). This need for 3G pitches in Poynton is recognised by the Borough Council (PNP/B06). Facilities are needed for both matches and training. There are other football clubs in Poynton whose views were sought but no replies received.

4. There is clearly a need to provide adequate outdoor playing pitches to meet the local needs for the existing and future residents of Poynton who wish to take part in playing club sports or sports with friends (CEPPSAR). Not only can such use support national Green Belt policy, there would be benefits arising from use of land in the Green Belt for such purposes. These would be:

   a) To identify areas of Green Belt which have adequate access and space for parking,
   b) To identify areas accessible to residents which are far enough away from houses so as not to cause aggravation and reduced quality of life.
   c) To ensure a Green Belt activity which separates Poynton from surrounding built up areas, keeping Poynton’s buffer.
   d) To identify a Green Belt use that accords with the wishes of the residents of Poynton who identified a shortage of playing fields in the consultations.
   e) To identify a Green Belt use that accords with requirements specified in the adopted Cheshire East Local Plan, July 2017 July 2017
   f) To provide opportunities for residents which will improve their health and well being through physical activity.

5. Based on evidence supplied by one of the football clubs and some adjustments made for the predicted requirements of the other football clubs, present football playing fields requirement is estimated as follows;

   a) 7 Pitches for games 11 a side;
   b) 4 Pitches for games 9 a side;
   c) 5 Pitches for games 7 a side;
   d) 10 pitches for games 5 a side.

   This does not take into account the effect of housing developments, nor natural annual expansion in player numbers (at the moment running at an 8% increase). This 8% increase would need an extra two pitches per annum of the relevant sizes needed by age requirement (PNP/C19).

   There is no spare capacity of the playing pitches in Poynton for cricket, football or lacrosse. Most of the pitches are overplayed and some are in poor condition. The lack of suitable facilities is hindering the development of sports in Poynton (PNP/B06).

6. Areas of search for additional playing field provision identified from the ARUP Green Belt Assessment of 2015 Map 2 which meet all the objectives are:-

   a) PY09 – access off Chester Road and Lostock Hall Road
   b) PY12 – access off Woodford Road and Glastonbury Drive
   c) PY18 – access off Park Lane and Towers Road
d) PY14 – access of London Road North and Glastonbury Drive

e) PY 16 – access off London Road North

f) Use of PY 09 and PY 16 would support the Green Belt Buffer between Poynton and Stockport

**POLICY EGB 22 POTENTIAL LOSS OF EXISTING OUTDOOR SPORTS FACILITIES**

1. NPPF (2012) at para 74 sets out the national criteria upon which a playing field may be lost to development or other use which includes an assessment of the facility being surplus to requirements, replacement by an equivalent or better provision and the development of an alternative would outweigh the loss.

2. The circumstances are such in Poynton that a combination of the current pressures on existing outdoor sports facilities and provision, an expanding local population and the focus in the Local Plan Vision on people leading healthy and active lifestyles benefiting from improved access to sporting facilities, high quality open spaces and play areas (among others) requires an increase in provision of such facilities. Circumstances justifying any loss would therefore need to be very clearly articulated and justified including costings and benefits.

**POLICY EGB 23 REPLACEMENT OR ADDITIONAL SPORTS CLUB FACILITIES**

1. Section 8 of the NPPF (2012) sets out how the planning system can play an important role in facilitating social interaction and in creating healthy and inclusive communities. Parts of section also refer specifically to opportunities for outdoor sport and recreation making an important contribution to the health and wellbeing of communities.

2. At Borough level, policies SC1 and SC2 of the Cheshire East Local Plan, July 2017 set out the Borough Council’s priorities including how any proposal affecting an indoor or outdoor sports facility will be assessed in relation to any emerging or subsequently adopted indoor Sports Strategy or Playing Pitch Strategy.

3. There is a recognised need by the local authority, Town Council, and local sports clubs and teams that improvements in both the number and quality of sports facilities are needed in Poynton, in particular arising from the increase in the number of households within the next 10-15 years who will be seeking local access to sports facilities. Cheshire East Council has already undertaken sports assessments of the main outdoor sports facilities and this has informed this Neighbourhood Plan.

4. There is a need to improve provision at Poynton Sports Club as the main provider of a range of outdoor sports within the town. The Club also has aspirations to relocate and there is a need to ensure that any re-location provides the Club with improved changing facilities.

5. There are three large housing developments proposed in Poynton each likely to deliver around 150 new houses. There is therefore an expectation of an increase in demand for all local sports activities. Whilst there may be clubs who can assess the need for new pitch provision through planning on an individual club basis, it is recognised in this Plan that a more strategic approach is required to ensure future supply across the range of sports and ages.

6. There are currently no 3G pitches in Poynton. The area has no full size or smaller 3G pitches. The Town Council has urged that Poynton should be given preference should 3G pitches be developed by other parties and that any pitch developed should be a full size pitch. Such a 3G pitch could be developed either as stand alone facility or as part of any new larger sports replacement or new facility. In the
longer term, it would be appropriate to explore opportunities for access to an increased number of 3G pitches to cater for grass pitch shortfalls in Poynton.

7. There is currently a shortage of available sites leading to some Poynton based clubs and teams choosing to play elsewhere. Such solutions are unsustainable particularly in the light of increased demand from new residential occupiers. There are also a number of sites which have previously been used for outdoor sports which for a number of reasons are no longer available. The future use of currently unavailable sites may help to further reduce shortfalls of supply and build future capacity.

**POLICY EGB 24: HERITAGE ASSETS**

1. Poynton has an important and interesting history, which is reflected in the number and variety of heritage assets in the town. It has to be recognised that the national guidance concerning heritage is now contained in the NPPF (2012) dated 2012, which introduced some important changes including the recognition which should be given to the importance of the setting of a heritage asset (PNP/A01). The Saved policies of the Macclesfield Borough Local Plan 2004 provide a comprehensive range of policies concerning heritage assets at the Borough-wide level (PNP/B02).

2. The Cheshire East Local Plan, July 2017 has been subject to examination during much of the time this Neighbourhood Plan has been prepared. From July 2017. Local Plan Policy SE7 has become the main Development Plan policy for the historic environment across Cheshire East. The view is taken that in the light of the significance of the heritage assets of the Poynton area, some continuity of protection at a local level may be needed. There may be a local policy gap in some aspects of the protection and enhancement of listed buildings in the town as Cheshire East Council develops its own strategic and local policies as the local planning authority. This Neighbourhood Plan recognises and supports the current policies for heritage protection within Poynton.

3. It is clear from the community engagement undertaken for this Plan that the heritage assets within the area are highly valued by the local community (PNP/C04). Although there is possibly room for further enhancement of some listed buildings, investment decisions about listed buildings and continuity of planning policy towards heritage matters need to be made by local owners, prospective purchasers and the local community. Therefore the need to include some clear local guidance is included in this Plan.

**POLICY EGB 25: LISTED BUILDINGS IMPROVEMENT AND ENHANCEMENT**

1. Poynton has 22 buildings on the national list of Buildings of Architectural and Historic Interest registered with Historic England (PNP/A04). These date from a late 16th century farmhouse (Lostock Hall Farm) to the late nineteenth century monumental guide post built in the centre of the town in celebration of the Diamond Jubilee of Queen Victoria (see Map 5 A – ‘Poynton Historic Environment’). It is recognised that local people be made aware of these important heritage assets, understand how they each contribute in some manner to Poynton’s heritage and all require protection. It is important that the Poynton community is aware of Poynton’s history.

2. Cheshire East Borough Council has the main legal and planning responsibilities under the appropriate legislation. Poynton Town Council will seek to encourage the Borough Council to actively formulate a protection, maintenance and management policy for these assets. It is vital that these assets are protected during any planned developments.
POLICY EGB 26: CHANGES OF USE OF LISTED BUILDINGS

1. Demolition of any listed building would constitute a major loss to the local area. There may be instances when a change of use will be considered where this would enable a redundant or under-used building to be brought back into beneficial use. Ideally the best use for a historic building will be the use for which it was originally designed, and the continuation or reinstatement of that use should certainly be the first option when the future of a building is considered. However, not all original uses are viable, also the nature of particular uses can change over time. Some uses may no longer be appropriate to the existing building and new uses may need to be considered. Applications for the change of use of a building will usually require planning permission and associated physical alterations to the listed building itself will probably require Listed Building Consent.

2. Some listed buildings in Poynton have already changed from their original use into residential use. Other buildings may still be viable in their original use even if they would produce higher financial returns if changes of use were agreed. Where a change of use of a building is being considered the correct approach is to adapt the proposed use to suit the building, rather than trying to adapt the building to accommodate the proposed use.

POLICY EGB 27: LOSTOCK HALL FARMHOUSE

1. Lostock Hall Farmhouse is a significant listed building in Poynton which suffers from decades of neglect and lack of repair and maintenance. Planning permission was granted in November 2010 for works of repair, remodelling, conversion from three dwellings to one dwelling and extensions. That planning permission has not been implemented. The Hall remains at risk. Previous applications for planning permission and listed building consent were made for the repair and conservation of the listed Lostock Hall, including its conversion from 3. flats to a single dwelling, demolition of dilapidated outbuildings, removal of mobile homes, construction of new dwellings resulting in a total of 12 dwellings on the site, relocation of equestrian centre and associated landscaping works. These applications for full planning permission and listed building consent were both refused in March 2010.

2. The Lostock Hall site lies within the search area which has been considered for the alignment of the Poynton Relief over recent decades. Planning permission has now been granted and funding is in place for the construction of the Relief Road. The uncertainty about the future use of this area has now been removed and construction of the Relief Road is expected to commence in 2019-20.

3. The refused scheme was considered in relation to Enabling Development works to add more dwellings along with an equestrian centre to the site. Any further applications for either a restoration scheme or Enabling Development scheme should be accompanied by full supporting documents including justification and evidence to support the proposed scheme.

4. This building is listed grade II with elements that probably date from the 16th century with 19th century modifications and additions; it is also situated within the Green Belt where there is strict control over new development. The building still retains some of its timber frame and has been clad in red brick; the roof still retains some of the Kerridge stone slates. This property has been the subject of substantial discussions with the Local Planning Authority and other services for a number of years. The building is in
a perilous condition and is in desperate need of a sympathetic restoration scheme, whether or not it includes an Enabling Development component.

5. The proposal to repair the building and restore it to a family home with some extensions and remodelling was welcomed by the Town Council and granted permission for planning and listed building consent by Cheshire East Council in 2010. There were some reservations about the setting of the building which had a limited curtilage at the time of the approved applications. At that time, the Borough Council’s Conservation Officer also had some concerns that the building would be able to withstand renovation work without some further loss of its fabric. It was considered that all the work would need careful planning and execution in order to minimise any further loss.

6. Given the historical significance of the Hall and its current state of repair and maintenance as well as its Green Belt location, it is considered appropriate to include this policy to inform both the owner and the local community that the future of this site remains to be resolved. A scheme which reflects the 2010 grant of permission for mainly works of restoration and enhancement to the existing building for residential use would be supported. Any scheme for the construction of new dwellings or other uses would need to comply with national guidelines for both Enabling Development and the Green Belt.

**POLICY EGB 28: LOCALLY LISTED BUILDINGS**

1. A Locally Listed Building is a building, structure or feature which, whilst not listed by the Secretary of State, is considered by the Borough Council to be an important part of Poynton’s heritage due to its architectural, historic or archaeological significance. Locally listed buildings are considered to be a heritage asset for the purposes of the NPPF (2012) as having a degree of significance meriting consideration in planning decisions due to their heritage interest. (PNP/A01)

2. As with nationally listed buildings, any works carried out should preserve or enhance the building and any features of architectural or historic interest retained and appropriate materials used. Inclusion in the Local List does not give the building any statutory protection but it is intended that every effort will be made to conserve those buildings and structures contained within it in order to benefit the Borough as a whole. This will be achieved by persuasion and the careful consideration of development proposals as they arise (PNP/B07).

3. Policy BE20 of the Macclesfield Borough Local Plan 2004 concerned locally important buildings and this reflected the national guidance at that time. That policy has not been saved in the adopted Cheshire East Local Plan, July 2017. The Cheshire East Plan proposes at a Borough level Policy SE 7 as an approach to heritage assets, including designated and non-designated assets, and is based on the more recent national guidance set out in the NPPF (2012). This policy of the Neighbourhood Plan is compliant with both previous and current Local Plans and the NPPF (2012).

POLICY EGB 29: NON-DESIGNATED HERITAGE ASSETS

1. The list of these assets comprises many features derived from the history of Poynton as a coal mining area until nearly the mid-20th century. There are still many places in Poynton reflective of its significance over the centuries which the community wishes to acknowledge and mark in some way. Bagshaw’s Directory in 1850 described the town as comprising “over 2,400 acres of good land, and mostly well drained, but its subterranean wealth far exceeded that on the surface. Lord Vernon is the owner and lord of the manor. The Poynton and Worth Coal Mines, the property of, and worked by the Right Hon. George Warren Lord Vernon, are numerous, and spread over a compass of two miles. The coal is of good quality, and the mines are very prolific, having seams of coal varying from 2 to 7 feet in thickness. A railway about a mile in length, on a self acting incline, worked by a wire rope, conveys the coal to the Macclesfield branch railway, which is thence forwarded to Macclesfield and Stockport in very considerable qualities”.

2. These historical places will be identified in appropriate ways including by plaques summarising the reasons for their inclusion. The list of sites additional to those designated by Historic England and Cheshire East Council has been compiled using information from ‘Poynton A Coal mining Village; Social History, Transport and Industry’ by W. H. Shercliff, D. A. Kitching and J. M. Ryan.

POLICY EGB 30: PROTECTING AND ENHANCING NON-DESIGNATED HERITAGE ASSETS

1. Cheshire East Local Plan, July 2017 policy SE 7 sets out the strategic approach in policy to be taken towards non-designated heritage assets at section 3b(i). The impact of any proposal on a non-designated asset should be properly addressed as a part of any development proposals, particularly as these are valued by local communities as it the situation in Poynton.

2. Within the supporting guidance for SE 7 non-designated heritage assets are defined as 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

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POLICY EGB 31: DEVELOPMENT WITHIN THE CURTILAGE OR SETTING OF A LISTED BUILDING

1. The listing of any building includes any buildings or permanent structures within its curtilage which have formed part of the land since before 1 July 1948. The setting of a listed building is often an essential part of the building’s character. The listed buildings in Poynton include a wide ranges of curtilages and settings. This includes a small number of sites where a landscaped parkland, garden or grounds have been laid out to complement the design or function of the building. The economic viability as well as the character of listed buildings within such planned settings may suffer where inappropriate new development isolates them from their surroundings or degrades the landscape or other setting. This can effectively reduce the significance of buildings and the contribution they make to the local countryside or townscape. Where a listed building has little or no ancillary land, as is the case in some Poynton listings, its setting may include a number of other properties or even the whole street. These buildings may not necessarily be of great individual merit but combine to produce a visual harmony which enriches the setting of the listed building itself.

2. Any proposals for development which by its character or location may have an adverse affect on the curtilage or setting of listed buildings will require very careful consideration. This would apply even if the development would only replace a building which is neither itself listed nor immediately adjacent to a listed building. Development proposals some distance from the site of a listed building may also sometimes have an adverse affect on its setting. For example, because of the nature of their use, can adversely affect the character of the setting of a listed building or group of buildings through noise, nuisance and general disturbance.

3. Applicants should aim to submit detailed drawings which illustrate the relationship between the proposal and the listed building.

POLICY EGB 32: SUPPORT FOR ENVIRONMENT, GREEN BELT AND RECREATION/TOURISM POLICIES IN THE MACCLESFIELD BOROUGH LOCAL PLAN

There are some relevant Saved policies in three chapters of the Macclesfield Borough Local Plan relating to different Planning matters within the Poynton area. The following Saved policies are contained within Chapters 3 (Natural and Built Environment), 4 (Green Belt and Countryside) and Chapter 5 (Recreation and Tourism) of the Macclesfield Borough Local Plan relating to those subject areas.

These policies will be replaced within the next year by the Part 2 of the Cheshire East Local Plan, the Site Allocations Development Planning Document SAPDP (PNP/ B30)) The SAPDP (PNP/ B30) First Draft consultation took place in Autumn 2018. The consultation version did not include any detailed policies for these subjects addressed in this Neighbourhood Plan concerning the Poynton area. It is considered that a number of Saved policies for the Environment, Green Belt and Recreation/Tourism within the Macclesfield Borough Local Plan are still relevant to the future planning of Poynton. There are a number of policies within each chapter which should be retained for the purposes of making decisions on planning applications within Poynton.

The Saved policies have been reviewed as part of the public examination process for the Cheshire East Local Plan adopted in July 2017 and can therefore be considered as up to date policies and fully compliant with national planning policy and guidance. The Saved policies continue at the time of preparation of this Neighbourhood Plan to be deployed for the purposes of decision making on planning applications. It is understood that the Saved policies would cease to have Development Plan status following the adoption of the Local Plan Part 2 (Site Allocations Development Planning Document) likely to be in the period 2019-20. The Saved policies listed are considered to complement the Poynton Neighbourhood Plan for their subject areas.
POLICIES FOR HOUSING

POLICY HOU 1: LOCATION OF FUTURE DEVELOPMENT

1. This policy aims to reflect the comments made by the community in the surveys and other Neighbourhood Plan work whereby people want to preserve the village atmosphere and the Green Belt, but recognise the need for future development in Poynton. It will be crucial that any landowners/house builders whose sites are brought forward have a clear understanding of the resident’s desires through the results of the initial and ongoing surveys relating to the Neighbourhood Plan.

2. Within the first Neighbourhood Plan survey there was overwhelming support for the protection of the Green Belt, with 72% of respondents either disagreeing (27%) or strongly disagreeing (45%) that building in the Green Belt should take place. This desire to protect the Green Belt is supported by the adopted Cheshire East Local Plan, July 2017 which states “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” (Section 8.38). Policy PG3 goes on to say that the “construction of new buildings is inappropriate in the Green Belt”.

3. The preservation of the Green Belt is also an underpinning principle of the National Planning Policy Framework (NPPF (2012)). Paragraph 79 of the NPPF (2012) supports this, with the government attaching great importance to Green Belt. One of the core principles of the NPPF (2012) paragraph 17 is to “encourage the reuse of existing resources, including conversion of existing buildings” and to “encourage the effective use of land by reusing land that has been previously developed, provided that it is not of high environmental value”. The Previously Developed Land (PDL) sites proposed within this Plan are all deliverable within the Plan period, subject to planning permissions being granted, and meeting the criteria within the NPPF (2012).

4. The location of any new development needs to use the existing brownfield or PDL sites first before the release of any Green Belt areas for development. This is to preserve the village atmosphere. The Poynton Parish Plan states “the village of Poynton is inset in the Green Belt and within the Green Belt planning policies seek to keep land open and keep levels of activity to a minimum. It is the intention that the Green Belt should have a rural character and there are strict restrictions on building” The Parish Plan questionnaire confirmed the very strong agreement of the people of Poynton with this policy, with 95% supporting the protection of the existing Green Belt. Little or no support was revealed through the questionnaire for the removal of any of this area from the Green Belt. This was further backed up in the resident survey carried out in the first quarter of 2015, whereby 96% of respondents agree or strongly agree with using large buildings for conversion to housing and 83% of respondents disagreed or strongly disagreed with building on areas of existing open land.

5. By adopting a “PDL-first” policy this Plan is in line with current government policy at the national level. Paragraph 22 of the NPPF (2012) states that “planning 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” and local planning authorities are encouraged to prioritise such brownfield sites for development in order to reduce pressure on the Green Belt. The sites proposed within this Plan comply with this national policy and reaffirm that development of the Green Belt is not required to provide the housing numbers identified for Poynton within the Cheshire East Local Plan, July 2017.
6. Poynton has concerns about current infrastructure, resulting in traffic congestion and drainage problems which significant further development would exacerbate without major investment. In addition, the Cheshire East Infrastructure Delivery Plan (PC B033) (PNP/B26) identifies a high risk shortfall in secondary school places as a result of predicted development pressures. The Delivery Plan also identifies a need for improved leisure provision to meet future demand. Policy HOU18 is, therefore, in place not only to determine the number of units which could be developed within the Plan period, but to also try to mitigate the impact of any development on the current infrastructure.

7. Policy H6 of the Macclesfield Borough Local Plan confirms support for housing in town centres which include Poynton. This policy is retained within the adopted Cheshire East Local Plan, July 2017. The Neighbourhood Plan policies for housing and the town centre are in alignment with H6.

POLICY HOU 2: AMOUNT OF HOUSING DEVELOPMENT

1. The amount of new housing development expected in Poynton in the period 2010 to 2030 has now been confirmed as 650 units in the adopted Cheshire East Local Plan, (July 2017). This comprises two components: three strategic sites at 150 units each and the site allocations of 200 units. This Neighbourhood Plan seeks to demonstrate a number of ways in which that 200 on other site allocations can come forward for development in the period to 2030. It is acknowledged that the 650 figure proposed for the Poynton Settlement would need to be supported by the Neighbourhood Plan in order for the Plan to be in conformity with the local planning framework. Therefore, the sites proposed are sufficient to be able to provide the numbers required by the adopted Cheshire East Local Plan, July 2017.

POLICY HOU 3: CRITERIA FOR ASSESSING THE SUITABILITY OF POTENTIAL HOUSING SITES.

1. One of the core planning principles set out in the NPPF (2012) is to encourage the effective use of land by reusing land that has been previously developed (brownfield land) provided that it is not of high environmental value. This approach is endorsed by Policy SE2 of the adopted Cheshire East Local Plan, July 2017 and also reflects policy H1 of the Macclesfield Borough Local Plan which was the Development Plan during the preparation of this Plan.

2. There is a housing requirement of at least 650 homes to be met within Poynton set out in the adopted Cheshire East Local Plan, July 2017. The three strategic housing sites allocated in the Local Plan itself account for 150 homes each to total 450. Some allowance can also be made for windfall as infill schemes and other sites have come forward for development during the first part of the Local Plan and Neighbourhood Plan period. It is expected that such small sites will continue to provide a reliable source of local supply towards the 650 requirement.

3. There are a number of other sites within Poynton which are either Brownfield or are not currently sited within the North Cheshire Green Belt. These sites could potentially deliver at least a further 200 additional homes within Poynton in the Plan period. Appendix C of this Plan sets out the methods deployed in setting out the criteria for selecting the potential sites to accommodate the gap requirement of 200 units.

4. Such sites include part of the former Vernon Infants School and the Poynton Sports Club. There are also sites on the edge of Poynton lying within the Green Belt which have been promoted for development, either through the Neighbourhood Plan or the Cheshire East Local Plan, July 2017, or both. The approach of this Plan at this stage is to acknowledge that it is not the function of a Neighbourhood Plan...
to change the status of Green Belt; rather that is the function of the Cheshire East Local Plan, July 2017 and the Borough Council’s own emerging Site Allocations and Development Policies Document (PNP/B27).

5. Furthermore, for planning purposes the Local Plan considering the settlement of Poynton which has included the adjoining areas of the northern part of Adlington Parish. These would include brownfield areas currently mainly in employment use (as designated on the Macclesfield Borough Local Plan) which may have some potential for redevelopment for housing use either in whole or in part.

6. When determining the location of these proposed sites, a number of factors were taken into account. In the first instance a “call to sites” was held whereby various landowners and developers could meet with the Steering Group, and put forward their proposals for development sites within Poynton. All the sites highlighted on Map 6 were sites which were proposed. It should also be noted that there were many other sites proposed during this process which can be found within the additional evidence. Other policies for Housing in this plan were also taken into account, as well as national and Borough guidance and the public consultation results in respect of this Plan and previous plans and strategies for Poynton.

7. The sites were chosen following this process and in conjunction with a review of the Cheshire East SHLAA (2012 Updated February 2013), PNP/B14, Cheshire East Green Belt Assessment (September 2013), and the Cheshire East Council Green Belt Assessment Update 2015 Final Report (May 2015), PNP/B10 published by Arup. The Arup report was commissioned by the Borough Council as a specific response to the initial interim views of the Planning Inspector undertaking the examination into the Local Plan Strategy dated November 2014. He had requested an assessment of the potential of Green Belt areas on the edge of the northern towns of the Borough for potential development as part of the Local Plan work in addressing the future housing needs to 2030. The Arup Report classified land into four categories in terms of their contribution to serving the purposes of the Green Belt. Four areas on the edge of Poynton and lying wholly within Poynton are now being considered for development as part of the Local Plan and Neighbourhood Plan process.

8. The Borough Council undertook its own site selection methodology for strategic sites through the Local Plan process No strategic sites within Poynton were proposed in the submission version of the Local Plan (May 2014 version). Three sites each of 150 houses were introduced as part of the revised Local Plan proposals considered for examination commencing in September 2016. (PNP/B01 and Map 6). Although the number of total units proposed in the Cheshire East Local Plan, July 2017 do not match the desires of Poynton residents, it is acknowledged that the 650 figure proposed for the Poynton Settlement needs to be supported by the Neighbourhood Plan in order for the Plan to be in conformity with the local planning framework. Therefore, the sites proposed are sufficient to be able to provide the numbers required by the Cheshire East Local Plan, July 2017.

**POLICY HOU 4: PHASING OF DEVELOPMENT**

1. The allocations made by the newly adopted Local Plan will see a major step change in the amount of development in Poynton over the next ten years compared to recent decades. Whilst it is normally expected that the market will determine the rate at which houses are built and occupied and a number of different house builders will be promoting sales on the three strategic sites. There are however a number of environmental, infrastructure and other constraints which need to be addressed. Policy HOU4 therefore seeks to mitigate the impact this level of development on local infrastructure, facilities and services, achieve internal renewal, and to accord with Green Belt policy. It is also noted that the recently adopted Cheshire East Local Plan, July 2017 does not have any specific policies regarding the phasing of development, rather a predicted pattern for sites to come forward.
2. In terms of scale of growth, the population of Poynton at the 2011 Census was 14,260 (PNP/A10). A total of 650 mainly family homes being built within the next 10-12 years could see a rise in population of at least 2000 or around 15%. That population would require all the infrastructure, services and facilities necessary for a diverse and growing community.

3. Accordingly, Poynton has genuine concerns about current infrastructure, resulting in traffic congestion and drainage problems which significant further development would exacerbate without major investment. In addition, the Cheshire East Infrastructure Delivery Plan (PC BO33) (PNP/B26) identifies a high risk shortfall in secondary school places as a result of predicted development pressures. The Delivery Plan also identifies a need for improved leisure provision to meet future demand. Policy HOU4 is, therefore, in place not only to determine the number of units which could be developed within the Plan period, but to also try to mitigate the impact of any development on the current infrastructure.

POLICY HOU 5: HIGHER POYNTON

1. All settlements were assessed by Cheshire East Council based on the range of local facilities and services available at the commencement of the Local Plan process (Document BE 046 of the Local Plan Examination Library dated November 2010, Determining the Settlement Hierarchy) (PNP/B28). Poynton town is designated as a Key Service Centre within the Borough-wide hierarchy ranking below the Principal Towns of Crewe and Macclesfield and above the smaller Local Service Centres. The proposed hierarchy has subsequently been approved for the purposes of Local Plan examination by the Planning Inspector. A fourth level of Other Settlements below the three tiers was also assessed and both Middlewood and Higher Poynton were included in the list of candidate settlements. The facilities at Higher Poynton included in the assessment at that time included a mobile library, church hall and children’s play area.

2. For the purposes of the Cheshire East Local Plan, July 2017, the Higher Poynton area is included within the list of Other Settlements and rural areas for the purposes of settlement hierarchy and the spatial distribution of development as set out in policy PG6 of the Cheshire East Local Plan, July 2017. This is important because whilst any infill development within the Higher Poynton area will be making a contribution to meeting local housing needs within the wider Poynton Town, the houses will not be included within the total figure of housing for Poynton as a Key Service Centre due to the four tier settlement hierarchy.

3. For the purposes of seeking to define the boundary of Higher Poynton village, the Cheshire East Guidance note on defining Settlement Boundary has been deployed (document CEC Settlement Boundary Assessment Guidance). There are four criteria which have been listed which are extant planning permissions, the functional relationship to the physical form of the built up area, functional relationship to the use of the built up area and the relationship to permanent physical boundaries. In terms of detail boundary definition, the village boundary has been defined to include those buildings and curtilages which are contained and are visually separate from the countryside and any areas of land with planning permission as at 31.3.2017. The following uses have been excluded: any areas of leisure or other use detached or peripheral to the settlement, individual, group or agricultural buildings which are detached or peripheral to the settlement, any areas of open space of unused or undeveloped land that is detached or peripheral to the settlement, areas of land which protect important local vistas and large gardens which are visually open and relate more to the countryside and whose development would harm the forum and character of the settlement and would compromise the openness of the North Cheshire Green Belt at this point. An area immediately to the east of Higher Poynton is within the
A Neighbourhood Plan for Poynton-with-Worth

Peak Park Fringe Area of Special County for Landscape as defined within the Macclesfield Borough Local Plan.

4. In defining the area to which limited infilling may be applicable, the boundary has been determined as marking the edge of where there is a break in development or a clear change in character of a more loose-knit form of development. Where this is the case, infill development beyond the defined boundary would compromise the purposes of the Green Belt and would constitute inappropriate development. A separate note explaining the proposed boundary of the limited infilling area within Higher Poynton follows.

DESCRIPTION OF PROPOSED INFILL BOUNDARY: HIGHER POYNTON

The boundary (Se Ap B Map 9) has been drawn to include those properties in Higher Poynton that form a logical continuous built up area, and to take advantage of key landscape features. The buildings and curtilages as defined are contained and visually separate from the surrounding countryside. Physical features have been selected where possible to define the boundary.

The boundary will start (A) at the rear of Hilton Road (south) residential properties adjoining the Middlewood Way and use the Middlewood Way boundary to its junction with Lyme Road.

The boundary will run east along the rear boundary of the Lyme Road properties, including the Macclesfield canal boat yard to the canal tow path, then follow the canal tow path boundary S to (B) the end of Elm Beds Rd incorporating Elm Beds farm. It will then follow the rear boundary of properties along the south of Elm Beds Rd, turns south along the rear boundary of Shrigley Rd properties to No 81 Shrigley Road (C, where open countryside and the Coppice woodland area immediately adjoin Shrigley Road at this point. It will then turn back along Shrigley Road to the junction with Elm Beds Rd.

The boundary will follow Shrigley Road west over the bridge then run along the rear of the properties on the south side of Coppice Rd to the garden border of ‘Glengarry’. At this point, there are open fields making a clear break on both sides of Coppice Road to the next properties looking west. (D). The boundary will cross Coppice Road and incorporate Spring Bank Farm and the new houses there following the rear property boundary to meet the rear garden boundary of the houses at Shrigley Rd North, and then following this boundary northwards to Anson Rd at the rear of the Boars Head Public House (E).

The boundary will cross Coppice Rd in a northerly direction to follow the rear garden boundary of Woodhouse Farm and adjoining cottages to the north joining Green Lane at this point (F). It will follow the rear boundaries northwards of properties facing onto Green Lane from No 15 to No 49 (G) where it will cross Green Lane and follow Hawthorne Grove to its junction with Prince Road. The boundary will cross Prince Road and follow the rear boundary of the properties on the north side of Prince Road and the south side of Hilton Road to meet (A).

The proposed infill boundary area includes a small number of plots where infill may be possible. It also incorporates the Cheshire East Council owned playing field and playground between Lyme Road and Elm Beds Rd which should remain as protected public green space. There is also an attractive view looking westward from Shrigley Road North over the field surrounding St Martin’s Church. This view is considered a key local vista and should be protected.

In terms of local facilities and services, the Higher Poynton community also benefits from the Boars Head public house and a shop in an adjacent cottage. There is a small tennis club located between Green Lane and Carleton Road, accessed from Carleton Road. Open fields are in agricultural use within this same area. All of these features contribute to the character of Higher Poynton.
POLICY HOU 6: INFRASTRUCTURE FOR STRATEGIC HOUSING SITES

1. The NPPF (2012) sets out in a number of sections that development and infrastructure should be aligned together to create sustainable communities. Consultation on the Neighbourhood Plan and the Local Plan during the same period of time has confirmed the concerns of the Poynton community as to both the impact of the amount of development on the infrastructure of the town and the lack of any town wide Poynton Delivery Plan for the wide range of services and facilities required. It appears that such matters are to be determined in terms of need, timing and priority mainly or wholly by the process of planning applications and the subsequent requirements of section 106 agreements or Community Infrastructure Levy (in due course).

2. For each site allocated as a Strategic Site in the Cheshire East Local Plan, July 2017, a series of planning consideration has been identified within the policy. Whilst these list criteria relevant to each site, they do not take a spatial approach for the whole of Poynton town by considering the wider concerns generated by the size and location of the growth of the three strategic sites and the capacity of the town to accommodate them. The full impact on the town arising from this period of substantial growth has clearly not been adequately addressed. Policy HOU6 therefore seeks to set out an alignment between the three strategic sites in Poynton and the infrastructure required to support the development of those sites.

3. Poynton Town Council has noted with disappointment that Cheshire East Council in its draft Charging schedule for CIL published in Autumn 2017 (public consultation from September to November, PNP/B29) there are no additional infrastructure projects listed as potential CIL funded within Poynton. (Draft regulation 123).

POLICY HOU 7 TO 10: CHESHIRE EAST LOCAL PLAN, JULY 2017 STRATEGIC SITES

1. Through the Local Plan Strategy, a number of key infrastructure elements for each of the three strategic site needed to be identified and consolidated into a town wide approach to development and infrastructure. This needed to include the provision of section 106/CIL contributions towards the strategic infrastructure provision in the town wide Infrastructure Delivery Plan and to include the provision and enhancement of the physical, social, community, and green infrastructure provision both on and off site. The strategic sites alone would only account for up to around 450 new homes. The remaining 200 homes built to meet the Local Plan requirement also needed to be addressed in terms of their infrastructure requirements.

2. In addition, there are local impacts on the community of Poynton arising from this amount of planned development over a relatively short period of time. Policy HOU7 sets the overall spatial context of this scale of development and the local expectations of the manner in which the sites will be developed. This scale of development is literally the “once in a generation” period of land being released from the Green Belt. High standards are required across all sectors of site management and development.

3. Policies HOU8 to 10 are included having taken into account concerns expressed by local residents as part of both the Local Plan and Neighbourhood Plan preparation. They have also take into account the criteria set out in each of the Local Plan policies for development of these three strategic sites which are HOU8 policy LPS 50 Chester Road, HOU9 policy LPS 48 Hazelbadge Road and HOU10 LPS 49 Sprink Farm. Site planning factors in terms of constraints and opportunities are also included among the criteria.
4. Poynton Town Council has noted with disappointment that Cheshire East Council in its draft Charging schedule for CIL published in Autumn 2017 there are no projects which would support infrastructure works in Poynton.

**POLICY HOU 11 TO 14B: PROPOSED HOUSING SITE ALLOCATIONS**

1. The proposed allocations have been determined in accordance with the site assessment methodology and supporting material contained in Appendix C of this Neighbourhood Plan. All sites would be developed in accordance with the relevant policies set out in the Cheshire East Local Plan, July 2017 (July 2017) and the Saved Policies of the Macclesfield Borough Local Plan (as set out in t Appendix B of the Cheshire East Plan). Supplementary Planning documents as approved by Cheshire East Council also apply to these sites in terms of the principles of development.

2. The Neighbourhood Plan allocations are one of three components of the housing land supply. Of the total Local Plan Poynton 650 requirement, strategic site allocations total 450 units on 3 sites, Neighbourhood Plan allocations number 160 units on 3 sites with the remainder from windfall sites (expected to be at least 140 over the plan period). It is therefore expected that the Local Plan and Neighbourhood Plan allocations will be sufficient to meet the requirement without the need for any further release of Green Belt land within the plan period to 2030. This gives some continuity in terms of planning services and facilities to accommodate the growth in housing and population in the town.

3. The “Brownfield First” approach to development has created nearly 100 additional new dwellings within Poynton over the period from 1st April 2010 to 31st July 2016, an average of 18 dwellings per year (A full list is available in the supporting documents for this Plan). These comprise houses which have been completed, planning approvals and current applications. windfalls but have all added to the diverse supply of housing coming forward. Based on these historic trends, it is projected that such an approach could see around 350-400 new houses being built in Poynton over the Plan period. A deliverable figure of less than half of that (140) is included in the policy expectation.

4. The selected sites are all in sustainable locations within easy walking distance of the town centre and in compliance with policies SD1 and SD2 Planning for Sustainable Development in the Cheshire East Local Plan, July 2017. The sites are considered deliverable and are available either currently or with a realistic prospect that housing could be delivered on each site within 5 years. Each site is considered viable having regard to their existing use and the potential development value in popular town. Two sites (Sports Club and Glastonbury Drive) have known developer interest whilst the third site (Vernon School) is owned by the Borough Council.

**POLICY HOU 15 TO 18: HOUSING MIX, DENSITY AND ENVIRONMENT**

1. There is a need for new housing in Poynton to meet the needs of both existing and future generations, and provide an appropriate mix of housing types and sizes which are suitable for the full diversity of Poynton’s population. In support of this, paragraph 195 of the NPPF (2012) states that action should be taken to address the need for all housing types, including affordable housing. This is further supported by Strategic Priority 2.1.ii of the Cheshire East Local Plan, July 2017, which seeks to ensure an appropriate mix of housing types, sizes, and tenures. Community support for a balanced mixed of new housing to address local needs has also been consistent throughout the development of this plan. The first consultation demonstrated a desire for a mix of housing, with no single type identified by the majority.
2. The CEC SHMA Update (2013) PNP/B15 states that the number of elderly residents is projected to increase by 45% by 2030, and that there is a subsequent need for an adequate mix of housing options to meet the needs of this growing section of the population. This anticipated increase in the elderly population and national trends which see the average size of household reducing, supports a need for the provision of smaller units in the town. This was also supported by consultation in which nearly a quarter of respondents identified new houses being less than 3 bedrooms as their initial priority, and 54% of consultees stating that they would consider downsizing as their current property is too big. 84% of these wanted to move to a smaller property in Poynton suggesting demand for smaller properties for existing Poynton residents, in addition to any demand from those wishing to relocate.

3. The Poynton Parish Plan (2006, PNP/C16) and Poynton Town Strategy (2012, PNP/B08) further support the objective to “support the future life and viability of the community of Poynton through ensuring that people have access to a range and type of housing that best suits their needs, now and in the future” (Poynton Parish Plan, 2006).

4. The density of new development can significantly impact on the extent to which that development matches the character of a settlement. This approach is supported by paragraph 47 of the NPPF (2012) which states that housing density should reflect local circumstances. Policy DC1 of the retained Macclesfield Local Plan (PNP/B02) also requires that densities must be sympathetic to the character of the local environment, street scene, adjoining buildings and the site itself. Poynton’s unique character means that high density development would not be appropriate and as such, a maximum density has been specified in this Plan.

5. New schemes with appropriate densities also provide opportunities for creating new areas of open space which can add variety and enhance the local environment. Access to open space is particularly key given the contribution it makes to healthy lifestyles and recreation. In addition, open space can visually help to retain the open character of the countryside in which Poynton is located.

6. Both national and local planning policies require appropriate open space provision to be made in new housing developments. Paragraph 73 of the NPPF (2012) acknowledges that access to high quality open space and opportunities for sport and recreation can make an important contribution to the health and well-being of communities and have a vital role to play in helping to promote healthier lifestyles.

7. At the local level, Policy SD1 of the adopted Cheshire East Local Plan, July 2017 identifies that in order to be sustainable, new development should provide appropriate open space infrastructure to meet the needs of local people, and SD2 requires that residential development provide open space of an extent, quality, design and location appropriate to the development and local community. This is further supported by the retained Macclesfield Local Plan which stated that new development must achieve a satisfactory balance between the open space and built form of development (Policy DC8). As a result, this Neighbourhood Plan requires that open space be incorporated within any large developments, or developments on areas which were previously open space. Much of Poynton’s unique character comes from its heritage and the high quality of heritage assets in the town. In addition, the town benefits from the intrinsic character and beauty of the surrounding countryside and the biodiversity it supports. This is recognised in the designation of the Canal Conservation Area. The need to protect and enhance these features are supported by the NPPF (2012) which states (para 109) that planning should contribute to and enhance the natural and local environment, and should minimise impacts on biodiversity. This is further supported by the Cheshire East Local Plan, July 2017, which sets clear policies regarding the enhancement of biodiversity and geodiversity (Policy SE3); the landscape (Policy SE4); and the historic environment (Policy SE7).
8. The number and severity of recent surface water flooding events is increasing in the town, and the frequency, pattern and severity of flooding events are expected to increase as a result of climate change. As a result, there is a need to ensure that all new development does not add or further increase the likelihood of surface water flooding, particularly in those areas contained within the Poynton Brook catchment.

9. This is supported by policies SE13 and SE12 of the Cheshire East Local Plan, July 2017, which require that all developments, including changes to existing buildings, seek 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 and 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.

10. Policy H12 of the Macclesfield Borough Local Plan confirms support for low density in some parts of the Borough including Poynton Park. This policy is retained within the Cheshire East Local Plan, July 2017. The Neighbourhood Plan policies for housing are compatible with H12.

11. The area of Poynton Park (including part of Towers Road) is designated as a Low Density Housing Area in Saved Policy H12 of the Macclesfield Borough Local Plan (Appendix B of the adopted Cheshire East Local Plan, July 2017 refers). There are other housing areas within Poynton which are of a substantially lower local density than the surrounding areas which would themselves usually have been built at a later date. Given the brownfield first emphasis of the Plan, there is some risk to these smaller areas being threatened by redevelopment out of character as well as overdevelopment.

12. The density of a proposed development is only one of a number of criteria used to assess the acceptability of a scheme. Other factors such as the spacing between buildings, the layout and design of the proposal and the loss of trees or other amenity will have equal importance in assessing the impact of a development on the character of an area.

13. That a development proposal exceeds the density of development in the adjoining area will not normally on its own be sufficient reason to warrant a refusal due to the presumption in favour of sustainable development as the golden thread of plan–making and decision making (paragraph 14 of the NPPF (2012) refers), demonstrable harm in terms of the impact on amenity will also need to be shown.

14. The location of a development site close to the town centre where there are a range of facilities and other services and some public transport may be available nearby, can be a material consideration justifying a higher density, and in accord with paragraph 14.

15. In order to assess the scope for development on certain sites, indicative layouts may be requested to be submitted with outline schemes. In assessing housing density the main concern will be the volume and extent of the building mass in relationship to the building plot and the surrounding existing development.

16. In the case of a building proposed to be sub-divided to form flats or terraced housing there will also be an assessment of the area of the site required to provide off-street parking and circulation in comparison to the surrounding area. To help in this assessment information will be required on the proposed building floorspace and plot ratio together with the number of dwellings and habitable rooms.
POLICY HOU 19: AFFORDABLE HOUSING

In the case of this Neighbourhood Plan, the terms ‘Affordable homes’ and ‘affordable housing’ are based on those definitions set out in the NPPF (2012). Paragraph 195 of the NPPF (2012) states that action should be taken through planning policies to address the need for all housing types, including affordable housing.

At the Cheshire East level, the 2013 SHMA (PNP/B15) identifies that local demand for affordable housing is strong (para 3.32) and that there is a shortage of affordable homes, particularly in the north of the Borough. In the report, analysis suggests that the proportion of newly-forming households who could not afford open market prices or rents in Cheshire East is 56.1% (para 4.26) and there is a net annual affordable housing imbalance of 1,401 dwellings each year, of which 118 are estimated for Poynton (para 4.32). Current affordable housing stock in Poynton in 2013 was 19 homes (para 6.18). In addition to the SHMA, the Cheshire East Housing Strategy (2011-2016, PNP/B16) identifies Cheshire East as the least affordable local authority in the North West, with average incomes insufficient to buy average priced properties. A Quality of Life Survey undertaken to support the strategy identified that 48% of Poynton residents felt that providing affordable housing should be a priority (p.19).

The intentions of the NPPF (2012) are supported by Strategic Priority 2.1.ii of the CEC Local Plan which seeks to ensure an appropriate mix of housing types, sizes and tenures, including affordable housing in Cheshire East. Policy SC5 of the adopted Cheshire East Local Plan, July 2017 requires that in Key Service Towns such as Poynton, developments of 15 or more dwellings (or 0.4 hectares) are required to include at least 30% affordable units. Given that most new developments in Poynton are smaller than the Cheshire East average in terms of the number of homes built in a single development, it is appropriate that the 30% minimum threshold be required for smaller developments than those set out in the Local Plan in order to ensure that the number of affordable homes increases. This is supported by strong support from Poynton residents to increase affordable housing provision in the town.

In the Neighbourhood Plan consultation (PNP/C04), 14% of respondents said that affordable homes, including houses and flats to rent, should be built in Poynton and 23% had affordable homes as their first preference for the type of housing needed in Poynton. This supports the findings of the 2006 Poynton Parish Plan which identified that young people often feel driven out of Poynton due to high property prices; and reported that 57% of survey respondents felt that affordable housing had become a key issue in Poynton. However, there was also overwhelming support (95%) for preserving the Green Belt against development. Thus whilst, 62% of respondents had no objection to a housing development that would suit the needs of local people, there is a requirement to balance the need for affordable housing with the necessity of preserving and protecting the Green Belt.

In a further consultation undertaken through the Poynton Town Strategy (2012), 516 responses confirmed support for affordable housing, and this supported the Poynton Place Shaping Consultation (2012, PNP/B18) which ranked affordable housing as the 5th most important issue for local people.

There is a duty under the NPPF (2012) for local planning authorities to assess the local demand for self-build homes and to cater for such demand through the planning process. Self-build is when people create a new home to their bespoke design either by building it themselves or more often by working with an architect, builder or developer. Para 1.44 of the Cheshire East Local Plan, July 2017 identifies the potential self-build homes could bring to delivering an appropriate mix of new homes in the Borough.

Policy H9 of the Macclesfield Borough Local Plan sets out how, if affordable housing is to be provided, it should be retained for this purpose. This policy is retained within the Cheshire East Local Plan, July 2017. The Neighbourhood Plan policies for housing are compatible with H9.
POLICY HOU 20: SELF-BUILD HOUSES

This Neighbourhood Plan also recognises the benefits that some limited self-build housing could bring to Poynton in terms of providing a different type of housing mix to that offered by volume house builders or those constructing similar designs in small groups or estates, and the potential for increasing the number of homes through infilling. Indeed, a number of new homes have already been built in Poynton through this approach in recent years.

Given the delivery constraints of self-build, this plan does not seek to specify the number of self-build units which would be acceptable, although infill sites or those on farms no longer used for agricultural use will be prioritised. As such, the plan wishes to encourage more self-build dwellings on appropriate sites and ensure that they are developed to a high quality and are in keeping with local character.

POLICY HOU 21: DESIGN

The high quality of the existing built and natural environment in Poynton means that all new development should contribute to the continuation of this high quality. This is supported by Section 7 of the NPPF (2012), which attaches great importance to the design of the built environment as a key aspect of sustainable development. Paragraph 58 of the NPPF (2012) requires neighbourhood plans to develop robust and comprehensive policies that set out the quality of development that will be expected for the local area in line with a clear understanding and evaluation of its defining characteristics. Paragraph 64 clearly 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.

At the Cheshire East level, Policy GD4 of the adopted Local Plan establishes that a planning proposal will be permitted when “Its scale, siting, layout, density, form, height, proportion, design, colour and materials of construction, elevations and fenestration and associated engineering, landscape or other works will be sympathetic to the character of the area, and there will not be undue detrimental effect on the visual qualities of the locality or the wider landscape.” In support of the Local Plan policy, the recently produced Cheshire East Design Guide (PNP/B19) sets out the form, layout, massing and materials which should be adopted by all new housing developments in Cheshire East. Volume 2 of the Design Guide goes on to set out design principles for the wider street scene and enhancement of landscaping features. The parameters and guidance set out in the Design Guide will be adopted and supported by this Plan, and applications will need to show their conformity with policy GD4 and the guidance set out in the NPPF (2012).

Parking is an issue in many towns and villages, with Poynton being no exception. The Cheshire East Design Guide: Volume 2 (2016) sets out preferred options for parking. With 50.1% of households having two or more cars in Poynton (Census, 2011), it is imperative that adequate off road parking is made available, and is designed to accommodate the increasing size of modern family cars. One of the core principles of the NPPF (2012) (section 8) is to promote the health and well-being of residents, and retaining open spaces and gardens whether they be individual or shared, helps promote this ideal. This is also set out in the Cheshire East Design Guide 2016 which incorporates the Building for Life 12 principles in relation to open spaces. In line with both this national and local policy, access to high quality open space will be required of all developments. Para 93 of the NPPF (2012) identifies the key role that planning can play in helping places secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change. In order to contribute to achieving local and national emissions targets, Para 17 of the NPPF (2012) and associated changes to Part L of Building Regulations (PNP/A08) seek to incorporate higher energy efficiency standards in new homes.

At the local level, Policy SE9 of the adopted Cheshire East Local Plan, July 2017 encourages new developments to follow the principle of the Energy Hierarchy and achieve a high rating under national energy efficiency rating schemes (e.g. Code for Sustainable Homes). As such, this Plan fully supports those developments which conform to these policies.
POLICY HOU 22: REPLACEMENT OF EXISTING DWELLINGS

As part of the move to a more sustainable future, electric vehicles are predicted to become an increasing opportunity and there will be an increased need for charging points for such vehicles. Policy CO2 of the adopted Cheshire East plan identifies that the use of electric vehicles is an important measure in reducing emissions and the provision of necessary infrastructure which promotes the use of such vehicles is essential. This is further supported by government ambitions to encourage electric vehicle charging infrastructure in new development.

In addition, there are some policies within the Development Control section of the Macclesfield Borough Local Plan which relate to design matters, and which are proposed to be saved through the Cheshire East Local Plan, July 2017. As such the saved policies would remain part of the Development Plan for the Poynton area.

The key policies are as follows: DC3, DC6, DC8, DC9, DC10, DC13, DC14, DC15, DC16, DC17, DC19, DC20. These policies are compatible with this Neighbourhood Plan.

POLICY HOU 23 TO 26: EXTENSIONS TO EXISTING DWELLINGS

1. Within the NPPF (2012), local planning authorities are encouraged to support opportunities to make more effective use of existing development and previously developed land in delivering new homes. Provision of new homes through backland and tandem development and appropriate sub-division of existing housing stock can all provide opportunities for new homes in Poynton within the “PDL –first” policy approach adopted in this plan, subject to appropriate safeguards as set out in this range of Housing policies. In addition, it is understood that extensions to existing dwellings can help to upgrade and expand existing housing stock to meet the needs of Poynton residents.

2. In terms of the Development Plan, there are a number of strategic policies in the adopted Cheshire East Local Plan, July 2017 which these Neighbourhood Plan policies are compliant with. These include the following: MP1 Presumption in favour of sustainable development, SC4 Residential Mix, SE1 Design and SE2 Efficient Use of Land.

3. There are also some Saved policies within the Development Control Chapter of the Macclesfield Borough Local Plan being retained in the Cheshire East Plan. These include DC2 Design (Extensions and Alterations), DC3 Design (Amenity), DC41 Residential (Infilling); DC42 Residential (Subdivision) and DC43 Residential (Side extensions). It is important that developments of this kind continue to be delivered in conformity with other policies in this Plan. Furthermore, they should adhere to the same requirements and standards as new housing developments, particularly with regard to design and local character.

4. Saved Policy H11 of the Macclesfield Borough Local Plan also provides that existing housing stock will normally be retained for that use in the Borough including Poynton. This policy is also retained as part of the Cheshire East Local Plan, July 2017 (Appendix B of the Plan refers).

5. The Neighbourhood Plan policies in respect of existing houses are compatible and in support of the relevant policies within the adopted Cheshire East Local Plan, July 2017 and the relevant Saved policies of the Macclesfield Borough Local Plan.
POLICY HOU 27: RESIDENTIAL CARAVANS AND MOBILE HOMES

Residential caravans and mobile homes are generally limited in their design options and whilst often of a temporary nature, they can impact significantly on local surroundings and amenity particularly in rural areas. Saved policy DC44 of the Macclesfield Borough Local Plan provides that proposals for such development be treated in the same way as applications for new housing development. This policy remains the most relevant Planning policy against which such uses should be considered as the adopted Cheshire East Local Plan, July 2017 does not include any policies for residential caravans and mobile homes. It does however a specific policy for traveller accommodation (see policy HOU29). Policy HOU28 is therefore compliant with the latest Development Plan policy DC44 of the Macclesfield Local Plan.

POLICY HOU 28: SUPPORT FOR HOUSING POLICIES IN THE MACCLESFIELD BOROUGH LOCAL PLAN

There are some relevant Saved policies in the Housing chapter of the Macclesfield Borough Local Plan relating to different Housing matters within the Poynton area. These policies will be replaced within the next year by the Part 2 of the Cheshire East Local Plan, the Site Allocations Development Planning Document SAPDP (PNP/ B30). The SAPDP (PNP/ B30) First Draft consultation took place in Autumn 2018. The consultation version did not include any detailed policies for these subjects addressed in this Neighbourhood Plan concerning the Poynton area. It is considered that a number of Saved policies within the Housing chapter of the Macclesfield Borough Local Plan are still relevant to the future planning of Poynton. There are a number of policies within the Housing chapter which should be retained for the purposes of making decisions on planning applications within Poynton.

The Saved policies have been reviewed as part of the public examination process for the Cheshire East Local Plan adopted in July 2017 and can therefore be considered as up to date policies and fully compliant with national planning policy and guidance. The Saved policies continue at the time of preparation of this Neighbourhood Plan to be deployed for the purposes of decision making on planning applications. It is understood that the Saved policies would cease to have Development Plan status following the adoption of the Local Plan Part 2 (Site Allocations Development Planning Document) likely to be in the period 2019-20. The Saved policies listed are considered to complement the Poynton Neighbourhood Plan for the Housing subject area.
A Neighbourhood Plan for Poynton-with-Worth

JUSTIFICATION AND EVIDENCE: TRANSPORT AND CONNECTIVITY

ALL POLICIES

1. Within the NPPF (2012), (PNP/A01) Chapter 4 on Promoting Sustainable Transport sets out how transport policies can contribute to facilitating sustainable development and also contributing to wider sustainability and health objectives. It is also a core planning principle of the NPPF (2012) that patterns of growth are actively managed to make the fullest possible use of public transport, walking and cycling, as well as focusing development in locations which are or can be made sustainable.

2. The Transport policies in the Macclesfield Borough Local Plan 2004 (PNP/B02) were the key Development Plan policies until 2017 and reflected its strategy which was also concerned with the environmental impacts of travel. The strategy is “to improve access and movement in and around the Borough to benefit pedestrians, public transport users, private road users and other mobility groups with special emphasis on reducing the need to travel, especially by car and reducing the environmental costs of transport. The Transport Strategy would be achieved by a list of appropriate actions” (Chapter 2 of the Local Plan, PNP/B01).

3. The majority of the Saved policies of the Macclesfield Borough Local Plan applicable to the Poynton area have now been replaced by the Cheshire East Local Plan, July 2017 as from July 2017. The majority of transport policies have been replaced by the adopted Connectivity policies within the Local Plan Strategy. Two new policies CO1 and CO2 concerned with Sustainable Travel and Transport and with Enabling Business Growth through transport infrastructure have many of the same aims as the Macclesfield Plan but reflect more directly and explicitly the current national guidance set out in the NPPF (2012).

4. The other main source of documentary evidence for the policy development in this section of the Plan has been the Draft Poynton Town Strategy of 2012 (PNP/B08).

The Transport Objective is stated to be:

*Provide an integrated transport system that provides access for all, creating sustainable links in and beyond the town.*

Strategy for Transport was to be achieved by the following actions:

- a) Improve car parking provision at Poynton Railway Station.
- b) Provide car parking facilities at Middlewood Railway Station.
- c) Improve railway links to Manchester.
- d) Provide a more frequent service from Middlewood Railway Station.
- e) Work with adjacent authorities regarding cross-boundary railway subsidies.
- f) Investigate the provision of a shuttle bus between Middlewood Railway Station and the town, and provide if sufficient evidence of demand is found.
- g) Safeguard the route of the A6MARR link road provided it is designed to facilitate the Woodford-Poynton Relief Road.
- h) Deliver the Woodford-Poynton Relief Road, prior to the commencement of any associated development.
- i) Provide safe transport, cycle and pedestrian links between facilities in and beyond the town.
- j) Retain present bus services and strive to improve them, recognising the need for a subsidised bus service.
- k) Make sure that transport modes alternative to the car are accessible for all.
l) Consider the provision of traffic calming measures around the town, and provide if sufficient evidence of need is found.

m) Poynton Town Council to work with the Borough Council to develop a Transport Plan for the town and the rural areas.

n) Monitor the amount of traffic flowing through the town.

o) Reduce air pollution levels (especially oxides of nitrogen) on London Road South (A523) 

5. Public engagement with the transport issues has reflected many of the concerns listed in the Strategy. Some elements of the strategy have been pursued, but the majority of items are yet to be undertaken.

6. The Household Survey s carried out in 2015 for the Neighbourhood Plan included three questions regarding transport and movement. These questions sought the public’s views on their priorities for improving transport and movement within the town, views on location of additional car parking and the provision of a Park and Ride service. Regarding improvement of transport and movement within the town, among the public’s three highest priorities were to relieve congestion, encourage more active ways of getting around including cycle-way, and better hard surface dry and safe footpaths and extend traffic calming measures to slow traffic down.

7. Concerned about the traffic implications of the amount of development proposed for Poynton in the adopted Cheshire East Local Plan, during 2017 the Town Council commissioned an independent Poynton Movement Study as part of its Neighbourhood Plan programme. The Final report by Peter Brett Associates was published in January 2018 in time for its contents to be considered as part of the second Regulation 14 consultation during the early months of 2018. The recommendations and proposals coming forward from the report have been of use for the Neighbourhood Plan and beyond. The Poynton Movement Study now has a separate status as an important piece of evidence to help inform the transport issues in Poynton following the opening of the Poynton Relief Road. It will be useful for discussions with the Borough Council and other agencies such as Network Rail, the rail operators, bus companies and so on in terms of making Poynton more people and environment friendly.

8. It is intended that contents of the study be incorporated into the final Neighbourhood Plan in some manner at the appropriate time following its publication. Cheshire East Council has indicated its support for the study given the stage the Poynton Relief Road proposals have reached.

9. The main findings from the study are a series of recommended improvements many of which relate to matters of matters which do not require planning permission. Nonetheless, these improvements would make a major contribution to health, wellbeing and safety within the town.

10. The main findings from the study include:

- The existing pedestrian and cycling environment in Poynton are generally of a good quality which should not significantly deter people from making trips on foot, by bicycle or by public transport;
- There are currently no significant highway safety issues in the Poynton area, based on recorded collision data;
- There are some localised existing issues for pedestrians including poor crossing opportunities (particularly on Chester Road and London Road) and narrow footway provision to Adlington Business Park;
- Regarding cycling, there may be opportunities to introduce formal cycle lanes in some areas; further detailed analysis would be required to determine the need, feasibility and deliverability of these.
Some existing issues relate to maintenance issues, where poor carriageway surfaces could cause a hazard to cyclists;

An upgrade of existing bus stops within Poynton would also encourage increased use of public transport;

When the A6 Manchester Airport Relief Road is opened in 2018, considerable improvements to the pedestrian and cycle infrastructure will be delivered for residents of Poynton.

Traffic will also reduce in Poynton with the completion of the Poynton Relief Road, currently programmed for completion 2020/21;

Reductions in traffic will provide quieter routes and help to improve the environment for pedestrians and cyclists.

It was concluded that the reduction in traffic flows that will be brought by the relief roads, together with the potential improvements identified in the study will help to address many of the existing movement issues.

**POLICY TAC 1: WALKING**

1. Cheshire East’s Sustainable Community Strategy for the period 2010 to 2025 (Ambition for All, PNP/B22) sets out how, over the next 15 years, the Borough will continue to prosper. The activities outlined in the Strategy are intended to improve the quality of life of all the people of Cheshire East and contribute to the achievement of sustainable development. The Strategy provides a high-level vision for Cheshire East and includes 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. Policy CO 1 of the Cheshire East Local Plan, July 2017 Strategy sets out a number of strategic criteria concerning the need to reduce travel (subsection 2 of policy CO1) and improve pedestrian facilities so that walking is attractive for shorter journeys (subsection 3 of policy CO1).

2. Cheshire East Council’s Local Transport Plan Final Strategy 2011-2026 sets out at policy S7 for walking the Council will work with stakeholders to improve facilities for walking so that it is attractive for shorter journeys’. A number of policy initiatives are set out including some relevant to Poynton such as promoting improvements to the condition of highway footways, footpaths and public rights of way and pedestrian crossing points as well as wide pavements, dropped kerbs and other facilities to encourage travel on foot and improve perceptions of safety along routes.

3. An objective of the draft Town Strategy also reflected in the emerging Local Plan is the need to make the town centre accessible for the whole community. Walking is the most obvious way this can be achieved from any direction and over any reasonable walking distance which would include the whole town area. Two elements of the draft Town Transport strategy are also relevant as set out above – matters (i) and (k)

4. Within the Environment section of the draft Town Strategy, an objective is to enhance accessibility to the countryside through a wide range of public footpaths and cycle ways. This would be achieved by encouraging accessible links for all between the town and the surrounding countryside.

5. The Neighbourhood Plan provides an opportunity for the walking provisions of the draft Town Strategy and emerging Cheshire East Local Plan policy to become part of the Development Plan for the Poynton area.
POLICY TAC 2: CYCLING

1. A number of Development Plan policies in the Macclesfield Borough Local Plan provided support to improve cycling facilities of various types within the wider Borough area, notably T1 seeking the integration of modes of transport and T5 for the provision of cycling facilities in development proposals. Policy IMP2 within the Implementation section of the Local Plan sets out how the need for transport measures (including cycling facilities) arising from development proposals will be considered.

2. At a strategic level, policy CO1 of the Cheshire East adopted Local Plan provides at subsection 3 a number of ways in which cyclist facilities can be improved so they become attractive for shorter journeys. This also aligns with the policy S8 of the Cheshire East Local Transport Plan 2011-2016 (PNP/B23). Cheshire East Local Plan policy IN2 has now superseded policy IMP2 of the Macclesfield Plan in respect of developer contribution which includes improvements for cycling provision of various types depending upon site specific circumstances.

3. Cheshire East Council’s Local Transport Plan Final Strategy 2011-2026 sets out at policy S8 for cycling: that the Council will Work with stakeholders to improve facilities for cycling so that it is attractive for shorter journeys. Policy initiatives include some relevant to Poynton including new cycle routes seeking to provide appropriate highway improvements (e.g. on-road cyclelanes or wide nearside lanes), junction and route improvements to prioritise and enhance the safety of cyclists at junctions, and cycling facilities (e.g. cycle parking, changing facilities, showers, hire & ride schemes).

4. Within Poynton support for improvement for cyclist facilities can again be found in the draft Town Strategy 2012. The Ambition for All document refers to cycle routes needing to serve any major development. Within the Town Centre section, objective 2 (b) proposes the creation of a town centre that would be accessible by all. Safer cycling routes within the town, however achieved, would increase accessibility and be more sustainable than other modes to access the town centre. The objective for the Transport section of the Strategy also applied to cycling and two elements of the draft Town Transport strategy are again relevant as set out above – matters (i) and (k).

5. Within the Environment section of the draft Town Strategy both the objective of the section and the strategy to be deployed are reflected in this Neighbourhood Plan policy. The key objective is to enhance accessibility to the countryside through a wide range of public footpaths and cycle ways whilst the strategy includes the need to encourage accessible links for all between the town and the surrounding countryside.

6. Section 8 of the draft Town Strategy is concerned with important infrastructure for the town. The provision and improvement of cycle routes, bridleways and footpaths to Poynton and surrounding areas, for example, is identified as a key requirement for future provision.

7. The Poynton Movement Study 2018 concluded that there may be opportunities to introduce formal cycle lanes in some areas and that further detailed analysis would be required to determine the need, feasibility and deliverability of these areas.
POLICY TAC 3: CYCLE PARKING

Policy T5 of the Macclesfield Borough Local Plan required that appropriate provision is made for cycle parking. Within emerging Local Plan policy CO1 the improvement of facilities for cyclists includes the suggested provision of secure parking facilities at new developments, at public transport hubs, town centres and community facilities. Current provision within the area is limited and needs to be expanded and improved in quality and number. Within the draft Town Centre Strategy Objective (b) seeks to create a town centre that is accessible for all. Neighbourhood Plan policy TAC3 is aligned with these policies.

The Poynton Movement Study 2018 makes some specific recommendations for improvements to cycle parking and storage at specific locations including shopping areas within the town. This aligns well with the overall objectives of Transport policies for this Plan. The Cheshire East Local Transport Plan also seeks to promote facilities and services in respect of cycle parking.

POLICY TAC 4: DISABLED FACILITIES

1. For people with restricted mobility, existing Development Plan policy T4 of the Macclesfield Borough Local Plan set out how the Council would negotiate for adequate provision in a range of situations. This policy was replaced in July 2017 by the new policies CO 1 and SC 3 of the newly adopted Local Plan. The Neighbourhood Plan policy seeks to be compliant with T4 and with CO1 and SC4.

2. The Poynton with Worth Parish Plan 2006 (PNP/C16) has helped to inform the development of the draft Town Strategy 2012. It addresses many of the factors that have an impact on quality of life including safety, youth engagement, transport, traffic, community and family life. In particular, the Parish Plan recognised that activities for young people and the promotion of disabled access provision were also needed.

3. Within the draft Town Strategy itself, sections concerned with the Town Centre, with Transport, with the Environment and with Infrastructure all include reference to making the area more accessible for all residents and visitors. The key sections of the Strategy are as follows: Town Centre: Objective 2 (b) page 10: b. Create a town centre that is accessible for all. Strategy: Town Centre (c). Provide additional disabled parking to the rear of retail units on Park Lane. Strategy: Transport (i) Provide safe transport, cycle and pedestrian links between facilities in and beyond the town and (k). Make sure that transport modes alternative to the car are accessible for all. Strategy: Environment (i) Encourage accessible links for all between the town and the surrounding countryside. Infrastructure Priorities: Important Infrastructure (i) Disabled access improvements.

4. Local Transport Plan for Cheshire East policy S7 concerns walking identifies a number of improvement areas including pedestrian crossing points as well as wide pavements, dropped kerbs and other facilities to encourage travel on foot, improving perceptions of safety along routes and making routes more accessible to disabled people.
POLICY TAC 5: QUIET LANES

1. Quiet lanes are a network of rural roads where minimal traffic calming measures are used to enable all road users to ‘share with care’. Travel is easier for cyclists, walkers, horse riders and those in wheelchairs. Drivers are encouraged to travel at slower speeds. The ‘Quiet Lanes’ scheme was introduced by the Campaign to Protect Rural England (CPRE PNP/D01) and operates in many parts of the country following the appropriate legislation in 2006. There is a scheme in Cheshire East which is near Macclesfield. Further investigation into other areas has been undertaken as there are several lanes which would seem to be suitable candidates elsewhere within the Borough. The more rural parts of Poynton may be suitable as the area is accessible from adjoining communities.

2. Local authorities are able to designate country lanes as ‘Quiet Lanes’ in rural areas, under the Transport Act 2000. Country Lanes are an integral part of rural environment of Poynton but the volume and speed of traffic, and the presence of heavy lorries can make them uninviting and intimidating. Quiet Lanes are a positive way of providing a chance for people to walk, cycle and horse ride in a safer environment. Quiet lanes can also help to widen transport choice; and protect the character and tranquillity of country lanes which are part of the character of this area. Schemes should be designed to protect and enhance that local character and also distinctiveness of the countryside including the Green Belt.

3. In terms of policy support for this policy, the draft Poynton Town Strategy sets out in the Transport section the strategy which includes that consideration be given for the provision of traffic calming measures around the town, and to provide these if sufficient evidence of need is found.

POLICY TAC 6: BUS SERVICES

1. The NPPF states the need for the transport system to be balanced in favour of sustainable transport modes. Within and around the town, bus services are available to serve longer travel distances. Policies within the Macclesfield Borough Local Plan (particularly T1 and T2) did seek to encourage the use of public transport including bus access.

2. The aim of the Sustainable Travel and Transport policy (CO 1) in the Cheshire East Local Plan is to deliver ‘a safe sustainable, high quality, integrated transport system that encourages a modal shift away from car travel to public transport, cycling and walking’. Initiatives to achieve this are set out.

3. Criterion 4 of policy CO1 of the adopted Cheshire East Local Plan sets out the need to improve public transport including bus services in various ways at a strategic level. These could include infrastructure improvements, such as bus gates and lanes as well as service improvements, such as more frequent and reliable services. CO1 also provides that developer contributions to support these initiatives should be sought where possible.

4. There are also specific references to bus services within the draft Poynton Town Strategy Transport Strategy which includes two key relevant objectives: the retention of present bus services and strive to improve them, recognising the need for a subsidised bus service and transport modes alternative to the car are accessible for all. Within the Infrastructure section of the Town Strategy, public transport improvements including an express bus to Manchester and Stockport and a route to Hazel Grove were identified as key infrastructure requirements for the town.

5. Policy S3 of the Cheshire East Local Transport Strategy concerns public transport (integration and facilities), the Council’s intention being to work with passenger transport providers (bus, rail and community transport) to improve public transport integration and facilities. Policy initiatives include
support for initiatives to improve integration between different modes of transport, to examine the
potential for improved car parking and cycle parking at bus stations across the borough and to support
initiatives to increase access to bus stations through improved signing and improvements to walking
routes and support improvements to the quality and safety of bus stops.

**POLICY TAC 7: TRAIN SERVICES**

1. Rail is an important component of public transport provision and is confirmed in the NPPF (2012). Poynton has two railway stations although neither for historical reasons is within or adjacent to the
town centre. This poses challenges for users depending on their destinations. Support for rail
improvements of various types is found in the NPPF (2012), Macclesfield Borough Local Plan policies
(including T2) and Cheshire East Local Plan, July 2017 policies including CO 1.

2. The draft Poynton Town Strategy gave some consideration to rail use within the town and a number of
relevant objectives and strategies have been included as follows:

   **Strategy for the Town Centre:**

   Improve public transport links between the town centre and its catchment area.

   **Strategy for Transport:**

   2.1. Improve car parking provision at Poynton Railway Station.
   2.2. Provide car parking facilities at Middlewood Railway Station.
   2.3. Improve railway links to Manchester.
   2.4. Provide a more frequent service from Middlewood Railway Station.

   **Infrastructure Priorities: ‘Essential Infrastructure’**

   a) Public transport improvements to include subsidised rail fares between Poynton and
      Manchester.
   b) Improvements to Poynton Railway Station, including access by means other than the
      car, improvements to the footbridge and car park and the provision of cycle parking.
   c) Improvements to Middlewood Railway Station including increased frequency of
      service, lighting, the provision of car parking facilities and a shuttle bus.

3. Policy S3 of the Cheshire East Local Transport Strategy concerns public transport (integration and
facilities), the Council’s intention being to work with passenger transport providers (bus, rail and
community transport) to improve public transport integration and facilities. Policy initiatives include
support for initiatives to improve integration between different modes of transport, to examine the
potential for improved car parking and cycle parking at train stations across the borough and to support
initiatives to increase access to train stations through improved signing and improvements to walking
routes and to work with train operating companies to identify improvements and secure investment in
Cheshire East railway stations.
1. The centre of Poynton is subject to high levels of traffic arising from the town’s position at the point north–south traffic along the A523 and A6 corridors meets east-west traffic making journeys between the Peak District proposed relief road is now in Cheshire East’s proposed programme of major road schemes. (and other areas to the east) to employment areas within Greater Manchester and Manchester Airport. A bypass of the town has been planned for many decades and proposed routes protected from development. A planning application was approved on 8th June 2017 following which work could commence in 2019-20 with the date for opening of the Poynton Relief Road as 2021. Poynton Town Council has meanwhile expressed its concern to Cheshire East Council Planning on the subject of local traffic congestion, which they consider will be exacerbated by the Woodford development, as well as the proposed developments off Hazelbadge Road and Dickens Lane (PNP/C23).

2. The importance of this relief road to the Poynton community has been noted throughout the Neighbourhood Plan work. The Shared Space Scheme was a major initiative led initially by the Town Council and has proved successful in providing environmental and safety benefits to the local area. Within the Poynton Parish Plan, the implementation of the Woodford-Poynton Relief Road is identified as a key proposal along with the consideration of traffic calming measures which would arise from accessing the new road.

3. Within the draft Town Strategy, the following references would support the introduction of policy TAC7:

   - Strategy for Housing (f). Consideration must be given to the impact of the Woodford Garden Village development.
   - Strategy for Transport (h) Deliver the Woodford-Poynton Relief Road, prior to the commencement of any associated development and (n) Monitor the amount of traffic flowing through the town.
   - Development Options paragraph 6.4. Some of the demand for housing may be met by development close by in Stockport Borough, namely the proposed Woodford Garden Village, which could have a significant influence on Poynton’s infrastructure because of its size and proximity.
   - Development Options paragraph 6.16 More recent plans for the site refer to a new 950 home development, forming Woodford Garden Village. This is likely to have a significant impact in Poynton in terms of road infrastructure and community facilities. (That housing development by Redrow Homes is now under construction, with homes already having been sold and inhabited).
   - Infrastructure Priorities: Essential Infrastructure (a) Re-aligned Woodford-Poynton Relief Road.

4. The Poynton Movement Study 2018 identified a forecasted reduction in traffic flows in Poynton resulting from the reduction of through traffic upon the opening of both the A6MARR and Poynton Relief Road (PRR). The through traffic would mostly transfer onto the relief roads. The most significant reduction of forecasted traffic flows would be on the north-south route of the London Road and Macclesfield Road links, where traffic flows are predicted to be reduced by 21% and 52% respectively. As well as a reduction in the volume of total traffic, there should also be a reduction in the proportion of heavy goods vehicles (HGVs). Developments that do generate HGV traffic, such as Adlington Business Park, are well situated to take advantage of the PRR and A6MARR routes. There is however a delay in progressing the PRR to public inquiry and there have been delays in constructing the A6MARR so traffic volumes remain a major local concern which is reflected in this Plan.
5. The Household Survey s carried out in 2015 for the Neighbourhood Plan included three questions regarding transport and movement. These questions sought the public’s views on their priorities for improving transport and movement within the town, views on location of additional car parking and the provision of a Park and Ride service. Regarding improvement of transport and movement within the town, among the public’s three highest priorities was to relieve congestion. Encourage more active ways of getting around including cycle-way, and better hard surface dry and safe footpaths; and extend traffic calming measures to slow traffic down.

### POLICY TAC 9: TRAFFIC CALMING AND ROAD SAFETY

1. Macclesfield Borough Local Plan policy T8 was the most recent relevant policy until 2017 which provided that traffic management measures and environmental improvements would be sought on and adjacent to proposed new road schemes (including the Poynton Relief Road). That policy has since July 2017 been replaced by a new Cheshire East Local Plan, July 2017 policy CO2 which makes a similar provision concerning routes which may be relieved of traffic.

2. For the draft Town Strategy in 2012, the matter was also a concern as is seen by the following references in that Strategy:
   a) Town Centre Objective 2 (b). Create a town centre that is accessible for all.
   b) Strategy for Transport (l) Consider the provision of traffic calming measures around the town, and provide if sufficient evidence of need is found.
   c) Town Centre section 7.1 Considerable enhancement of the town centre has already taken place through the Village Revitalisation Scheme, making it accessible for all and creating opportunities for mixed town centre development. This could be built on by delivering further improvements to the public realm.

3. The Household Survey s carried out in 2015 for the Neighbourhood Plan included three questions regarding transport and movement. These questions sought the public’s views on their priorities for improving transport and movement within the town, views on location of additional car parking and the provision of a Park and Ride service. Regarding improvement of transport and movement within the town, among the public’s three highest priorities was to extend traffic calming measures to slow traffic down. Relieve congestion; Encourage more active ways of getting around including cycle-way, and better hard surface dry and safe footpaths; and extend traffic calming measures to slow traffic down.

### POLICY TAC10: SAFETY AND MOVEMENT

1. Concerned about the traffic implications of the amount of development proposed for Poynton in the recently adopted Cheshire East Local Plan, July 2017, the Town Council has commissioned an independent Movement report as part of its Neighbourhood Plan programme. The recommendations and proposals coming forward from the report will be of use for the Neighbourhood Plan and beyond in that the report will have a separate status as an important piece of evidence to help inform the transport issues in Poynton following the opening of the Poynton Relief Road. It will be useful for discussions with the Borough Council and other agencies such as Network Rail, the rail operators, bus companies and so on in terms of making Poynton more people and environment friendly.

2. It is intended that contents of the report can be incorporated into the Neighbourhood Plan in some manner at the appropriate time following its publication. Cheshire East Council has indicated its support for the study given the stage the Poynton Relief Road proposals have reached.
3. Another benefit of the Movement Study should be the inclusion in the Neighbourhood Plan of transport related works to help mitigate the impact of the new housing development on Poynton by incorporating the recommendations arising from the report.

4. The Movement report was published in January 2018 and can now provide both the Town Council, the Borough and other parties with a clearer view about what changes and improvements are needed to cater for both the delivery of the Relief Road and the impact of the additional housing and employment proposed. The Town Council has also instigated this study because no such a study in Poynton has yet been undertaken as has been done for some other Cheshire towns. The priority for the Borough Council is to deliver the objectives of delivering a safe, sustainable, high quality, integrated transport system that encourages a modal shift away from car travel to other modes. The Poynton Movement study will aim to enable the town to respond to the combination of relief road and new housing and employment development together to the long term benefit of the Poynton community.

5. The Movement Study is specifically intended to help plan movement within and for the benefit of the town. This will need to include control of planning proposals including the three strategic sites proposed for Poynton as well as smaller sites to meet the full housing and employment requirement for the town. In the absence of such a study, there is a risk of each site (large and small) being developed separately in terms of transport and movement with no town wide co-ordination or strategy for future investment. Poynton Town should also benefit from income for safety and movement projects through the Community Infrastructure Levy if introduced by Cheshire East Council. Now completed, the study does include a list of appropriate projects to consider for local funding. These would be part of the Implementation Plan for the Neighbourhood Plan.

6. The A6MARR opened for traffic at the end of October 2018. The public inquiry into the Poynton Relief Road will be held in November 2018. When both of these schemes are fully operational, which may be 3-4 further years into the plan period, a further period of monitoring the impact of the new network will be necessary. Traffic flows across the new network can then be assessed with a view as to whether any junction or other changes are required in the light of the then traffic patterns.

**Policy TAC 11: CAR PARKING**

1. Support for the retention of town centre car parking derives from the NPPF (2012) which encourages authorities to improve the quality of car parking in town centres which should be convenient, safe and secure. The NPPF (2012) also asks local authorities to set appropriate charges for parking which do not undermine the vitality of town centres. In the case of Poynton town centre, charging is not applicable for a number of reasons including the vitality of the town but also the proximity of free car parking in neighbouring towns and out of centre retail parks which would put Poynton at a competitive disadvantage if charging was introduced.

2. Policy T13 of the Macclesfield Borough Local Plan seeks the retention of all existing public car parks for continued use as car parking. This includes a total of 8 car parks within Poynton, two in the town centre and the remainder elsewhere including that at Poynton Station. That policy has been saved under the new Cheshire East Local Plan, July 2017 (Appendix B) so there is some continuity in the provision of parking to the Poynton area following the Local Plan Strategy becoming the most up to date part of the Development Plan from July 2017.

3. Policy SD 1 of the Local Plan Strategy concerning sustainable development in Cheshire East states that wherever possible development should provide safe access and sufficient car parking in accordance with adopted highway standards. Policy CO 2 concerning Enabling Business Growth Through Transport Infrastructure is also applicable to TAC 11. CO 2 also seeks 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 will be particularly relevant once the two relief roads are completed and open to traffic.

4. The draft Town Strategy for the Town Centre contains three elements as follows:

a) Retain and improve the town’s public car park.

b) Provide additional disabled parking to the rear of retail units on Park Lane.

c) Within the Infrastructure Priorities ‘Essential Infrastructure’ includes at item (g) Additional town centre parking facilities; this could include part of the Vernon Infants School.

Together the national, Borough and Town Strategy policies provide the context for and support the policy provision of Neighbourhood Plan policy TAC 10.

Within the period of this Neighbourhood Plan, many changes to traffic patterns will take place which will impact on the use of car parking in and around Poynton town centre. Demand for car parking in the centre is likely to increase for a number of reasons. Appropriate levels of car parking to serve the growing community are essential to the future well being of the town centre and the many services it provides to its residents. An expansion of car parking within and/or adjoining the town centre may be required in order to meet the convenience of residents. Some form of multi-storey design may be required in due course as provision on the existing public car parks in the town centre is already limited at certain times of the week.

POLICY TAC 12: SUPPORT FOR TRANSPORT POLICIES IN THE MACCLESFIELD BOROUGH LOCAL PLAN

There are some relevant Saved policies in Chapter 8 of the Macclesfield Borough Local Plan relating to Transport within the Poynton area. These policies will be replaced within the next year by the Part 2 of the Cheshire East Local Plan, the Site Allocations Development Planning Document SAPDP (PNP/ B30) The SAPDP (PNP/ B30) First Draft consultation took place in Autumn2018. The consultation version did not include any proposed policies for Transport or movement within the Poynton area. It is considered that a number of Saved policies for Transport within the Macclesfield Borough Local Plan are still relevant to the future of transport within Poynton. A small number of such policies should be retained for the purposes of making decisions on planning applications. The Saved Policies are:

T7 Safeguarded routes
T11 Improvements to Strategic Highway network
T13 Public car parks
T15 Lorry parking

Transport concerns continue to be a major concern for the Poynton community and the retention of these policies is important as they all have relevance to the current transport situation within the town. The integration of transport modes within and around Poynton is likely to be more achievable within the lifetime of this Plan than in recent decades.
JUSTIFICATION AND EVIDENCE: TOWN CENTRE AND BUSINESS

POLICY TCB 1: TOWN CENTRE AREA

1. The NPPF (2012) has as one of its core planning principles that plan-making should take account of the different roles and character of different areas and should include the promotion of the vitality of the main urban areas. Section 2 of the NPPF (2012) relates specifically to ensuring the vitality of town centres and sets out detailed guidance for their planning. This includes the extent of town centres and primary shopping areas should be defined. Local Plans should also allocate a range of suitable sites to meet the scale and type of [retail, commercial, leisure, cultural] activities. (PNP/A01).

2. The current district centre boundary derived from Poynton of the 1990’s and is now outdated in some aspects and areas. A new boundary is considered appropriate in recognition of the changed status of Poynton as a town and also in recognition of designation as a Key Service Centre within Cheshire East Borough as confirmed in the Local Plan strategy.

3. Furthermore, Saved policies for the management and development of Poynton town centre are set out in the Macclesfield Borough Local Plan (PNP/B02) and retained for the time being in the Cheshire East Local Plan, July 2017. However, the Cheshire East emerging Site Allocations Development Plan Document (published in September 2018) would delete the Poynton centre specific policies. The bulk of these policies are still considered relevant and applicable to Poynton in the 2020’s and this Plan seeks to retain these policies.

4. The existing Macclesfield Local Plan (PNP/B02) boundary for the town centre has not been reviewed for many years and predates the publication of the NPPF (2012). Some major developments have been undertaken within the town centre since that Local Plan was approved in 2004 and that Plan was itself based on earlier Local Plans which included the same boundary defined for the town centre. Furthermore, the Cheshire East Local Plan, July 2017 Strategy does not seek to define town centre boundaries, merely to create a hierarchy of settlements within the Borough.

5. Policies for Poynton’s town centre are set out in the Macclesfield Borough Local Plan. There are 8 policies (numbered PDC 1 to PDC8) which together form Chapter 15 of that Local Plan. The adopted Cheshire East Local Plan, July 2017 (July 2017 PNP/XXX p.428) retains all of those policies so they will continue to be “saved” for the purposes of plan-making and for decision making on planning applications for the town centre for the time being. An assessment of the boundary of the existing Local Plan town centre has been undertaken and found to be still appropriate in some areas, given the constraints of existing development, mainly of surrounding established residential areas. In the Cheshire East Local Plan, July 2017, Poynton is defined as a Key Service Centre, and as such three strategic housing sites have been allocated within the parish boundary, together with an overall additional target of a minimum of 650 new housing units. This represents an increase of approximately 13% on the housing stock.

6. The busy centre of Poynton is already under pressure and reaching capacity for some infrastructure and some key town centre functions. The principal areas of concern (reflected in responses to the household survey and other consultations) are car parking, medical services and small business retention and growth. As new housing development progresses both within poynton and nearby (especially at woodford) we expect these pressures to increase.
7. In order to fulfill the expectations of a town centre and to continue to provide shopping and services within this growth scenario, it is proposed that the town centre boundary is drawn to include the potential for further development whilst retaining the flexibility of mixed uses of property (see TCB 3).

8. Over recent years the centre of Poynton has been slowly expanding. The former school on Park Lane is now the thriving The Centre In Poynton, and this together with other developments at Poynton Green now link the anchor store Waitrose with the shopping area at School Lane. At London Road South, significant redevelopment has taken place with the building of the new Aldi store, and the redevelopment of Sovereign House (in progress and the ground floor of which could include retail or other commercial functions). These developments link up with the shopping street at Queensway.

9. Recognising its role as a Key Service Centre for Cheshire East Borough, the town centre should be redefined to include all of the retail areas from Queensway through to School Lane, together with all adjacent public buildings and land that provide central public services.

10. Therefore, the town centre boundary is proposed to include these areas as shown in Figure...and including buildings that serve community purposes such as the church and The Centre in Poynton, and housing that is also an essential component of the centre and adds to its character:

11. It is proposed that the town centre area be the subject of a new Master Plan that takes into account the changes in capacity and functions of Poynton Town Centre over the period to 2030 (the Local Plan period). The Masterplan should include the areas referred to within policy TBC 1 which reflect recent developments, the growing needs of the town to accommodate the services and facilities required for planned development in the Local Plan and to recognize changing patterns of retail and business.

12. Policy TCB 2 is fully aligned with section 2 of NPPF (2012) concerning the need to ensure the vitality of town centres which is also one of the core Planning principles set out in NPPF (2012) (para 17 refers). Local Plan Policy EG 5 Promoting a Town Centre First Approach to Retail and Commerce has been taken into account in particular bullet point 1.ii of EG 5 which relates to the roles and functions of the Key Service Centres themselves.

The whole of the town centre area would benefit from a new master plan that should take into account:

- The requirement for car parking;
- Use or redevelopment of key sites: Sovereign House (already underway), former Vernon Infants School and properties at the junction of London Road and Park Lane;
- Enhancement of the role of public buildings such as the The Centre in Poynton;
- Extension of Shared Space;
- Improvements to the secondary shopping areas of Queensway and School Lane.

The proposed boundary of this area is shown on Map 7, App B. (The boundary remains unchanged from the previous Neighbourhood Plan consultation).

The Masterplan would adopt a town centre first principle as being a call to government, local and central, communities and institutions to put the health of the town centre at the heart of future decision-making processes for the town. This would mean adopting the principle in terms of deciding on the location of retail, commercial leisure and other uses. It would also require applying the principle to public sector investment decisions, aligning policies and target available resources to prioritise town centre sites and encouraging vibrancy and diversity. The Masterplan would bring all public bodies together with the commercial sector in taking open, measured and transparent decision-making that take account of the short, medium and longer term impacts on Poynton town centre. Such an approach would also recognise that proportionate decision making was appropriate to local circumstances as required.
13. The introduction of Shared Space in the town centre has taken place in recent years. Residents’ views (Neighbourhood Plan Survey, PNP/C04) on this important change have been collected as part of the Neighbourhood Plan preparation and are generally supportive. The proposed changes to the town centre boundary are also a response in part to the environmental and retailing change brought about by the Shared Space scheme.

14. Further expansion of Poynton for housing and employment as set out in the adopted Local Plan will place further pressure and demands on town centre services. The additional area already includes retail, public services and the Community Centre. The extension of the secondary shopping area would allow the whole area to be managed in a consistent manner. Additionally, the junction at Poynton Green forms a natural boundary to the town centre and the area should be included in order to preserve its architectural character.

15. Residents’ views about the character of the centre and Poynton as a whole have been collected by survey and group discussion.

a) ‘The village needs a centre, it needs houses in the centre as well, and you don’t want to lose that village feel’

b) ‘You need demarcation with a central point for the local community and green space and the green belt can be a big part of that’ (PNP/C08)

POLICY TCB 2: DESIGN GUIDANCE AND CHARACTER STATEMENT

1. Within the NPPF (2012), one of the core planning principles provides that plans should always seek to secure high quality design and a good standard of amenity for all existing and future occupiers of land and buildings (PNP/A01). Section 7 of the NPPF (2012) sets out more detailed requirements for good design at all stages of the planning process. NPPF (2012) supports design that takes into account local character and history, and reflects the identity of local surroundings and materials.

2. Existing policy for design guidance is set out in Policy BE1 of the Macclesfield Borough Local Plan 2004, which provides that high standards of design will be promoted across the former Borough, and that new development and changes in the built environment (particularly in town and district centres such as Poynton) should achieve a number of design principles which are set out (PNP/B02). In specific areas the Macclesfield Local Plan sets out more detailed guidance which should be followed. Poynton town centre is not an area for which any more specific policy applies. There is therefore a policy gap to reflect current national guidance.

3. In the adopted Local Plan Strategy, Cheshire East proposes that in any event Policy BE1 does not become a “saved” policy for plan-making and decision making (PNP/B01). It is replaced by a new generic policy at SE1 which sets out general design requirements for the whole of Cheshire East. Whilst this new policy will now replace BE1 at a Borough/strategic wide level, it does not on its own comply with the requirements set out in Chapter 7 of the NPPF (2012), particularly for local character to be acknowledged and planned for.

4. Policy SE 1 of the Local Plan Strategy concerns design and is itself aligned with section 14 of NPPF (2012) concerning design also. Poynton is a historic town whose full history has yet to be fully told including a four century history of mining. In accord with the NPPF (2012), the statement should aim to state
Neighbourhood Plan for Poynton-with-Worth

appropriate objectives for the future of the town centre and set out an understanding and evaluation of its defining characteristics (para 58 NPPF (2012))

5. At the Borough wide level, Cheshire East Council prepared a residential design guide. A consultation period took place ending in May 2016. The Cheshire East Design Guide was adopted in May 2017 as a Supplementary Planning Document. (PNP/XXX) The design guide is geared mainly toward larger scale housing proposals, but the guidance also relevant to smaller scale development. The intention is to both guide and improve the quality of new development, but also to provide a basis for Cheshire East to reject design that does not contribute in a positive way to the area as a place. With regard to Poynton, it is listed as being one of the settlements within the North Cheshire Fringe character area and some general design principles are suggested, but relates mainly to housing.

6. The draft Poynton Town Strategy 2012 published by Cheshire East Council proposed the continued enhancement of the town centre and improvements to its appearance (PNP/B08).

7. There is local support for more design guidance for the town centre to guide the likely future pressures for new development over the Plan period. The guide would reflect the existing character of the buildings and enable the “village character” of central Poynton to be managed and enhanced, incorporating relevant aspects of the Shared Space scheme. When asked in the Household Survey what they most liked about Poynton, 65% of residents gave their first choice as the “village atmosphere” (PNP/C04).

POLICY TCB 3: PROPERTY USES IN THE TOWN CENTRE

1. The NPPF (2012) promotes competitive town centres that provide customer choice and a diverse retail offer, and which reflect the individuality of each centre. In the case of Poynton, the Shared Space scheme already creates a distinctive context within which town centre uses can develop.

2. The extant Macclesfield Borough Local Plan has the following relevant policies for Poynton:

   2.1. PDC2. In the prime shopping area, the change of use from Class A1 to Class A2, Class A3 and other non-shopping uses will not normally be allowed where the proposals would: cumulatively lead to a loss in the vitality and viability of the prime shopping area; lead to a concentration of non-class A1 uses in Park Lane or Queensway thereby reducing the dominant retail characteristics;

   2.2. PDC4. Within the shopping areas the use of upper floors will be encouraged for housing, small scale offices and other uses appropriate to a shopping area.

Both these policies are saved in the Cheshire East Local Plan, July 2017 Strategy.

3. In the adopted July 2017 version of the Cheshire East Local Plan, July 2017 Strategy, policy EGS seeks to promote a town centre first approach to retail and commercial uses (PNP/B01). This would require for Key Service Centres such as Poynton 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. The Borough Council intend to review all town centre boundaries as part of their proposed Site Allocations and Development Policies document. In the meantime, Policy TCB3 reflects both the existing policy of the Macclesfield Borough Local Plan for Poynton town centre and the emerging policy, particularly when read in conjunction with Policy TCB1.
4. Policy TBC 2 is fully aligned with section 2 of NPPF (2012) concerning the need to ensure the vitality of town centres which is also one of the core Planning principles set out in NPPF (2012) (para 17 refers). Local Plan Policy EG 5 Promoting a Town Centre First Approach to Retail and Commerce has been taken into account in particular bullet point 1.ii of EG 5 which relates to the roles and functions of the Key Service Centres themselves.

5. The primary street level uses within the town centre are for retail, restaurants, cafes and hot food takeaways. Business and residential uses are also permitted and are present (especially above shops). The amount of non-retail uses in the prime shopping area is already high. The policy seeks to strike a balance between permitting some Class A2 and A3 uses in the prime shopping area whilst seeking to both maintain and enhance its shopping function.

6. Upper floors above shops are an important resource and where they are underused the Council will encourage their reuse. Housing can meet the demand for small rented or cheaper accommodation as well as adding to the vitality of the shopping areas. Small scale offices, under 300 sq metres, will meet the demand for local services. Existing Macclesfield Local Plan Policies PDC4 to PDC6 in particular already acknowledge and support these aims.

7. The Poynton Town Strategy (PNP/08) identifies the need for redevelopment of the London Road South area. Since the strategy was written, there has been new commercial property development on the West side of the road, and the need for further redevelopment should be reviewed.

POLICY TCB 4: LAND FOR COMMUNITY PURPOSES

1. A core planning principle set out in the NPPF (2012) is to take account of and support local strategies to improve health, social and community wellbeing for all, and to deliver sufficient community and cultural facilities and service to meet local needs. The town centre of Poynton lies at the heart of the community and therefore it is essential that space is found to accommodate the changing and growing needs of the local community.

2. ONS population projections for Cheshire East show an increase of 5.3% for the total population (2014 to 2030) but a 31.8% increase in the 60+ years sub-group (PNP/A02). Poynton already has a high proportion of this age group. At the 2011 census the proportion of over 60s in Poynton was 33.2%, compared with an average of 26.4% for Cheshire East in general (PNP/A10). The proposals within the adopted Local Plan for 650 new dwellings will significantly increase the total population in Poynton. These changes will increase overall demand for services and require adaptation of services to meet the needs of different demographic groups. Also, the new housing development being constructed at Woodford is also likely to add to the pressure on community services and facilities in central Poynton.

3. The Neighbourhood Plan team has taken evidence from local health practices indicating a need to provide an increased range of services and a requirement for expansion (PNP/C24). (See also Health and Wellbeing).

4. The NPPF (2012) states that local authorities should “undertake an assessment of the need to expand town centres to ensure a sufficient supply of suitable sites; allocate a range of suitable sites to meet the scale and type of retail, leisure, commercial, office, tourism, cultural, community and residential development needed in town centres” and “allocate appropriate edge of centre sites for main town centre uses that are well connected to the town centre where suitable and viable town centre sites are not available. If sufficient edge of centre sites cannot be identified, set policies for meeting the identified needs in other accessible locations that are well connected to the town centre”. (PNP/A01).
5. Upper floors above shops are an important resource and where they are underused the Council will encourage their reuse. Housing can meet the demand for small rented or cheaper accommodation as well as adding to the vitality of the shopping areas. Small scale offices, under 300 sq metres, will meet the demand for local services. Existing Macclesfield Local Plan Policies PDC4 to PDC6 in particular already acknowledge and support these aims.

6. The Poynton Town Strategy (PNP/08) identifies the need for redevelopment of the London Road South area. Since the strategy was written, there has been new commercial property development on the West side of the road, and the need for further redevelopment should be reviewed.

**POLICY TCB 5: CAR PARKS IN THE TOWN CENTRE**

1. At the centre of national planning policy as set out in the NPPF (2012) is the presumption in favour of sustainable development. Town centres are by definition the most accessible part of any town, and so Poynton reflects this pattern with the exception that the railway station is for historical reasons sited on the western side of the town. A range of car parks to serve the diverse needs of the local community needs to be retained and enhanced as appropriate.

2. The Macclesfield Local Plan has the following policies:
   - PDC7 (Poynton town centre). The existing car parks in Poynton centre will be retained for car parking.
   - PDC8. The Borough Council will seek to encourage the rationalisation and improvement of the car parking provision to the rear of the properties in Park Lane.
   - T13 (Transport chapter). Public car parks including two in Poynton centre at the Civic Centre and at Queensway will normally be retained for car parking. Where development proposals involve the loss of such car parking, it should be replaced on site or nearby as part of the development or an alternative transport facility should be provided to mitigate the loss.

These policies are saved in the adopted Cheshire East Local Plan, July 2017. Car parking in Poynton is already under pressure and further population changes will increase demand. The Neighbourhood Plan Household Survey highlighted the desire for more parking provision. There is however a shortage of suitable land to provide this.

Policy SD 1 of the Cheshire East Local Plan, July 2017 concerning sustainable development expects development to provide safe access and sufficient car parking in accordance with adopted highway standards. Accordingly, any new development within the town centre should comply with this policy.
Policy TCB 6: Support for Business

1. Within the NPPF (2012), there are two chapters which deal specifically with planning for the economy; Chapter 1 is concerned with building a strong competitive economy and Chapter 3 supports a prosperous rural economy. In Chapter 1, emphasis is given to the need to plan proactively to meet the development needs of business and to support an economy fit for the 21st Century. Chapter 3 states that neighbourhood plans should support the rural economy in a number of ways including through the conversion of existing buildings and well designed new buildings.

2. Policy EG3 of the adopted Cheshire East Local Plan, July 2017 is written to reflect the NPPF (2012) and provides flexibility in the use of land. The proposed Poynton Neighbourhood Plan policy is considered to be compliant with the newly adopted Local Plan policies.

3. Within the Macclesfield Borough Local Plan, Saved Policy PDC4 provides that within the shopping areas the use of upper floors will be encouraged for housing, small scale offices and other uses appropriate to a shopping area.

4. Poynton is an attractive location for professional services businesses, but there is a lack of suitably sized properties for modest expansion. Business people have informed the Neighbourhood Plan team; they prefer to live and work in the same community: a sustainable lifestyle.

5. Both questionnaire and group discussions have been conducted with Poynton business people (PNP/C08, PNP/C10).

The key findings were reported as:

a. Business people are positive about owning and running businesses in Poynton.

b. 2 out of 3 businesses expressed confidence in steady growth over the next 3-5 years, the rest remaining stable or growing slowly. The development of new houses would have a significant impact on most businesses.

c. There was overwhelming agreement that the “town centre atmosphere and services” were quite or very important.

d. When it came to establishing or growing a business, the availability of small, affordable premises was “very important” as was the ability to scale up.

e. The survey reveals the importance of good infrastructure, including fast and reliable broadband, the availability of good quality premises for expansion and the availability of suitably skilled workforce (a problem for some).

f. Satisfaction levels with these and other factors were moderate, indicating scope for improvement.

g. The two most frequent additional comments made on the questionnaire were on the subjects of car parking availability (essential to attract shoppers) and business rates. There was also frustration about the amount of public transport available and particularly the lack of connectivity with other nearby communities such as Wilmslow and Bramhall.

h. Poynton should not become a dormitory town, but keep a community with a centre and a heart.

“I’d like to see it as a dynamic, business-led, sociable, secure place in which to live and bring up children.” (PNP/C09)
6. The Draft Poynton Town Strategy (2012) section 5.1 calls for support to “flexible working and investment in new communication technologies to allow home working, and to support businesses reliant on e-technology in the town”.

7. Outside the centre, there are some types of businesses also known to require workshop type land and premises.

8. Some businesses also reported the need for smarter, more modern offices.

POLICY TCB 7: HOME WORKING

1. Section 5 of the NPPF (2012) is concerned with supporting high quality communications infrastructure which is essential to sustainable economic growth. Other aspects of the NPPF (2012) support the transition to a low carbon economy, encourage the reuse of existing buildings (including their conversion) and to make the fullest use of public transport, walking and cycling. Each of these can facilitate home working.

2. Policy guidance at a Borough level in Cheshire regarding home working is limited. Policy CO 2 concerning Sustainable Travel and Transport expects developments to reduce the need for travel in a number of ways including by encouraging more flexible working patterns and home working.

3. Planning policy support for the benefits of home working are present in other Local Plans elsewhere, including the adjacent Peak District National Park Planning Authority (PNP/B24). There are various ways of responding to the challenge of home working in terms of a planning use. The Town Council considers that the Poynton area has potential to grow the number of home workers during the period of the Plan.

4. There has been a steady growth of the self-employed in Poynton (up 5% between 2001 and 2011 – ONS Census). Poynton has a high proportion of graduate and professionally qualified residents, and according to ONS research (Characteristics of Home Workers, 2014), home workers “tend to work in higher skilled roles than the rest of the population, and consequently earn on average a higher hourly wage...Almost two-thirds of home workers were self-employed in 2014” (PNP/A11).

5. Section 5.1 of the draft Poynton Town Strategy 2012 published by Cheshire East Council supports “flexible working and investment in new communication technologies to allow home working, and to support businesses reliant on e-technology in the town.” This has yet to be translated into a formal policy for either the whole Borough or one area. (PNP/B08)

POLICY TCB 8: EMPLOYMENT LAND

1. The economic role of sustainable development is an underlying principle of the NPPF (2012). In particular, it is stressed that this role contributes to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right place and at the right time to support growth and innovation, and by identifying development requirements, including the provision of infrastructure.

2. Policy EG3 in the adopted version of the Cheshire East Local Plan, July 2017 Strategy, will fulfil many of the same purposes of identifying land for employment purposes to the south of Poynton and beyond the boundary of this Neighbourhood Plan.
3. The Cheshire East Local Plan, July 2017 has identified the need for an additional 10 hectares of additional employment land to meet Poynton’s needs over the period to 2030. That amount of land cannot be accommodated within or adjacent to the town of Poynton without an incursion into the Green Belt.

4. Poynton is surrounded by the North Cheshire Green Belt, which provides a presumption against employment-related development. There is no available land for larger scale employment development within any of the residential or town centre areas. The growth of employment locally has been provided for by the Poynton Industrial Estate and the Adlington Industrial Estate, both within Adlington Parish, and therefore outside the scope of this Neighbourhood Plan.

5. In Q 15 of the Neighbourhood Plan Household Survey, residents overwhelming favoured any expansion of employment land to be located adjacent to the existing industrial estates. (PNP/C04)

6. The Poynton Relief Road provides a new opportunity to review the wider needs of Poynton for employment land and for other community purposes. Use of possible employment land adjacent to and served by the proposed Relief Road and lying within Adlington Parish has been identified as strategic sites as part of the Local Plan Strategy work. No potential strategic employment sites have been identified by Cheshire East Council other than to the south of Poynton settlement, associated with the potential Relief Road and lying mainly within Adlington Parish.

7. “Only when all brownfield employment sites have been redeveloped should the use of additional greenfield sites be considered.” This statement from the draft Poynton Town Strategy published by Cheshire East Council still reflects the current situation some 4 years later. (PNP/B08)

8. Following the adoption of the Local Plan Strategy the decision as to the location and amount of additional employment land has been made at a strategic level by the Borough Council following the receipt of the final report of the Planning Inspector conducting the examination into the Local Plan. The expected level of employment land development over the Local Plan period to 2030 in the Poynton area will be 10 hectares, all of which will be sited as extensions to the Adlington Business Park to the south of the town. Given this strategic provision and allocation adjacent to the proposed Relief Road, the Neighbourhood Plan makes no additional provision for employment land within the town of Poynton itself.

**POLICY TCB 9: SUPPORT FOR TCB POLICIES IN MACCLESFIELD BOROUGH LOCAL PLAN**

1. Saved policies for the management and development of Poynton town centre are set out in the Macclesfield Borough Local Plan (PNP/B02) and retained for the time being in the Cheshire East Local Plan, July 2017. However, the Cheshire East emerging Site Allocations Development Plan Document (published in September 2018) would delete the Poynton centre specific policies once that DPD is adopted which will be in the period 2019-20. The bulk of these policies are still considered relevant and applicable to Poynton in the 2020’s and this Plan seeks to retain these policies. It is considered that these policies are still in general conformity with the strategic policies of the Cheshire East Local Plan, July 2017, having been saved in that Plan and considered relevant in 2017 when the Local Plan was adopted. These policies remain relevant and their omission from the local Planning policies for Poynton would be inappropriate. These Poynton specific policies are also in general alignment with the NPPF (2012) in particular the general presumption in support of sustainable development.
JUSTIFICATION AND EVIDENCE: HEALTH AND WELLBEING

POLICY HEWL1: ENCOURAGING A HEALTHY LIFESTYLE

1. The National Planning Policy Framework (PNP/A01) states that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. The DCLG also gives guidance (PNP/A12).

2. The Town and Country Planning Association (TCPA) (PNP/D07) Reuniting Health with Planning Handbook have produced a Handbook showing that improved planning and better housing provision have long been identified as pre-conditions for enhancing the health of individuals and the communities in which they live. Equally, health interventions can support communities and thereby encourage better lifestyles and extend the opportunities available to residents.

3. The Cheshire East Local Plan, July 2017 (PNP/July 2017) incorporates a need for due consideration to be given to Health and Wellbeing in Policy SC3. Both the NPPF (2012) and Local Plan confirm that the planning system can play an important role in facilitating social interaction and creating safe, healthy and inclusive communities. Screening of significant planning applications will determine if a full Health Impact Assessment is required. Policy SC 3 provides that Borough Council will seek contributions towards new or enhanced health and social care facilities from developers where development results in a shortfall or worsening of provision. It is likely that a HIA would be undertaken for a major/strategic development sites (around housing and mixed use sites of 100 dwellings or more, employment sites 10 ha and over).

4. The proposals for retail units, food establishments (in particular hot-food takeaways), betting shops and community facilities should be considered on its own merits. The Local Planning Department will be able to advise on this.

5. The Neighbourhood Plan Survey (PNP/C04) indicated that residents are keen to have better access to gym, swimming and other sporting facilities.

6. The EU Directive 2014/52/EU (due to come into force in 2017) PNP/A13 indicates that a Health Impact Assessment should be carried out for any new development. This is further explained in a TCPA journal (PNP/D03) and a web page from the University of Liverpool (PNP/D04). A Health Impact Assessment (HIA) is a process which ensures that the effect of development on both health and health inequalities are considered and responded to during the planning process.

POLICY HEWL 2: GETTING ABOUT WITHIN POYNTON AND ITS ENVIRONS

1. Promoting sustainable transport is a key element of the NPPF (2012) (PNP/A01). 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.

2. Key policies in the Cheshire East Local Plan, July 2017 are those concerned with sustainable development, sustainable forms of transport and health and well being matters. The relevant policies are SD 1, SD 2, CO 1 and SC 3.
3. The Neighbourhood Plan Survey (PNP/C04) showed the need for more cycle ways and more frequent transport links with neighbouring locations.

4. Many policies in the Transport and Connectivity section of this Plan also apply to the health and wellbeing of the Poynton community.

**POLICY HEWL 3: ACCESS TO GREEN SPACES**

1. The NPPF (2012) Chapter 7 (PNP/A01) gives guidance on conserving and enhancing the natural environment for the benefit of the community.

2. There is also evidence of a link between wellbeing and the environment as documented by Rachel Cooper and Elizabeth Burton of Lancaster University as referenced in the appendices (PNP/D05).

3. Within the Sustainable Communities section of the Cheshire East Local Plan, July 2017, policies SC 1 concerning Leisure and Recreation and SC 2 concerning Indoor and Outdoor Sports Facilities along with policy SE 6 about Green Infrastructure are the applicable strategic planning policy contexts for HEWL 3.

4. One of the features of Poynton enjoyed by its residents, as stated in the survey, is the easy access to green spaces such as the inclines and local countryside (PNP/C04).

5. Many policies within the Environment and Green Belt section of this Plan are also applicable to supporting access to green spaces across all ages.

**POLICY HEWL 4: SPORTS AND SOCIAL ACTIVITIES FOR ALL**

1. 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 Cheshire East Local Plan, July 2017 incorporates these requirements in policies SC 1 and SC 2 (PNP/B01) July 2017. Policies SC 1 concerning Leisure and Recreation and SC 2 concerning Indoor and Outdoor Sports Facilities along with policy SE 6 about Green Infrastructure are among the applicable strategic planning policy contexts for HEWL 4.

2. Strategic Priority 2 of the Local Plan relates to creating sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided. HEWL 4 is closely aligned and supportive of that strategic priority.

3. The survey of Volunteer Groups conducted in April/ May 2015 (PNP/C25) showed demand for improved sports facilities, central meeting facilities with affordable hire costs, easy access and good car parking.
POLICY HEWL 5: GROWING UP IN POYNTON

1. The Ageing Well in Cheshire East Programme (PNP/B25) is a plan for people aged 50 and over which was developed between 2012-16. The programme states a belief that Cheshire East is a good place to live and to grow old. It also recognises that the older people who live in Cheshire East contribute a great deal of talent, experience and knowledge to our communities. Through the Ageing Well Programme, we want to enable our older population to;

   - Have a strong voice in influencing local policy and services
   - Take and maintain responsibility for their lives
   - Remain healthy and active
   - Retain their independence
   - Be able to access services
   - Benefit from and contribute through employment, volunteering and learning
   - Live in a safe environment that maintains links with family and friends
   - Maintain their roles as partners, carers, grandparents, employees.

2. Discussions (13/04/15) (PNP/C26) with Trish Hill, Health and Wellbeing Co-ordinator for Poynton Town Council identified current successful schemes such as;

   - The Time Out Cafe on a Friday afternoon when pupils from Poynton High School provide IT training to senior citizens
   - The ‘Message in a bottle’ scheme run by the Lions Club for Alzheimer sufferers (an increasing issue)
   - The ‘Men in Sheds’ initiative aimed at men who live alone and may feel isolated.

3. There is a demand for better seating in the village and parks and at bus stops, a rest area (such as a Memorial Park) and more public toilets. There is a need for dropped kerbs for mobility scooters and better street lighting would help make the community feel safer. (PNP/C26)

4. In terms of the strategic planning context, Strategic Priority 2 of the Cheshire East Local Plan, July 2017 is again applicable. Criteria 2 and 3 of this priority are most significant in ensuring that development provides the opportunity for healthier lifestyles through provision of high quality green infrastructure and cultural, recreational, leisure and sports opportunities and also through working with infrastructure providers to make sure that infrastructure to support the community is provided; this will include a wide range of facilities.

POLICY HEWL 6: ACCESS TO HEALTHCARE PROFESSIONALS

1. The prospect of additional pressure on the two existing medical practices and two pharmacies in Poynton from the development of 950 new houses in neighbouring Woodford has prompted talks about a new larger site which would provide a Central Health Hub with increased services to the community (PNP/C24).

2. Residents have requested better access to healthcare professionals in the Neighbourhood Plan survey (PNP/C04). This includes access to GP’s, Dental Care and transport to local hospitals. Health and social care are among the matters defined as Infrastructure within NPPF (2012) (para 162). Local authorities are expected to work with providers and other partners to assess the quality and capacity of such services as part of their plan-making duties.
3. Within the Infrastructure section of the Cheshire East Local Plan, July 2017 for which 2 policies (IN 1 and IN 2) apply, the facilities identified as social and community in character include the range of core learning, well-being, sports and other activities so can be the provision of: health facilities - including hospitals, doctors and dentists surgeries along with social care.

**POLICY HEWL 7: LOCATION OF A CENTRAL HEALTH HUB**

1. As stated above, the prospect of additional pressure on the two existing medical practices and two pharmacies in Poynton from the development of 950 new houses in neighbouring Woodford has prompted talks about a new larger site which would provide a Central Health Hub with increased services to the community.

2. The two Poynton GP Practices, Priorslegh and McIlvride are working closely with the Eastern Cheshire Clinical Commissioning Group (CCG) and, to achieve economies of scale, with Bollington and Disley GP’s, to develop a ‘Primary Care Home’ model as espoused by The National Association of Primary Care (NAPC) – see [http://www.napc.co.uk/primary-care-home](http://www.napc.co.uk/primary-care-home). It would however require a central hub (call centre) from which all incoming demands would be met by directing patients to the appropriate facility. In this way there could be specialist services such as a minor surgery unit, children’s clinic, diabetic clinic, radiologist etc.

3. A Central Health Hub would provide increased services to the community. This would be an integrated service comprising GPs, nurses, pharmacists, physiotherapists, radiologist for X rays, day patient care, and minor surgery. This would reduce the demand on local hospitals and make it easier for patients to stay at home and be cared for in the local community. Both existing practices would share the ‘hub’ which would be a multi-specialism area. It would provide social as well as medical care; there would be training for patients to be taught to help themselves.

4. A Health and Wellbeing Facility would also address the chronic shortage of pharmacies in Poynton. It was stated that there is a problem with delivering drugs to patients.

5. Medical need is closely linked to age; those over 65 suffer from more chronic diseases therefore needing more health care. The number of appointments per annum at the two practices has increased over the last 5 years – from 4 to 9 appointments per person.

6. It is anticipated that commercial funding partners will be required to make a comprehensive Health and Wellbeing facility a reality.

7. The Cheshire East Local Plan (July 2017) has now confirmed that Poynton is expected to accommodate a further 650 homes and jobs on 10 hectares of employment land, the health needs for which would mainly need to be served by services based in Poynton as the Key Service Centre for the north east of the Borough. Policies IN 1 and IN 2 of the adopted Cheshire East Local Plan, July 2017 are also relevant and applicable to HEWL 7 in setting the context of health infrastructure as one of many services needed to serve the expanding population of the town.
A Neighbourhood Plan for Poynton-with-Worth

8. It can be noted that NHS Eastern Cheshire Clinical Commissioning Group have (on 27/09/17) requested Section 106 funding to the value of £151,200 be considered as part of the planning approval for Sprink Farm, Dickens Lane (Planning Application Ref) to 17/4256M allow for NHS General Practice services to accommodate the planned increase in the local population resulting from this development. Allocated Section 106 funding would be used to contribute towards the expansion / redevelopment of the Priorsleigh site and/or internal structural changes at the Mcllvride site, in order to facilitate a greater level of capacity for the delivery of Primary Care services to the local population.

POLICY HEWL 8: POYNTON TO BECOME A NON-CHARGING CLEAN AIR ZONE

1. Consideration should be given to implementing the proposals outlined in the DEFRA Clean Air Zone Framework dated May 2017. Air quality is a key element of good health and wellbeing. Levels of Nitrous oxide are already high around the junction of London Road South and Clifford Road. On the government’s own figures, regarded by many as overly conservative, 29,000 premature deaths annually in the UK are attributable to air quality, 80% of these attributable to traffic pollution. The government also accepts, in evidence to the Supreme Court, that Euro emission standards 1-5 have been almost completely ineffective since they were introduced in 1992, in that they fail to reflect real life driving emissions. Therefore, in the 24 years during which government and European Commission have allowed Euro standards to be ineffective, it might be reasonable to attribute about 556,800 premature deaths in the UK to traffic pollution. That is the context of current debates about the numbers and content of Clean Air Zones — William Wilson, Wyeside Consulting

2. The Clean Air Zone guidance encourages the implementation of Clean Air Zones where appropriate, as a way to focus action and combat poor air quality. In the absence of a local authority adopting Clean Air Zones, there remains the possibility that Neighbourhood Plans could be used to bring a Clean Air Zone into effect in a defined locality. As a consequence, any future development would need to consider the existence of a Clean Air Zone as a material consideration. Planning applications would need to be determined in accordance with the Development Plan (which would take into consideration the existence of the “Clean Air Zone” Neighbourhood Plan).

3. In terms of evidence, the Local Plan states that in 2011, Cheshire East’s residents, commerce and industry and other non-residential energy uses resulted in carbon dioxide emissions which were higher than the regional average of 7.0 tonnes per person. However, CO2 emissions per person have fallen in recent years since then. (para 2.28 of the Local Plan).

4. Some types of development may cause or contribute to air quality, water or land pollution. Policy SE 12 of the Local Plan concerns pollution and related matters. Through this policy, the Borough Council wishes to ensure that levels are kept to a minimum through the construction phase and life of 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.
APPENDIX B

SUPPORTING DOCUMENTS
WHAT KIND OF PLACE SHOULD POYNTON BECOME?

The Neighbourhood Plan provides a great opportunity for Poynton’s residents to have more influence on how Poynton will change over time. Their local knowledge, and sense of what needs to be held on to, and what needs to change, can really make a difference. The challenge is to keep Poynton as a thriving community that can grow at the right pace to the right size - a place fit for the mid-21st Century. How can Poynton’s distinct identity evolve to have a town centre with ‘a village feel’, a definite green boundary, shops, services, transport and employment that reflect the size and needs of the population?

THE ROLE OF POYNTON TOWN COUNCIL

Poynton Town Council is the ‘qualifying body’ for producing the Neighbourhood Plan. That is to say, it has the powers to initiate the process and produce the Pre-Submission Plan for consultation with stakeholders before submission to the local planning authority, Cheshire East Council.

Poynton is a rural, mainly agricultural area comprising largely of open countryside and a number of dispersed settlements.

The Town Council believes that a modest and appropriate amount of development, with accompanying (and essential) infrastructure improvements, will enhance and improve the future sustainability of the parish. The Town Council believes that without strong planning policies any future developments run the risk of being unsuitable, unsustainable and potentially damaging to the parish over the long term.

The Town Council strongly believes that a Neighbourhood Plan will address concerns surrounding future development. This Neighbourhood Plan supplements Cheshire East Council’s planning policies, and sets out Poynton community’s vision on development and use of land in the parish. This includes setting specific priorities which will direct development within Poynton.

THE NEIGHBOURHOOD AREA

Poynton is a small town with a ‘village feel’ surrounded by open countryside which is protected as part of the North Cheshire Green Belt - this keeps its separate identity from other towns. Cheshire East Council is now finalising its future vision for the town over the two decades to 2030. No major developments for Poynton are proposed in the submitted version of the Cheshire East Local Plan, July 2017, although there remains a proposal for the Poynton Relief Road, an essential infrastructure improvement. Ultimately Poynton will become an even better place for future generations.

Following changes in planning over the last few years, the regional level has been abolished and in its place are Neighbourhood Plans prepared at a parish or town level. The Town Council has therefore engaged with the local community to prepare such a plan for Poynton. This succeeds the Parish Plan and subject to referendum, will have a higher planning status.

The Neighbourhood Plan sets out a vision of the town for the period until 2030. It will allow local residents to exert more control over where development takes places within the town. It will seek to inform the type and quality of new development, as well as ensuring that where new development does take place, it meets local objectives and needs.
A Neighbourhood Plan for Poynton-with-Worth

The plan includes policies and proposals for different types of development and land use. By not having a Neighbourhood Plan there is a risk of inappropriate and piecemeal developer-led planning proposals being submitted. The Borough Council would then be forced into reactive responses to planning applications and then planning appeals and inquiries with decisions made by planning inspectors or ministers. By preparing a Neighbourhood Plan in parallel with the Local Plan, the expectation is that local control over planning in Poynton can be retained at town and borough level.

Poynton has a long history of active public engagement with the planning of the town. A Neighbourhood Plan gives local people the opportunity to influence the future character of the town, including where new houses, businesses and facilities should be placed and what they should look like. This provision has only been made available following the introduction of the Localism Act and the progress the Borough Council have now made with their strategic view of the future of the town. It provides a genuine opportunity for residents to influence the future of the local environment in line with national policies. Uniquely, in planning law, a Neighbourhood Plan gives local people a vote through a local referendum, and if the Plan receives a majority vote in support from those who respond, it becomes a full statutory plan. This means that developers would have to adhere to the Neighbourhood Plan in submitting their planning applications and to consult our community in meaningful ways.

The Town Council has been working with the adjacent communities of Adlington and Woodford to achieve an appropriate form of use, including large scale redevelopment of the former BAE Systems site at Woodford. The Woodford Forum has also been developing a Neighbourhood Plan for their area, to respond to the challenges arising from the future extensive development of the former aerodrome.

A Neighbourhood Plan cannot stop development as some development is always required to respond to changing circumstances, demographics and lifestyles.

By engaging with local residents, the Plan has identified those changes and improvements the whole community wants.

POYNTON NOW

Poynton is a small town, comprising around 6,000 dwellings, and with a population of over 14,000 at the 2011 Census. In the 40 years to 1986 Poynton doubled in size with an average of 80 new houses being built every year. In the last 10 years there have been far fewer houses built. Poynton’s population is on average older, better qualified and more affluent than the average for Cheshire East. The people who became new house owners on Poynton’s big estates have grown older as have their children. House prices are above the average for Cheshire East, and increasingly beyond the reach of younger people. About 3,000 people (residents and non-residents) work in Poynton. Additionally, many Poynton residents commute to work in the nearby towns & cities, notably Stockport and Manchester.

Poynton is surrounded by Green Belt - the boundary is drawn tightly around the town. People appreciate the benefits offered by ease of access to the countryside from Poynton. This is true both for residents and for visitors.

The Shared Space scheme has already improved the way people move around central Poynton. Planned new roads to the south and north of Poynton will create new travel patterns and hopefully new business opportunities in the town.
A Neighbourhood Plan for Poynton-with-Worth

POPULATION AND HOUSING DEMAND

The UK’s population is set to grow by 10% in the next 20 years (and by 13% in Cheshire East). This population growth will have an impact on all areas of the country - including Poynton. The number of people in Poynton of retirement age is likely to increase from around 3,500 to around 5,000. Overall, population growth will increase the demand for housing. The minimum number of new homes to be built in Poynton in the Cheshire East Local Plan, July 2017 is 650. In Woodford, a development of 950 new houses is already underway, with the first units having been sold.

Policies within the previous Local Plan were designed to protect the Green Belt around Poynton from new housing and many other forms of built development. Poynton is a popular location and landowners/ house builders in the area are keen to increase the supply of housing, including the use of land currently designated as Green Belt.

The Neighbourhood Plan provides an opportunity for residents to influence the amount, location, type and tenure of any new housing which needs to be built from now until 2030.

THE GREEN BELT

The Green Belt helps separate Poynton from nearby urban conurbations, and extends right to the edge of the built-up area of Poynton. The Green Belt’s purposes are to stop urban sprawl, to safeguard the countryside, and to help maintain the identity of rural communities. It is very important that a good plan is proposed for Poynton’s Green Belt.

THE PROCESS

Having established that the local community was supportive of creating a Neighbourhood Plan for Poynton, a team of volunteers was engaged, and a project team formed.

From this team a Steering Group was identified along with clear Terms of Reference as to its composition and remit. The Steering Group comprises three Town Councillors, two Community Volunteers and a Planning Advisor, supported by the wider group of resident volunteers. Neighbouring areas have attended Steering Group meetings from time to time, and as appropriate, have exchanged information.

The Planning Advisor has been instrumental in advising on planning specific issues to enable the team to follow the correct process, create a robust evidence base and ensure compliance with National and Local Planning Policies.

The table lists the key milestones already achieved and to be met during the development of the Neighbourhood Plan.
A Neighbourhood Plan for Poynton-with-Worth

Residents surveyed to check on desire to develop a Neighbourhood Plan

Town Council agrees to establish a Neighbourhood Plan Project Team

Project Team meets to commence communication on Neighbourhood Plan

Residents/business surveyed to capture opinions and issues

Cheshire East Council designate Poynton Neighbourhood Area

Call for Sites

Engagement with Registered Providers

Resident feedback captured on our Vision and Objectives

Residents consulted on draft Objectives and Policy Proposals

Regulation 14 Pre-Submission Consultation

Regulation 15 Submission

Regulation 16 Submission Consultation

Regulation 17 Examination

NATIONAL PLANNING POLICY FRAMEWORK (NPPF (2012))

The Neighbourhood Plan must meet each of the basic conditions as set out in the Town and Country Planning Act 1990 (PNP/A02) and applied to Neighbourhood Plans by more recent legislation and guidance. These conditions say that the Neighbourhood Plan must:

- Not breach and must be compatible with EU obligations;
- Have regard to UK national policies and advice issued by the Secretary of State. This includes the National Planning Policy Framework (PNP/A01) and National Planning Practice Guidance (PNP/A03);
- Be in general conformity with the strategic policies contained in the development plan for the area i.e. local planning policy;
- Contribute to the achievement of sustainable development.

Throughout the preparation of the Neighbourhood Plan these basic conditions have been kept firmly in mind.

NATIONAL PLANNING POLICY

The NPPF (2012) sets out guidance for development planning. Key considerations are the presumption in favour of sustainable development in paragraph 14 and the section on Neighbourhood Plans in paragraphs 183 to 185. The National Planning Practice Guidance internet-based resource has a section on Neighbourhood Planning which gives advice and guidance on the key stages, content and process of Neighbourhood Planning. Each of the policy chapters in this Plan has sought to show the relationship between the proposed policy and the relevant sections of the National Planning Policy Framework and other national guidance.
LOCAL PLANNING POLICY

The Cheshire East Local Plan, July 2017 (PNP/B01), which is the new Development Plan for Cheshire East and the basis for determining planning applications Prior to the adoption of the new Local Plan, the Saved Policies from the Macclesfield Borough Local Plan 2004 (PNP/B02), Cheshire Replacement Waste Local Plan (PNP/803) and Cheshire Replacement Minerals Local Plan 1999 (PNP/B04) continued to be used for the Poynton area. Where appropriate, the Neighbourhood Plan refers to relevant Saved Policies to be retained. Many of the Saved Policies are still relevant and comply with current national guidance.

Cheshire East Council submitted its Local Plan Strategy to the Secretary of State for Communities and Local Government on 20th May 2014, and it went through independent examination. The examination was suspended for a period as the Borough Council undertook further work following the first round of examination hearings held in Autumn 2014. A further round of hearings took place in 2015, and the Planning Inspector’s written comments (PNP/B05) arising from both hearing sessions have been published. The examination was resumed from September to October 2016. The Local Plan Strategy (PNP/B01) sets out the Cheshire East Council’s case for sustainable economic growth and is the strategy that the Cheshire East Council wants to adopt to manage development in Cheshire East up to 2030.

The Local Plan was finally adopted on 27th July 2017.

The new Local Plan will covers a range of matters including the number of new homes that are needed and where they should be located; the amount and location of new employment land; the protection and improvement of important open areas and provision of new ones; the provision of new infrastructure and improvement of town centres and community facilities in Cheshire East.

Given the requirement for the Neighbourhood Plan to be in general conformity with the Local Plan and not to promote less development than the Local Plan or undermine its strategic policies, it is has been prudent to have regard to the Local Plan in respect of the amount of housing and the status of Poynton Parish in the housing hierarchy.

Accordingly, until examination of the Local Plan had been completed and adopted, it was possible that these elements of the Local Plan could change and this was taken into account in the first version of this Neighbourhood Plan. Following adoption of the Local Plan, the Neighbourhood Plan has been revised to take account of any relevant changes.

NEIGHBOURHOOD PLAN POLICIES

The policies in the Poynton Neighbourhood Plan have been prepared to reflect the feedback provided in the various stages of consultation with residents, the business community, and others.

As well as developing the various policies, it has been essential to ensure supporting evidence is cited to justify policies and their inclusion in the Plan. Any replication of existing local or national policies has been avoided.

Evidence gathering has been undertaken in a variety of ways including ongoing consultation and the commissioning of independent studies from external agencies.

The publication of the initial version of the Cheshire East Local Plan, July 2017 required a review of the emerging policies. The proposed changes to the Local Plan made and published in Spring 2016 by the Borough Council required further reviews of emerging Neighbourhood Plan policies.

Development of the Poynton Neighbourhood Plan policies has been an iterative process and has included ongoing liaison with the Town Council.
From planning consultation undertaken, the Steering Group is satisfied that the Poynton Neighbourhood Plan policies are consistent with national planning policies, and with the policies of the current Cheshire East Local Plan, July 2017.

The Poynton Neighbourhood Plan policies aim to provide a local dimension to decision-making in Poynton with the provision of appropriate guidance being provided to ensure the character and environment of the town are taken into account. In this way, it is envisaged the area can continue to be a thriving, working and living community.

The Steering Group has engaged with the community, residents, businesses and neighbouring parishes at various stages throughout the project to seek their views and keep them fully informed. Engagement has been undertaken via surveys, public exhibitions, meetings, social media and e-mail.

Regular progress updates have been provided through the Town Council Newsletter (PUN), the Town Council’s website, local media, the Neighbourhood Plan website and the Neighbourhood Plan Facebook Page.

A fully proactive approach to consultation with the local community, including residents, businesses and other stakeholders has been the key to the policy development process.

**RESIDENTS LAUNCH EVENT 17TH JANUARY 2015**

This event was provided for residents and aimed to;

- Set out what a Neighbourhood Plan is;
- Raise awareness of the Neighbourhood Plan for Poynton;
- Describe progress to date;
- Demonstrate how residents can support the process;
- Ensure understanding of the importance of completing the initial survey (including when it’s due, how to complete & how to return), and;
- How to access more or ongoing information

An open event with a display was provided, where attendees could browse and ask questions; and leave questions/comments.

The event was hosted by Poynton Town Council with the support of the local MP, David Rutley, and media releases before and after. The event was well attended by over 100 residents.

**AWARENESS SESSIONS, JANUARY 2015**

As part of the awareness campaign, various community groups in Poynton were contacted, to arrange for Steering Group representatives to attend one of their meetings and explain the background to the Neighbourhood Plan, to seek their views on it, and to encourage residents to complete an NP survey.

The following meetings were attended;

- Poynton in Business
- PDA (Local School Headteachers Meeting)
- University of the Third Age (U3A)
- Local History Society
- Photographic Society
SURVEY, JANUARY – APRIL 2015

In January 2015 all households in Poynton were surveyed to ascertain support for a Neighbourhood Plan.

Printed surveys were distributed with the monthly newspaper, the Poynton Post (circulation: 10,000). The on-line survey was promoted via the Town Council email newsletter (PUN) and other means. There was a total of 1,742 responses both written and on-line. The written responses were manually inputted to the on-line system by volunteers, and the on-line system was kept open to enable this task to be completed. The deadline was further extended to enable additional younger members of the community to respond. 17.6% of respondents were 44 years of age or under, 36.9% aged 45 to 64 years, and 45.5% aged 65 and over. A summary of the survey results was displayed at Poynton Civic Hall throughout May 2015.

The survey was conducted from the end of January to February 27th 2015, while the on-line version was extended to 17th April.

The survey results (PNP/C04; PNP/C05) determined that 12% of residents, representing over 20% of households, responded to the survey.

In Q2 of the survey 78% of respondents gave “Keeping a distinctive buffer of Green Belt around the town” as their first priority when asked “For the future what’s the most important to you?”

As a result, the Town Council passed resolutions to approve and proceed with the project.

DROP INS, FEBRUARY 2015

These sessions were held to assist residents in completing their surveys. A PUN publicising dates was issued to promote the opportunity to ask questions or gain assistance with survey completion.

RESULTS EXHIBITION, 16TH MAY 2015

In addition to sharing the results of the initial survey, the results exhibition provided an overview to remind attendees of what the Neighbourhood Plan is and the process involved.

It was supported by a set of background statistics/information providing the ‘bigger picture’ about population, employment, the size of the town and description of its assets.

Information included a general overview of the responses to the survey -- how many responded and so on. (PNP/C06).

VISION & OBJECTIVES EXHIBITION, JULY 2015

In July 2015, feedback was sought from residents on the Draft Vision & Objectives of the Plan. An exhibition at Poynton Civic Hall was attended by many residents. Members of the Steering Group were on hand to explain the ongoing work and how they had arrived at the draft Vision and Objectives for the policy areas. Attendees were invited to complete feedback forms.
POLICIES CONSULTATION, FEBRUARY 2016

An exhibition and survey comprising a summary of the work-in-progress of the Neighbourhood Plan was held in the final two weeks of February 2016.

Whereas the first household survey undertaken in early 2015 was distributed to all households, this exercise was available either by a personal visit to Poynton Civic Hall or by accessing the information and survey on-line. The response of this second exercise was therefore lower but nevertheless valid and worthwhile.

Draft policies were summarised in bullet point form along with maps and photographs of key areas of Poynton. Respondents were asked to assess the suggested policies and to express their preferences for potential development sites in Poynton. The results have informed the further development of the full Plan. (PNP/C07)

QUALITATIVE GROUPS, APRIL 2016

Following the two questionnaire based surveys (referred to above), it was recognised that both surveys had an excellent response from older age groups but a correspondingly lower representation of younger age groups.

A targeted consultation (PNP/C08) was therefore held with the under-represented groups, to achieve a more balanced outcome. The objectives were to:

- Receive and record feedback on the Neighbourhood Plan proposals from Poynton residents in the 20-40-year age groups, and;
- Feed this into the evidence base for the Neighbourhood Plan.

Two dates were promoted and sessions were conducted in moderated workshops. The groups were recruited by:

- Open advertising
- Social media
- Personal contacts

In order to preserve and demonstrate complete transparency attendees were obliged to declare any vested interest or conflicts of interest (e.g. potential development land interest, councillors and council employees, and employees of developers).

SCHOOLS

The PDA (Poynton, Disley & Adlington) Group of local school Headteachers were engaged to ensure their understanding of the process, and to seek their support in engaging with the younger members of the community.

MEDIA

Throughout the Plan process, various media have been utilised to maintain updates and awareness:

- Dedicated Town Council Website page
- Neighbourhood Plan independent website
- A Facebook Page
- Articles in local publications
- Updates in the Town Council Newsletter
BUSINESSES

Local businesses were also contacted to gain their views. Prior to the survey, initial work with businesses had been conducted to establish how they felt about doing business in/from the town. More importantly, there was interest in finding out how the town might be improved for the future from a business perspective. The work involved a series of group discussions conducted by Barrie Hawker, a member of Poynton in Business, and owner of Park Lane Research in Poynton (PNP/C09). A survey of local businesses by questionnaire was subsequently conducted (PNP/C10).

CALL FOR SITES

The Poynton Neighbourhood Plan Steering Group issued a ‘Call for Sites’ request, for the attention of landowners, their agents and developers, with a view to meeting with them separately in early May 2015. (PNP/C11).

This was the opportunity for presentations to be made regarding development proposals/aspirations, but without commitment on either side. The outcome of these sessions has been used to guide and inform the preparation of relevant sections of the Poynton Neighbourhood Plan.

REGISTERED PROVIDERS

Contact was made with all Registered Housing Providers active in Poynton. The aim was to understand their future interests and/or strategies in relation to Poynton. (PNP/C12)

The small town of Poynton lies at the northern end of the Borough of Cheshire East and at the eastern end of the Cheshire Plain. The far eastern part of the town borders onto the Peak District National Park where land uses are more rural in nature. For spatial planning purposes, the town lies wholly within Cheshire East but the settlement of Poynton has grown since the Second World War in a southerly direction as land for employment was required. The two largest employment areas in the settlements are in the northern part of Adlington parish which immediately adjoins Poynton to the south.

The current Development Plan for the Poynton area is the Macclesfield Borough Local Plan 2004, including its Saved Policies. The Plan also includes other parts of the former Macclesfield Borough Council (including Macclesfield, Wilmslow and Knutsford). Cheshire East Borough Council was established in April 2009 as part of the amalgamation of the former Boroughs of Macclesfield, Congleton, Crewe and Nantwich. Cheshire East is a unitary council and includes all related local government services to spatial planning including highways, transport, housing, economic development, regeneration and heritage matters.

Poynton town has been an inset into the North Cheshire Green Belt since Green Belts were first established. The Green Belt helps to retain Poynton’s separate character from the surrounding towns and villages. The northern boundary of the town abuts the Greater Manchester boundary with Stockport Council along its full length. The town has sought to remain in Cheshire and to retain its degree of separation from the more urban areas to the north over many decades. The area is in effect a transition between the more developed urban areas to the north lying in Stockport and Greater Manchester, and the more rural areas to the east and south, comprising the Peak District and other rural areas, including the area south of Poynton in the direction of Macclesfield.

The town’s Green Belt status is understood and highly valued by local residents and is cited by many of them as the main reason why they choose to live in the town.
The Town Council undertakes an active and full role in planning decisions at all spatial scales from the regional down to local planning applications. The Town Council has been actively involved at various previous stages of the preparation of the Cheshire East Local Plan, July 2017.
This section of the Plan lists key information sources used to evidence, support, explain and inform the Poynton Neighbourhood Plan. This includes relevant UK and EU legislation and guidance along with local plan documents, data, maps, policies, and consultation documents. The evidence entries are categorised by their sources as follows:

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<td>PNP/Cxx PT</td>
<td>Poynton Town Council, Poynton Neighbourhood Plan, other local sources</td>
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#### UK Government, Other National, and European Union Sources

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<td>PNP/C17</td>
<td>PT</td>
<td>Poynton East – Heritage Assessment</td>
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## POYNTON TOWN COUNCIL, POYNTON NEIGHBOURHOOD PLAN, OTHER LOCAL SOURCES

Unless otherwise referenced, all Neighbourhood Plan documents with a PNP No Cxx can be found by following the link [http://www.poyntonnp.org.uk/documents.html](http://www.poyntonnp.org.uk/documents.html)

<table>
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<tr>
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<td>PNP/C21</td>
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<td>Email re cemetery provision</td>
<td>15 May</td>
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<td>Correspondence between PNP and Vicar of St George’s church, Poynton</td>
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<td>PNP/C22</td>
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<td>PNP/C23</td>
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<td>PNP/C25</td>
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<td>PNP/C26</td>
<td>PT</td>
<td>Report of discussions with Poynton TC Health and Wellbeing Coordinator</td>
<td>13.04.2015</td>
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<td>PNP/C27</td>
<td>PT</td>
<td>Map of Poynton Open Space and Protected Trees</td>
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<td>Produced by Cheshire East Council for Poynton Neighbourhood Plan</td>
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<td>Produced by Cheshire East Council for Poynton Neighbourhood Plan</td>
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<td>PNP/C29</td>
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<td>PNP/C30</td>
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<td>PNP/C31</td>
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<td>PNP/C32</td>
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<td>EGB 7: List of Green Spaces and Verges within the built-up area of Poynton</td>
<td>Oct 2018</td>
<td>Word doc</td>
<td>Poynton Neighbourhood Plan</td>
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# A Neighbourhood Plan for Poynton-with-Worth

## MATERIAL FROM OTHER SOURCES AS GIVEN

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<th>Reference or ISBN where available</th>
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<td>PNP/D02</td>
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<td>Reuniting Health with planning – healthier Homes, Healthier communities</td>
<td>July 2012</td>
<td>PDF</td>
<td>Town and Country Planning Association</td>
<td>See also tcpa.org.uk</td>
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<td>PNP/D04</td>
<td>MA</td>
<td>International Health Impact Consortium</td>
<td>2016</td>
<td>Web pages</td>
<td>University of Liverpool, Institute of Psychology Health and Society</td>
<td>See also <a href="https://www.liverpool.ac.uk/engage/archive-events/research-master-classes/2013-2014/health-impact-assessment/">https://www.liverpool.ac.uk/engage/archive-events/research-master-classes/2013-2014/health-impact-assessment/</a></td>
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Map 1

Cheshire East Council web site interactive map (copyrights apply)
This map should be viewed alongside the Arup Green Belt Assessment Update 2015 Report. It does not indicate whether any of the parcels of land will be removed from the Green Belt.
A Neighbourhood Plan for Poynton-with-Worth
A Neighbourhood Plan for Poynton-with-Worth
**A Neighbourhood Plan for Poynton-with-Worth**

### DESIGNATED HERITAGE SITES, HISTORIC ENGLAND

**SEE MAP 5A**

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<thead>
<tr>
<th>MAP REF NO</th>
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<tr>
<td>1</td>
<td>Church of St George</td>
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<td>Guide Post</td>
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<td>3</td>
<td>Generator Ho., Barlowfold</td>
<td>1232298</td>
</tr>
<tr>
<td>4</td>
<td>Worth Clough, aka Petre Bank</td>
<td>1232299</td>
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<tr>
<td>5</td>
<td>Worth Hall</td>
<td>1232300</td>
</tr>
<tr>
<td>6</td>
<td>Brook House Farm House</td>
<td>1232302</td>
</tr>
<tr>
<td>7</td>
<td>Rose Cottage Southside</td>
<td>1232304</td>
</tr>
<tr>
<td>8</td>
<td>Dog Hill Green</td>
<td>1232305</td>
</tr>
<tr>
<td>9</td>
<td>Canal Bridge No14</td>
<td>1232307</td>
</tr>
<tr>
<td>10</td>
<td>Haybrook</td>
<td>1232356</td>
</tr>
<tr>
<td>11</td>
<td>Waterloo</td>
<td>1232382</td>
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<td>12</td>
<td>Ice House</td>
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<td>13</td>
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<td>14</td>
<td>Milestone</td>
<td>1277157</td>
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<tr>
<td>15</td>
<td>44 and 46 London Rd North, early Library and Reading Rooms</td>
<td>1277164</td>
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<tr>
<td>16</td>
<td>50 London Rd North, Lodge to Poynton Hall</td>
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<tr>
<td>17</td>
<td>Lostock Hall Farmhouse</td>
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<td>18</td>
<td>Boundary Stone, Norbury Hollow</td>
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<td>19</td>
<td>Poynton War Memorial</td>
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For more information, go to [https://www.historicengland.org.uk/sitesearch](https://www.historicengland.org.uk/sitesearch) and search for Poynton, Cheshire East.
### DESIGNATED HERITAGE SITES, CHESHIRE EAST COUNCIL  SEE MAP 5A

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<td>20</td>
<td>Poynton Railway Station</td>
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<td>21</td>
<td>New Town</td>
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<td>22</td>
<td>Alms houses, Fountain Close</td>
</tr>
<tr>
<td>23</td>
<td>Fountain Place</td>
</tr>
<tr>
<td>24</td>
<td>Poynton Park Boathouse</td>
</tr>
<tr>
<td>25</td>
<td>24 and 32, 30, 26 London Rd South</td>
</tr>
<tr>
<td>26</td>
<td>Newhouse Farm</td>
</tr>
<tr>
<td>27</td>
<td>Poynton Community Centre</td>
</tr>
<tr>
<td>28</td>
<td>The Hockley Centre, previously the United Methodist Church</td>
</tr>
<tr>
<td>49</td>
<td>Shared Space monuments and pavement plaques</td>
</tr>
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</table>

For more information, see [p://cheshireeast-consult.limehouse.co.uk/portal/planning spd/locallist?pointId=1299169990221](p://cheshireeast-consult.limehouse.co.uk/portal/planning spd/locallist?pointId=1299169990221)
POYNTON HISTORIC ENVIRONMENT – MAP 5A

Nos 1 to 19: sites listed by Historic England
Nos 20 to 28: sites listed by Cheshire East

Ordnance Survey 100049045
Use of this data is subject to terms and conditions.

Map created on 13/10/2017 using http://maps.cheshire.gov.uk/CE/interactive/mapping
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<tr>
<td>29</td>
<td>Long Row 1844 (off Park Lane)</td>
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<td>30</td>
<td>New Town 1833 (Coppice Rd)</td>
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<td>31</td>
<td>Ten Row, pre-1849</td>
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<td>32</td>
<td>Accommodation Cottages, nr the junction of Waterloo Rd and Dickens Lane</td>
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<tr>
<td>33</td>
<td>Smithfield Cottages (Coppice Rd)</td>
</tr>
<tr>
<td>34</td>
<td>Dale House Fold</td>
</tr>
<tr>
<td>35</td>
<td>Old Station, Lostock Rd</td>
</tr>
<tr>
<td>36</td>
<td>Original Police Station, London Rd North</td>
</tr>
<tr>
<td>37</td>
<td>The Crescent, London Rd North, site of The Crescent Inn, an old coach house</td>
</tr>
<tr>
<td>38</td>
<td>The Inclines, former colliery railways</td>
</tr>
<tr>
<td>39</td>
<td>Poynton Green</td>
</tr>
<tr>
<td>40</td>
<td>Poynton Pool or Ornamental Lake – ca 1760</td>
</tr>
<tr>
<td>41</td>
<td>Poynton Park</td>
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<tr>
<td>42</td>
<td>Old Pump House</td>
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<td>43</td>
<td>Winding Engine House (meeting of the</td>
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<tr>
<td>44</td>
<td>Hill Top Cottage, formerly Long Chimney</td>
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<tr>
<td>45</td>
<td>Beechfields Mining Management House (Princes Incine /Towers Rd)</td>
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<tr>
<td>46</td>
<td>Explosives Building: former storage for colliery explosives, sited in the middle of a</td>
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<td>47</td>
<td>Manager’s Offices (Princes Incine /Towers Rd)</td>
</tr>
<tr>
<td>48</td>
<td>Frescoes, Waitrose and Aldi supermarkets</td>
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<tr>
<td>49</td>
<td>Shared Space monuments and pavement plaques</td>
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A Neighbourhood Plan for Poynton-with-Worth

POYNTON HISTORIC ENVIRONMENT: NEIGHBOURHOOD PLAN HERITAGE SITES - MAP 5B
A Neighbourhood Plan for Poynton-with-Worth

MAP 7 – POYNTON TOWN CENTRE (BOUNDARY IN RED) Cheshire East Council Web site interactive map (copyrights apply)
A Neighbourhood Plan for Poynton-with-Worth

MAP 8 – PROTECTED TREES AND WOODLAND IN POYNTON

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Map created on 9/10/2017 using http://maps.cheshire.gov.uk/CE/interactivemapping

Scale 1:23,160
APPENDIX B4 – GLOSSARY

A full glossary of terms can be found on-line here at https://www.planningportal.co.uk/directory/4/a_to_z

The Local Plan, the Local Plan Strategy, the Local Planning Authority, Local Transport Plan, Planning Permission and Statutory Development Plan are all functions of Cheshire East Council.

Saved Policies refer to Policies from the Macclesfield Borough Local Plan 2004 that remain part of the Statutory Development Plan for Cheshire East and can still be used in determining planning applications.

Poynton Town Council is the parish or town council for the purpose of this neighbourhood plan.
APPENDIX C

SITE ASSESSMENTS
C1: CALL FOR SITES. METHODOLOGY AND ASSESSMENTS ASSESSMENTS MAJOR IMPLICATIONS FOR THE PLANNING OF HOUSING FOR THE POYNTON AREA THROUGH THIS NEIGHBOURHOOD PLAN.

Context

The methodology used for assessing housing need and supply has had to reflect the changes in expectations for the Poynton area arising from the Cheshire East Local Plan, July 2017 which was submitted to Government in May 2014 and remains at public examination in June 2017. An initial Poynton requirement of 200 dwellings over the plan period to 2030 with no Green Belt release in 2014 has now changed to a requirement for nearly 700 units to include three strategic sites released from Green Belt to comprise 450 of that total requirement.

Establishing the Housing Need

Early work

As Cheshire East had identified Poynton as a Key Service Centre with its own housing requirement, and as the Neighbourhood Plan would need to comply with the strategic policies of the Local Plan, it was determined that a separate Housing Needs Assessment was not required. It was acknowledged that such an assessment was an important starting point in any potential site allocations process. At that time, the Town Council were confident that the 200 figure (in the 2014 submission version of the Local Plan) could be achieved by a combination of a small number of allocations within the town on brownfield sites, windfall sites coming forward over the plan period based on previous trends and potentially the release of one small edge of town site in the Green Belt which had been allocated for development previously and already had direct highway access. Early consultation therefore was based on the need for 200 dwellings and public consultation undertaken accordingly.

Uplift in housing requirement from Local Plan

Following general recommendations made by the Local Plan Inspector, the Borough Council agreed in 2015-16 to increase the Poynton contribution of 650 dwellings. Alongside this, the Borough brought forward three strategic sites each of 150 homes to generate 450 units leaving the remaining 200 to be achieved through other planning measures including the Neighbourhood Plan. So although the total requirement for Poynton had risen substantially, the Neighbourhood Plan housing requirement of 200 units was effectively unchanged. This meant that the strategic policies of the Local Plan could be achieved by the delivery of 200 units through the Neighbourhood Plan process.

The Local Plan has therefore identified through the housing need methodology a requirement for 200 units which both the Borough Council and the Local Plan Inspector have supported. Accordingly, the Town Council has accepted the 200 as meeting the local need whereas the three strategic sites would meet a wider regional and sub-regional housing need for the south Manchester and North Cheshire Area.

Supply of available housing land

In parallel with the assessment of housing requirements for Poynton, a site assessment and allocation process sought to demonstrate the supply of available housing land. It was important to keep the two assessments separate, through a two-stage process, so neither was constrained by the other. In any event, although the total housing requirement for Poynton at a strategic level has increased substantially, the local requirement has not changed over the three year period and remains at 200 units. The conclusions on housing need and the site assessment have therefore informed one another and have come together in the latest version of housing policy and site allocations in the final Neighbourhood Plan.
Approach to Planning policy

It is apparent from national guidance that planning policy should be clear and unambiguous and policies may vary substantially from being flexible and interpretative to defined and prescriptive. Evidence and supporting justification and explanation needs to support policy outcomes. A proportionate approach was needed in which the more prescriptive and defined policy became, the more evidence is included to substantiate the policy.

The Poynton Neighbourhood Plan seeks to apply a number of broad policy approaches to meet identified local need.

Option 1: criteria based policy:

This option seeks to define preferences to deliver new development. This approach seeks some flexibility and room for interpretation but will help to frame decisions on planning applications. The option supported the development of criteria based policies. Policy HOU1c is an example.

Option 2: broad area of search:

This option identifies the preferred location for future development as brownfield land within Poynton town. The evidence base has been used to inform this, particularly the physical and planning policy constraints. This option identified a broad area of search for sites on brownfield land generally which reflected the Town Council’s overall approach to planning for a town inset into the Green Belt. It also formed the first stage of a more detailed site selection process.

Option 3: defined area of search – expanded settlement boundary:

This option allowed sites on the periphery of the town to be considered provided they met basic sustainability criteria. It did allow boundaries to be drawn beyond which development would not usually be permitted, but within which the principle of support for development may be established. This might be achieved through amending the settlement boundary of Poynton and setting the appropriate limits of expansion in a particular direction. This approach allows more prescriptive control yet also allows a flexible range of sites to come forward to meet the identified need.

Option 4: specific site allocations (SSA):

This option is the most prescriptive and defined approach that will define in detail site boundaries and individual sites that are achievable, developable and available to meet the identified housing need. The approach needs to be based in well documented evidence with sites assessed against a transparent methodology and scoring criteria. A set of scoring criteria included assessment against specific Neighbourhood Plan objective or policies.

This option did identify specific sites for development.

Defining assessment criteria

As a mixed approach to policy making was pursued, it was also necessary to undertake a site selection process. A set of criteria were devised to inform decision making and to assess alternative options. The criteria were derived from a combination of local factors, national planning guidance and Borough Council documents and guidance.

The methodology for site assessment was derived also from the Planning issues which Poynton would face over the Plan period. These challenges are set out in the Introduction to the Plan and include:

- Meeting the needs of the town alongside the wider strategic needs for development
- The town’s status as a town inset into the Green Belt and surrounded by countryside on all sides
A Neighbourhood Plan for Poynton-with-Worth

- Responding to the changing highway network in the local area
- Meeting the challenge of the former Woodford Aerodrome development adjacent of nearly 1000 homes
- Reviewing the Shared Spaces zone within the town centre
- Enabling a plan-led approach to the development of the town
- Mitigating the impact of new development through delivery of appropriate and timely infrastructure

The criteria against which proposed sites were considered were the following:

- Availability; When will the site be available? Now, 0-5 years, 6-10 years, 11-15 years
- Achievability; Source was Cheshire East viability assessment
- Suitability; How does the site contribute to Neighbourhood Plan Vision and Objectives
- Key issues and opportunities
- Designation constraints such as Green Belt
- Impact on town character and form
- Impact on/arising from neighbouring uses
- Landscape impacts and views
- The views of the Community
- Brownfield First principles
- Highways Access, local and strategic impact
- Built Heritage assets
- Natural assets including trees of amenity value
- Drainage flooding impacts
- Agricultural land classification
- Air quality and noise
- Sustainability appraisal

A set of scoring criteria to assess proposed sites was developed using numeric 1 to 5 with the highest score being the most constructive in supporting the Plan’s vision, objectives and issues. This scoring system helped determine whether a site was suitable, achievable and available and how the local criteria were incorporated into the assessment.

Cheshire East SHLAA

At the outset of the Neighbourhood Plan process the Steering Group considered whether the Neighbourhood Plan would wish to allocate sites for housing and employment needs. Following the public consultation on Issues and in order to deliver the style of growth that local resident’s wished to see, in the locations that were acceptable to the majority, it was decided to evaluate those sites that could assist in the delivery of the plan with the emphasis heavily weighted on brownfield sites and with community approval.

The starting point for the assessment were the sites that had been identified in the Cheshire East Strategic Housing Land Availability Assessment (SHLAA) which is a key component of the evidence base to support the delivery of sufficient land for housing; to meet the community’s need for more homes; and to inform housing policy within the Cheshire East Local Plan, July 2017. This assessment is required under the National Planning Policy Framework (NPPF (2012)) paragraph 59.

The SHLAA is a technical study to inform future policy development and it does not determine whether any site is acceptable for future housing development as that will be determined through the Local Plan and / or any planning application submitted.
A Neighbourhood Plan for Poynton-with-Worth

The study was undertaken by Cheshire East Council in 2012 to:

- Provide a consistent assessment of potential sites that have been submitted by land owners and developers;
- Consider factors affecting the developability of the site (for example flood risk, access);
- Assess the sustainability of the site in terms of accessibility to services; and
- Consider the deliverability of the site in terms of the need for / timescales for delivering infrastructure required (for example highway schemes).

It also identifies the supply of specific deliverable sites sufficient to provide five years worth of housing against the Council's annual housing figure as required by the National Planning Policy Framework (paragraph 47).

The main purposes of the Cheshire East Strategic Housing Land Availability Assessment are as follows:

- To identify potential housing sites and assesses whether these sites are developable, how many housing units could be accommodated on them and when they could be delivered.
- To include all sites being proposed by landowners, developers and agents, as the site search has to be as wide ranging as possible – the Council cannot pick and choose which sites to include in the study.
- To provide the information from which decisions can be made on how much development to put where, and helps reveal the extent to which greenfield and Green Belt land might be needed to meet the area’s housing requirement – allowing Councillors to make informed choices.
- To highlight where action or policy changes are needed to make sure sites will become deliverable, for example where sites are constrained by land ownership issues, the need for infrastructure improvements – roads, drainage and so on.
- To keep the SHLAA reviewed and updated as needed each year.

The Strategic Housing Land Availability Assessment was produced by Cheshire East Council and was approved by the Portfolio Holder on 11th February 2013. It formed a key piece of evidence in developing the Local Plan Core Strategy. The main documents are

- Cheshire East Strategic Housing Land Availability Assessment 2012 Summary Document (PDF, 399KB)
- Cheshire East Strategic Housing Land Availability Assessment 2012 (PDF, 5.8MB)
- Appendix A: Small Sites (within main document above)
- Appendix B: Housing Market Partnership Membership (within main document above)
- Appendix C: Maps included a Poynton Area Map.
- As part of the SHLAA, sites are assessed for their sustainability and categorized into the terms deliverable, developable and not currently developable

The definition of Deliverable is that a site is available now, offers a suitable location for housing development now and there is a reasonable prospect that housing will be delivered on the site within five years from the date of adoption of the Plan.

The definition of Developable is that a site is in a suitable location for housing development and there should be a reasonable prospect that it will be available for and could be developed at a specific point in time.

The definition of not currently developable is where it is not known when a site could be developed. This may for example be because one of the constraints to development is severe and it is not known when if or when it might be overcome.
The SHLAA provided useful background and contextual material to support the approach to housing and supply. It is to be noted that following the close of the last examination session into the Local Plan in Autumn 2016, Cheshire East Council is now updating its land availability assessments, which will help to inform any further land allocations for development that are made through the Site Allocations and Development Policies Document. This is being done through a call for sites, which ran from 27 February 2017 to 10th April 2017. As at 1st July 2017, no further documents or updates have been presented by the Borough Council. Accordingly, the last SHLAA is now 5 years old and substantially out of date.

**Call for sites**

The Plan Steering Group agreed to issue a Call for Sites in 2015 as this was an opportunity for landowners and developers to propose sites within the Poynton area for development. This exercise was not designed to decide whether a site would be allocated for development by the neighbourhood plan nor would it commit the proposer(s) to applying for planning consent. The purpose of the Call for Sites was to enable the Steering Group to better understand the needs and intentions of local landowners and their agents as well as potential developers as to their future plans for the land and sites within their ownership and control. The site suggestions received were then used to guide and inform the preparation of the allocations of land and development sections of the Neighbourhood Plan. If owners, developers or prospective owners/developers wished a site/s to be considered for development by the Neighbourhood Plan, the Plan group wanted to hear from them. The sites need not be in the ownership of the interested party or they may have had a responsibility for managing the site(s).

**Meetings with Parties with land development interests in Poynton**

There was a good response to the Call for Sites invitation from interested parties. All members of the Steering Group were involved in at least one of the meetings with site promoters. This justified a rigorous approach to site selection with a transparent and fair way of working out which sites would go forward for consideration into the neighbourhood plan. Separate meetings were held with each site promoter. The meetings worked like this:

- Each speaker was given a 15 minute slot to present their case
- All speakers were given the same few introductory questions
- There were then specific questions about each site
- 5 minutes were then set aside for questions from the promoter

This format worked very well with a variety of sites and range of different types of promoters. Some promoters raised subsequent queries and questions which were replied to.

**Site assessment**

National Planning guidance requires that potential development sites must be suitable, available and achievable. Each site should be assessed against these criteria in a consistent way. Cheshire East Council also provides more detail as to how these criteria should be tested through the site selection process as follows:

*Suitable:* The site has no insurmountable physical, environmental or policy constraints that restrict development.

*Available:* the site is actively being promoted for development or is likely to be promoted for development at a specific point in the future

*Achievable:* the site is considered viable and likely to be developed at a specific point in the future. It is suggested that it may not be necessary to test the viability of each site, instead site typologies may be used at policy level
A Neighbourhood Plan for Poynton-with-Worth

Initial Site Selection

When defining whether a site was suitable for further consideration it was helpful to apply an initial sift to rule out those that did not fit key criteria. The sift rules did include a threshold criteria which related to size, location or another key factor.

Sifting criteria examples included:

Existing Key Constraints: as the majority of sites proposed were wholly located in the North Cheshire Green Belt, the first sifting rule was that larger Green Belt would not be progressed. Only smaller Green Belt sites would be considered as exceptions if there were other benefits to be potentially derived from their development if they were located in land designated as existing Green Belt.

Location: It was agreed that a range of different sites across the Plan area would be of benefit in terms of impact of local services and other infrastructure matters. A further example was that sites would only be considered where they adjoined the existing Poynton town settlement boundary.

Scale: The approach towards scale was informed by evidence on housing need. As a principle, sites over 150 units were being counted as Strategic Sites for the Cheshire East Local Plan, July 2017 site allocations so these would not be taken further for Neighbourhood Plan purposes. A minimum site size that would be considered was not used.

Identify and consult on preferred sites

The initial sift of the Call for Sites exercise result in a long list of potential sites which would not be assessed against the Site Assessment Criteria. A shorter list of potential sites was agreed as being potential preferred sites. Once the preferred sites had been selected, these were then be presented to your community at the Policies Consultation in February 2016.

To allow interested parties and your community to have a say on the groups selected options, the preferred sites were publicised and comments invited over a defined time period of two weeks. The preferred sites did include more options than are necessary to meet the local housing need of 200 units. It did also allow the community an opportunity to express their own most preferred sites. A further qualitative session was undertaken with targeted groups in April 2016. Following these exercise a review of the preferred sites was undertaken. Comments received were considered and a final suite of sites was selected for the Draft Plan for allocation (September 2016)

Allocate sites

For the Neighbourhood Plan policy HOU2 is the Proposed Housing Site Allocation policy. The Draft Plan version of September 2016 was written alongside the then emerging Cheshire East Local Plan, July 2017 to show the impact of the wider strategic housing need which Poynton was being expected to accommodate. Accordingly, three tables showing potential housing allocations to meet varying amounts of local and strategic housing need were shown. The tables were written to specify which sites were proposed allocations as well as the key reasons why. The sites were identified on a map (Key Map 6), with clear boundaries.

The proposed allocation of sites was part of the consultation stages of the neighbourhood plan process. The preferred sites were then selected and consulted on at regulation 14 stage. Following further progress with the Cheshire East Local Plan, July 2017 and discussions with Cheshire East Council, the plan and its proposed policies
and sites are being amended which may form either a further Regulation 14 submission or an amended Plan prior to submission to the Cheshire East Council at Regulation 15. It is understood that once submitted to the Borough Council, no amendments can be made (except by an examiner) to the Poynton Neighbourhood Plan.

This document including supporting evidence such as the site selection process, site assessment results and a summary of consultation responses have been prepared and included in the plan as an appendix.

**Next steps**

Where development sites/locations are identified or allocated it is likely that a Strategic Environmental Assessment may be required to accompany the plan at submission stage. The first stage in this process will be to request a SEA Screening Opinion from Cheshire East Borough Council. Cheshire East will assess the draft neighbourhood plan and issue advice as to whether a full SEA is required or not. In doing so Cheshire East will consult with three statutory bodies: Natural England, English Heritage and The Environment Agency whose views are integral to the decision.

Poynton Town Council

November 2018
C2: HOUSING SITES SELECTION INCL. MAPS

List of Sites:

1. Top of Glastonbury 3284
2. Sprink Farm 3896
3. Strategic Site and remainder of land at Hazelbadge 4297/4298/4301/4300
4. PY09 4379
5. Poynton Sports Club No SHLAA
6. Vernon Infant School 3386
7. PY18 Towers Road East 3858/3299
8. Waterloo Road PY20 4376
9. Anson chicken farm 3418
10. Land west of Railway and Woodford Boundary PY06 and PY07 – Mr Kingsley 4296/4380 (Lostock Hall)
11. Land off Woodford Road PY12 – Mrs Wrigley 4038
## Neighbourhood Plan for Poynton-with-Worth

### Site Name/Details: Glastonbury Triangle

<table>
<thead>
<tr>
<th>Availability</th>
<th>0 – 5 yrs</th>
<th>6 – 10 Yrs</th>
<th>Over 10 Yrs</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

### Range Of Potential Housing Units

- 35 Units

### Achievability

- Is the site desirable and marketable? Yes there is developer interest
- Is there flexibility for a mix of house types? Yes

### Suitability

- Is the required infrastructure available (road access and utilities)
  - All traffic would need to access the site off Glastonbury Drive. Any entrance to the site would need to be set back from London Road North. The Victorian sewerage system in Poynton is overstretched.
- Proximity of the site to the centre of Poynton
  - Approx 0.75 miles
**Key Issues and Opportunities**

<table>
<thead>
<tr>
<th>Principle Housing Objectives for this site</th>
<th>To build approximately 35 units towards the 650 required under the CELP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site specific opportunities and issues</td>
<td>Site is within walking distance of Lower Park Primary School. However this school is at capacity most years and improvements would need to be made to the school to mitigate the impact of the site.</td>
</tr>
<tr>
<td></td>
<td>Site is within walking distance of Poynton High School</td>
</tr>
<tr>
<td></td>
<td>The site is in close proximity of Poynton Railway Station, although an increase in the frequency of services, longer operating hours and more trains over the weekend would be required in order to make this a truly sustainable form of transport.</td>
</tr>
<tr>
<td></td>
<td>The mix should be in keeping with the character of the existing adjacent developments and not exceed two storeys in height.</td>
</tr>
<tr>
<td></td>
<td>Other serious issues are the highway issues as described above.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cheshire East Green Belt Assessment (Black/red/yellow/green)</th>
<th>Red– Level 1, contribution.</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Agricultural Land Classification</th>
<th>3 Moderate</th>
</tr>
</thead>
</table>
### A Neighbourhood Plan for Poynton-with-Worth

<table>
<thead>
<tr>
<th>Constraints</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Land contamination or mining</td>
<td>No known issues</td>
</tr>
</tbody>
</table>
| Traffic Impacts                      | Possible 70 additional cars on the road.  
A contribution should be sought to improvements to the junction of Glastonbury Drive and London Road North.  
Access to Hazelbadge Road and hence the station should be improved by resurfacing and better lighting over the footbridge. Cycle provision should be made for any junction improvements. |
| Other                                |  |

<table>
<thead>
<tr>
<th>Impact on form and character (with ref to adjoining built environment)</th>
<th></th>
</tr>
</thead>
</table>
| The site abuts the Abbeys estate constructed from 1976 to the mid 1980’s as well as Vicarage Lane. Vicarage Lane has a mix of 3 & 4 bedroomed semi-detached and detached houses. The abbeys estate has a mix of 2/3 bedroomed mews houses, 3 & 4 bedroomed detached houses with a few bungalows. The abbeys estate has a number of open spaces within it. All houses are no greater than 2 storey.  
The site would be open to the North (although there is the possibility of the sports club re-locating across the road). |
| Site is within walking distance of Lower Park Primary School. However this school is at capacity most years and improvements would need to be made to the school to mitigate the impact of the site.  
Site is within walking distance of Poynton High School |
<table>
<thead>
<tr>
<th>Landscape Impacts</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Presence of Woodland and/or TPOs</td>
<td>Trees on site, but site is largely overgrown.</td>
</tr>
<tr>
<td>Potential loss of open views</td>
<td>Yes for a number of houses on Vicarage Lane. There should be no loss of any trees</td>
</tr>
<tr>
<td></td>
<td>on the site and adequate screening should be undertaken to the houses on Vicarage</td>
</tr>
<tr>
<td></td>
<td>Lane.</td>
</tr>
<tr>
<td>Potential loss of open land</td>
<td>Site is currently open</td>
</tr>
<tr>
<td>Impact on the Green Belt boundary – Presence of/requirement for hedges</td>
<td>Land is Green Belt</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>Community opinion as expressed through surveys or communication</td>
<td>Surveys indicate that residents want a brownfield first approach to be taken,</td>
</tr>
<tr>
<td></td>
<td>however the loss of this land was not significantly objected to in the latest</td>
</tr>
<tr>
<td></td>
<td>round of consultation</td>
</tr>
<tr>
<td>Brownfield First? (Yes/No/Partial)</td>
<td>No – Green Belt land</td>
</tr>
<tr>
<td>Yes – Entirely brownfield; No – No existing development on site; Partial – some existing development on site</td>
<td></td>
</tr>
<tr>
<td>Built heritage Assets</td>
<td>None</td>
</tr>
<tr>
<td>Natural Assets e.g watercourses, woodland, wildlife corridors, wildlife site</td>
<td>None – Cheshire Wildlife Trust did not identify any habitat distinctiveness to this site.</td>
</tr>
<tr>
<td></td>
<td>Poynton brook is to the east of the site.</td>
</tr>
</tbody>
</table>
### Drainage/Flooding
Proximity to main water courses; history of flooding; known drainage problems

| whilst not identified as being in a flood risk by the environment agency, the site partially flooded in 2016. 
| Poynton Brook is to the East of the site |

### Air Quality
No readings taken by Cheshire East.

### Sustainability: Low/Medium/High
High

**Reasons for Grading: NPPF criteria**

- 5 minute walk to a bus stop
- 20 minute walk to the Railway Station
- 20 Minute walk to the Primary shopping centre including restaurants, pubs and clubs.
- 10 minute walk to the Primary School, 40 minute walk to the Secondary School
- 20 Minute walk to the medical centre and clinic
- Only jobs in the area are retail and service industries. Employment within the area is not vibrant.

(All the above are dependent upon increases in services (public transport) and investment in infrastructure (schools and medical) in order to make them fully sustainable.)
A Neighbourhood Plan for Poynton-with-Worth

Cheshire East Council - Interactive Mapping

http://maps.cheshire.gov.uk/CE/interactivemapping/printLandscape.asp...
## Neighbourhood Plan for Poynton-with-Worth

**Site Name / Details:** SPRINK FARM  SHLAA 3896  SITE REF NO:  2

### Availability

<table>
<thead>
<tr>
<th>Availability</th>
<th>0 – 5 yrs</th>
<th>6 – 10 Yrs</th>
<th>Over 10 Yrs</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Range Of Potential Housing Units

<table>
<thead>
<tr>
<th>Range Of Potential Housing Units</th>
<th>150 units</th>
</tr>
</thead>
</table>

### Achievability

<table>
<thead>
<tr>
<th>Achievability</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the site desirable and marketable?</td>
<td>Yes, the landowner is keen and there is local developer interest</td>
</tr>
<tr>
<td>Is there flexibility for a mix of house types?</td>
<td>Yes</td>
</tr>
</tbody>
</table>

### Suitability

<table>
<thead>
<tr>
<th>Suitability</th>
<th>Details</th>
</tr>
</thead>
</table>
| Is the required infrastructure available (road access and utilities) | 1. All south going traffic would have to go down Dickens Lane to meet with the A523S. This is a narrow road already busy and with many on street parked cars. The road junction is only two lanes right at the end.  
2. If traffic wanted to go west along Chester Road A5149 it would also need to use the Dickens Lane/London Road South (A523) junction and then turn right down Clifford Road which is also a busy road, turning left onto the A5419.  
3. Any northbound traffic would turn off Dickens Lane along Clumber Road which is also busy and has a school on that road. Traffic would then turn left onto Park Lane going through shared space to join the A523N at London Road North. All these routes are already congested with long queues and delays. |
| 0 – 5 yrs | 6 – 10 Yrs | Over 10 Yrs |
### A Neighbourhood Plan for Poynton-with-Worth

<table>
<thead>
<tr>
<th>Key Issues and Opportunities</th>
<th>Build 150 units towards the total of 650 required by CEC LP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Principle Housing Objectives for this site</td>
<td></td>
</tr>
<tr>
<td>Site specific opportunities and issues</td>
<td></td>
</tr>
<tr>
<td>1. Site is within walking distance of Worth Primary School along footpaths and Poynton High School.</td>
<td></td>
</tr>
<tr>
<td>2. Poynton Leisure Centre is also within walking distance.</td>
<td></td>
</tr>
<tr>
<td>3. Vernon Primary school and St Paul’s Catholic School are also within walking distance.</td>
<td></td>
</tr>
<tr>
<td>4. Specific opportunity would be to improve the school footpath network and make it safely usable by both cyclists and pedestrians including those with baby buggies.</td>
<td></td>
</tr>
<tr>
<td>5. Provision of recreational facilities for children – Children’s playground, green areas for play including ball play,</td>
<td></td>
</tr>
<tr>
<td>6. Main issue is the Highways issue explained above.</td>
<td></td>
</tr>
</tbody>
</table>

| Proximity of the site to the centre of Poynton | Approx 1 mile |

| Cheshire East Green Belt Assessment (Black/red/yellow/green) | Red – Contribution |
### Agricultural Land Classification

<table>
<thead>
<tr>
<th></th>
<th>3 moderate</th>
</tr>
</thead>
</table>

### Constraints

<table>
<thead>
<tr>
<th></th>
<th>None</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land contamination or mining</td>
<td>None</td>
</tr>
</tbody>
</table>

### Traffic Impacts

<table>
<thead>
<tr>
<th></th>
<th>With a probable minimum of 300 extra cars (2 per household) increasing to a possible 450 cars would lead to significant impact on several junctions as explained above.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>None</td>
</tr>
</tbody>
</table>

### Impact on form and character (with ref to adjoining built environment)

<table>
<thead>
<tr>
<th></th>
<th>The land is off Dickens Lane and joins onto the Fleet Bank Estate, built on Fleet Bank Farm land in the 1970s. The majority of the houses on Dickens Lane were built in the late 1940s post war and in the 1950s. Most of the houses on Dickens Lane are large 3-bedroom semis some of which have been extended and those on Fleet Bank include bungalows – detached and semi-detached, three bedroom semis and four bedroom detached. Many of these have been extended. All the properties have gardens. The site is quite enclosed</th>
</tr>
</thead>
</table>

### Impact on adjoining uses (e.g. is there a school nearby)

<table>
<thead>
<tr>
<th></th>
<th>Site is within walking distance of Worth Primary School along footpaths and Poynton High School. Vernon Primary school and St Paul’s Catholic School are also within walking distance. Poynton Leisure Centre is also within walking distance.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landscape Impacts</td>
<td>Details</td>
</tr>
<tr>
<td>-------------------------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Presence of Woodland and/or TPOs</td>
<td>None</td>
</tr>
<tr>
<td>Potential loss of open views</td>
<td>Yes for approx. ten houses on Dickens Lane.</td>
</tr>
<tr>
<td>Potential loss of open land</td>
<td>Land abuts to yellow graded green belt in Adlington.</td>
</tr>
<tr>
<td>Impact on the Green Belt boundary – Presence of/requirement for hedges</td>
<td>Site is part of original Sprink Farm land. Part of site is brownfield (PDL) as it is built on – large house and out buildings</td>
</tr>
</tbody>
</table>

| Community opinion as expressed through surveys or communication | Development on the green belt is not favoured by the local population. More than 90% voted to keep the green belt. If the green belt had to be built on, then 45% favoured development on this site. Those not in favour sited possible traffic problems caused. |

<table>
<thead>
<tr>
<th>Brownfield First? (Yes/No/Partial)</th>
<th>Partial – house and outbuildings on the site.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes – Entirely brownfield; No – No existing development on site; Partial – some existing development on site</td>
<td></td>
</tr>
</tbody>
</table>

| Built heritage Assets                                  | None.                                                                    |

| Natural Assets e.g watercourses, woodland, wildlife corridors, wildlife site | Poynton Brook on one side of the site. Trees by the brook. Adlington footpath 14 crosses the site |

<p>| Drainage/Flooding: Proximity to main water courses; history of flooding; known drainage problems | None identified by Environmental agency unless the brook floods its banks. |</p>
<table>
<thead>
<tr>
<th><strong>A Neighbourhood Plan for Poynton-with-Worth</strong></th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th><strong>Air Quality</strong></th>
<th><strong>No readings taken by Cheshire East. Site is currently Green Belt and open. An increase in the traffic through the development will result in a decrease in air quality</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sustainability: Low/Medium/High</strong></td>
<td><strong>High</strong></td>
</tr>
<tr>
<td><strong>Reasons for Grading: NPPF criteria</strong></td>
<td><strong>Based on walking 3 miles per hour:</strong></td>
</tr>
<tr>
<td></td>
<td><strong>2-minute walk to a bus stop.</strong></td>
</tr>
<tr>
<td></td>
<td><strong>45-minute walk to the Railway station</strong></td>
</tr>
<tr>
<td></td>
<td><strong>20-minute walk to primary shopping centre including restaurants, pubs and clubs and car parks.</strong></td>
</tr>
<tr>
<td></td>
<td><strong>25-minute walk to primary schools, 5-minute walk to secondary school.</strong></td>
</tr>
<tr>
<td></td>
<td><strong>20 minute walk to medical centre and clinic</strong></td>
</tr>
<tr>
<td></td>
<td><strong>30 minute walk to NHS dentist</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Only jobs in the area are retail and service industries. Employment within the area is not vibrant.</strong></td>
</tr>
</tbody>
</table>
A Neighbourhood Plan for Poynton-with-Worth
A Neighbourhood Plan for Poynton-with-Worth
### Achievability

<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the site desirable and marketable?</td>
<td>Yes there is developer interest and part of the site has been allocated under the CELP</td>
</tr>
<tr>
<td>Is there flexibility for a mix of house types?</td>
<td>Yes</td>
</tr>
</tbody>
</table>

### Suitability

<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the required infrastructure available (road access and utilities)</td>
<td>All traffic would need to access the site down Hazelbadge Road. This road is frequently congested especially at school times and with overspill parking from the train station. There would need to be significant junction improvements to the junction of Hazelbadge Road and Chester Road with consideration given to the close proximity of Clifford Road to Hazelbadge. This area is a cause of congestion on a regular basis. The increase in traffic near to a Primary School is of significant concern. The Victorian sewerage system in Poynton is overstretched.</td>
</tr>
<tr>
<td>Proximity of the site to the centre of Poynton</td>
<td>Approx 0.75 miles</td>
</tr>
</tbody>
</table>
### Key Issues and Opportunities

**Principle Housing Objectives for this site**

To build approximately 150 units towards the 650 required under the CELP

**Site specific opportunities and issues**

Site is within walking distance of Lower Park Primary School. However this school is at capacity most years and improvements would need to be made to the school to mitigate the impact of the site.

Site is within walking distance of Poynton High School.

The site is in close proximity of Poynton Railway Station, although an increase in the frequency of services, longer operating hours and more trains over the weekend would be required in order to make this a truly sustainable form of transport.

Other serious issues are the highway issues as described above.

### Cheshire East Green Belt Assessment (Black/red/yellow/green)

Red and Yellow – Level 1, contribution and level 2, significant contribution.

### Agricultural Land Classification

3 Moderate

### Constraints

**Land contamination or mining**

The land was used previously as part of the mining route for the inclines. In addition there was a brickworks on part of the site. Contamination is probable and remediation would be required. Special consideration would need to be made with regard to the close proximity of the primary school to the site.
<table>
<thead>
<tr>
<th>Traffic Impacts</th>
<th>With a probable minimum of 300 additional cars (2 per household) increasing to a possible 450 cars would lead to significant impact on several roads and junctions as explained above.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
<td>Right of way through the site</td>
</tr>
<tr>
<td><strong>Impact on form and character (with ref to adjoining built environment)</strong></td>
<td>The site abuts the Abbeys estate constructed from 1976 to the mid 1980's as well as Hazelbadge Road. Hazelbadge Road has a mix of 3 &amp; 4 bedroomed semi-detached and detached houses. The abbeys estate has a mix of 2/3 bedroomed mews houses, 3 &amp; 4 bedroomed detached houses with a few bungalows. The abbeys estate has a number of open spaces within it. All houses are no greater than 2 storey. The site would be open to the North for the remainder of the field for future development</td>
</tr>
<tr>
<td><strong>Impact on adjoining uses (e.g. is there a school nearby)</strong></td>
<td>Site is within walking distance of Lower Park Primary School. However this school is at capacity most years and improvements would need to be made to the school to mitigate the impact of the site. Site is within walking distance of Poynton High School</td>
</tr>
<tr>
<td><strong>Landscape Impacts</strong></td>
<td>Trees and hedgerows on site. Cheshire East undertaking an assessment of the trees at this time.</td>
</tr>
<tr>
<td>Presence of Woodland and/or TPOs</td>
<td>Yes for a number of houses on Hazelbadge Road, Whitby Close, Kirkstall Close and Furness Close</td>
</tr>
<tr>
<td>Potential loss of open views</td>
<td>Site is currently open and used for grazing – High potential</td>
</tr>
<tr>
<td>Potential loss of open land</td>
<td></td>
</tr>
</tbody>
</table>
**A Neighbourhood Plan for Poynton-with-Worth**

<table>
<thead>
<tr>
<th>Impact on the Green Belt boundary – Presence of/requirement for hedges</th>
<th>Land is Green Belt with mature trees and hedgerows.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Community opinion as expressed through surveys or communication</td>
<td>This site was not favoured by the community and a received the highest number of objections of the three strategic sites during the Cheshire East Local Plan consultation.</td>
</tr>
</tbody>
</table>
| Brownfield First? (Yes/No/Partial)  
Yes – Entirely brownfield; No – No existing development on site; Partial – some existing development on site | No – Green Belt land used for grazing |
| Built heritage Assets | None |
| Natural Assets e.g watercourses, woodland, wildlife corridors, wildlife site | Poynton Brook on one side of the site. Trees by the brook. Public right of way crosses the site.  
Cheshire Wildlife Trust survey indicates that the majority of the site is of medium and high habitat values with wildlife corridors evident along the brook. |
| Drainage/Flooding: Proximity to main water courses; history of flooding; known drainage problems | Close to Poynton Brook. Part of site identified as being within a flood risk zone on Environment agency map. Site has flooded twice in the last two years. |
| Air Quality | No readings taken by Cheshire East. Site is currently Green Belt and open. An increase in the traffic through the development will result in a decrease in air... |
quality and consideration needs to be given for Lower Park Primary School children as well as residents

<table>
<thead>
<tr>
<th>Sustainability: Low/Medium/High</th>
<th>High</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reasons for Grading: NPPF criteria</td>
<td>15 minute walk to a bus stop</td>
</tr>
<tr>
<td>10 minute walk to the Railway Station</td>
<td></td>
</tr>
<tr>
<td>20 Minute walk to the Primary shopping centre including restaurants, pubs and clubs.</td>
<td></td>
</tr>
<tr>
<td>5 minute walk to the Primary School, 45 minute walk to the Secondary School</td>
<td></td>
</tr>
<tr>
<td>20 Minute walk to the medical centre and clinic</td>
<td></td>
</tr>
<tr>
<td>Only jobs in the area are retail and service industries. Employment within the area is not vibrant.</td>
<td></td>
</tr>
<tr>
<td>(All the above are dependent upon increases in services (public transport) and investment in infrastructure (schools and medical) in order to make them fully sustainable.)</td>
<td></td>
</tr>
</tbody>
</table>
A Neighbourhood Plan for Poynton-with-Worth

Cheshire East Council - Interactive Mapping

http://maps.cheshire.gov.uk/CE/interactivemapping/printPortrait.aspx?...
### Range Of Potential Housing Units

<table>
<thead>
<tr>
<th>Availability</th>
<th>0 – 5 yrs</th>
<th>6 – 10 Yrs</th>
<th>Over 10 Yrs</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Achievability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the site desirable and marketable?</td>
</tr>
<tr>
<td>Is there flexibility for a mix of house types?</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Suitability</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the required infrastructure available (road access and utilities)</td>
</tr>
<tr>
<td>Proximity of the site to the centre of Poynton</td>
</tr>
</tbody>
</table>
### Key Issues and Opportunities

<table>
<thead>
<tr>
<th>Principle Housing Objectives for this site</th>
<th>Residential Housing</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site specific opportunities and issues</td>
<td>Adjacent to potential new road junction</td>
</tr>
<tr>
<td></td>
<td>Adjacent to a separate site to the east</td>
</tr>
<tr>
<td></td>
<td>Potential new open space</td>
</tr>
<tr>
<td></td>
<td>New natural boundaries needed to redefine Green Belt</td>
</tr>
<tr>
<td></td>
<td>Footpaths/cycle ways to link through ‘Bird’ estate</td>
</tr>
</tbody>
</table>

### Cheshire East Green Belt Assessment (Black/red/yellow/green)

| Yellow – significant contribution. The site is an open field close to the Green Belt boundary with Woodford. A track/footpath forms a natural boundary to the west. |

### Agricultural Land Classification

| 3 moderate |

### Constraints

<table>
<thead>
<tr>
<th>Land contamination or mining</th>
<th>None known.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Impacts</td>
<td>Traffic loads directly to Chester Rd. Potential for traffic to enter planned new roads at adjacent junction.</td>
</tr>
<tr>
<td></td>
<td>There would need to be very careful and efficient planning of new road junctions to allow the extra traffic to access the existing roads.</td>
</tr>
<tr>
<td>Other</td>
<td>There is a definite flood risk on two areas of the site.</td>
</tr>
<tr>
<td>----------------------------------------------------------------------</td>
<td>----------------------------------------------------------</td>
</tr>
<tr>
<td></td>
<td>There are overhead cables on the site.</td>
</tr>
<tr>
<td></td>
<td>There is a mobile phone mast on the site.</td>
</tr>
<tr>
<td></td>
<td>There is noise from the railway line.</td>
</tr>
<tr>
<td></td>
<td>All medical practices are over-subscribed.</td>
</tr>
<tr>
<td><strong>Impact on form and character (with ref to adjoining built environment)</strong></td>
<td>There is an estate (the ‘Bird’ estate) of brick built houses in a mix of detached and semi-detached, 2, 3 &amp; 4 bedroomed adjoining the site</td>
</tr>
<tr>
<td><strong>Impact on adjoining uses (e.g. is there a school nearby)</strong></td>
<td>The centre of which is approx. 0.5 miles from a local primary school if a suitable footpath was provided.</td>
</tr>
<tr>
<td></td>
<td>There is a second primary school approx. 1 miles distance</td>
</tr>
<tr>
<td></td>
<td>The secondary school is approximately 1.6 miles away.</td>
</tr>
<tr>
<td></td>
<td>The railway is 1 mile distance approx.</td>
</tr>
<tr>
<td></td>
<td>There is an hourly bus service to Poynton Centre and Hazel Grove with the nearest bus stop 0.2 miles distance if it still runs. This is the P1 which Cheshire east is planning to cut.</td>
</tr>
<tr>
<td></td>
<td>The 362 which runs hourly to Stockport and Macclesfield the nearest bus stop is 1 mile away.</td>
</tr>
<tr>
<td></td>
<td>It is approx. 1.2 mile to the nearest doctors and 1.4 miles to the nearest NHS dentist.</td>
</tr>
<tr>
<td></td>
<td>The secondary shopping area where there is a supermarket and other amenities is approx. 1.2 miles away.</td>
</tr>
<tr>
<td></td>
<td>The Leisure Centre is approximately 1.6 miles away.</td>
</tr>
<tr>
<td>Landscape Impacts</td>
<td></td>
</tr>
<tr>
<td>---------------------------------------------------------------------------------</td>
<td>------------------------------------------------------------------</td>
</tr>
<tr>
<td>Presence of Woodland and/or TPOs</td>
<td>Tree /hedge lines especially at border of Bird estate</td>
</tr>
<tr>
<td>Potential loss of open views</td>
<td>Some loss from adjoining houses on the ‘Bird’ estate</td>
</tr>
<tr>
<td>Potential loss of open land</td>
<td>Yes</td>
</tr>
<tr>
<td>Impact on the Green Belt boundary – Presence of/requirement for hedges</td>
<td>Requires redrawing of boundary and re-establishing boundary with hedge lines</td>
</tr>
</tbody>
</table>

| Community opinion as expressed through surveys or communication                 | Development on the green belt is not favoured by the local population. More than 90% voted to keep the green belt. Concern that the open space Green Belt boundary would be significantly eroded especially if combined with the proposed PRR  
|                                                                                | This development is within the most acceptable area to residents for new housing, according to the Neighbourhood Plan survey. |

<table>
<thead>
<tr>
<th>Brownfield First? (Yes/No/Partial)</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes – Entirely brownfield; No – No existing development on site; Partial – some existing development on site</td>
<td></td>
</tr>
</tbody>
</table>

| Built heritage Assets                                                           | None                                                              |

<table>
<thead>
<tr>
<th>Natural Assets</th>
<th>Some hedgerows and trees on site</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drainage/Flooding</td>
<td>No known flood risk on the Environment Agencies flood risk map.</td>
</tr>
<tr>
<td>Air Quality</td>
<td>No readings taken by Cheshire East. Site is currently Green Belt and open. An increase in the traffic through the development will result in a decrease in air quality. In addition the impact of the A6MARR and the Poynton relief road is unknown and development on this site should be delayed until these roads are in operation and the environmental impact assessed.</td>
</tr>
<tr>
<td>Sustainability: Low/Medium/High</td>
<td>Low</td>
</tr>
<tr>
<td>Reasons for Grading: NPPF criteria</td>
<td>Walking/cycling routes to central Poynton and the High school unlikely to be used much owing to distance and heavy traffic on Chester Rd, therefore could create high car usage. P1 bus route (Woodford Rd) 5 mins walk Station 1 ml, 20 mins walk. No nearby shops</td>
</tr>
</tbody>
</table>
A Neighbourhood Plan for Poynton-with-Worth

OS Maps online mapping and walking, running and cycling routes
https://osmaps.ordnancesurvey.co.uk/53.34857,-2.14641,17

1 of 1 31/07/2017 1:18

204
### Site Name/Details: Poynton Sports Club

<table>
<thead>
<tr>
<th>SHLAA</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Ref No:</td>
<td>5</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Availability</th>
<th>0 – 5 yrs</th>
<th>6 – 10 Yrs</th>
<th>Over 10 Yrs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Range Of Potential Housing Units</th>
<th>95-100 Units</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Achievability</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the site desirable and marketable?</td>
<td>Yes there is developer interest</td>
</tr>
<tr>
<td>Is there flexibility for a mix of house types?</td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Suitability</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the required infrastructure available (road access and utilities)</td>
<td>All traffic would need to access the site off London Road North or alternatively off Park Avenue (not desirable). Any entrance to the site would need to be set back from London Road North. The Victorian sewerage system in Poynton is overstretched.</td>
</tr>
<tr>
<td>Proximity of the site to the centre of Poynton</td>
<td>Approx 0.25 miles</td>
</tr>
<tr>
<td>Key Issues and Opportunities</td>
<td></td>
</tr>
<tr>
<td>------------------------------------------------------------------</td>
<td>------------------------------------------------------------------</td>
</tr>
<tr>
<td>Principle Housing Objectives for this site</td>
<td>To build approximately 100 units towards the 650 required under the CELP</td>
</tr>
<tr>
<td>Site specific opportunities and issues</td>
<td>Site is within walking distance of Vernon and St Pauls Primary School.</td>
</tr>
<tr>
<td></td>
<td>Site is within walking distance of Poynton High School</td>
</tr>
<tr>
<td></td>
<td>The site is within walking distance of Poynton Railway Station, although an increase in the frequency of services, longer operating hours and more trains over the weekend would be required in order to make this a truly sustainable form of transport.</td>
</tr>
<tr>
<td></td>
<td>The mix should be in keeping with the character of the existing adjacent developments and not exceed two storeys in height. Due to the proximity of the site to the village, the site would lend itself to a mix of smaller units and affordable housing to meet the need for downsizing and starter homes.</td>
</tr>
<tr>
<td></td>
<td>The site is currently open land due to being used as a sport club. It is highly valued by residents and consequently adequate natural screening should be used and green spaces designed to minimise the impact of the loss of this green space near the centre of Poynton.</td>
</tr>
<tr>
<td></td>
<td>Consideration should be given to the extension of the Shared Space Scheme to encompass this development. No development should be undertaken until the Poynton Relief Road has been constructed as severe congestion is a daily occurrence at this point.</td>
</tr>
<tr>
<td></td>
<td>Other serious issues are the highway issues as described above.</td>
</tr>
</tbody>
</table>

| Cheshire East Green Belt Assessment (Black/red/yellow/green)      | Currently a sports club with playing fields. No Green Belt assessment |
### Agricultural Land Classification

<table>
<thead>
<tr>
<th>Constraints</th>
<th>Traffic Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land contamination or mining</td>
<td>Possible 200 additional cars on the road.</td>
</tr>
<tr>
<td>Constraints</td>
<td>A contribution should be sought to improvements to the junction of London Road North.</td>
</tr>
<tr>
<td>Traffic Impacts</td>
<td>Cycle provision should be made for any junction improvements. Also to link the civic centre around the development to Poynton Pool and a safe crossing across London Road North.</td>
</tr>
<tr>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>

### Impact on form and character (with ref to adjoining built environment)

The site is currently open. To the South of the site are a number of large 4/5 bedroomed detached houses on Park Avenue. To the West is London Road North with 2/3 bedroomed terraced houses.

### Impact on adjoining uses (e.g. is there a school nearby)

Site is within walking distance of Vernon and St Pauls Primary Schools.

Site is within walking distance of Poynton High School
## Landscape Impacts

<table>
<thead>
<tr>
<th>Presence of Woodland and/or TPOs</th>
<th>The site is bounded along London Road and Woodside Lane by TPO registered woodland. Park Avenue has a continuous substantial hedgerow to the boundary.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential loss of open views</td>
<td>Yes for a number of houses on Woodside Close and Park Avenue. There should be no loss of any trees on the site and adequate screening should be undertaken.</td>
</tr>
<tr>
<td>Potential loss of open land</td>
<td>Site is currently open and used for sports facilities.</td>
</tr>
<tr>
<td>Impact on the Green Belt boundary – Presence of/requirement for hedges</td>
<td>Land is Greenfield</td>
</tr>
</tbody>
</table>

## Community opinion as expressed through surveys or communication

Surveys indicate that residents want a brownfield first approach to be taken, The loss of this land was objected to by nearby residents.

## Brownfield First? (Yes/No/Partial)

<table>
<thead>
<tr>
<th>Brownfield First? (Yes/No/Partial)</th>
<th>Partial – Greenfield land, sports club buildings and tennis courts on site.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes – Entirely brownfield; No – No existing development on site; Partial – some existing development on site</td>
<td>Partial – Greenfield land, sports club buildings and tennis courts on site.</td>
</tr>
</tbody>
</table>

## Built heritage Assets

None

## Natural Assets e.g watercourses, woodland, wildlife corridors, wildlife site

None – Cheshire Wildlife Trust did not identify any habitat distinctiveness to this site.

Poynton brook is to the east of the site.
### A Neighbourhood Plan for Poynton-with-Worth

| **Drainage/Flooding** | Not identified as being in a flood risk by the environment agency  
Poynton Brook is to the East of the site |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Air Quality</strong></td>
<td>No readings taken by Cheshire East. The impact and any mitigation of an additional 200 plus vehicle movements per day will need to be undertaken.</td>
</tr>
<tr>
<td><strong>Sustainability: Low/Medium/High</strong></td>
<td>High</td>
</tr>
</tbody>
</table>
| **Reasons for Grading: NPPF criteria** | 2 minute walk to a bus stop  
15 minute walk to the Railway Station  
5 Minute walk to the Primary shopping centre including restaurants, pubs and clubs.  
10 minute walk to the Primary School, 25 minute walk to the Secondary School  
5 Minute walk to the medical centre and clinic  
Only jobs in the area are retail and service industries. Employment within the area is not vibrant.  
(All the above are dependent upon increases in services (public transport) and investment in infrastructure (schools and medical) in order to make them fully sustainable.) |
A Neighbourhood Plan for Poynton-with-Worth
A Neighbourhood Plan for Poynton-with-Worth
### Site Name / Details: Vernon Infants School

**Shlaa 3386**

**Site Ref No:** 6

<table>
<thead>
<tr>
<th>Availability</th>
<th>0 – 5 yrs</th>
<th>6 – 10 Yrs</th>
<th>Over 10 Yrs</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

**Range Of Potential Housing Units**

30 Units

### Achievability

<table>
<thead>
<tr>
<th></th>
<th>0 – 5 yrs</th>
<th>6 – 10 Yrs</th>
<th>Over 10 Yrs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the site desirable and marketable?</td>
<td>The site is the footprint of the old infant school. It does not include the playing fields. The building site is desirable but no developer has yet come forward. The land is owned by Cheshire East who previously submitted plans for a care home on this site with 70 living units.</td>
<td>Yes, provided they are not large. Ideally suited for one or two-bedroom starter homes or homes for those wishing to downsize. Small 3-bedroom semis would also be suitable.</td>
<td></td>
</tr>
</tbody>
</table>

### Suitability

<table>
<thead>
<tr>
<th></th>
<th>0 – 5 yrs</th>
<th>6 – 10 Yrs</th>
<th>Over 10 Yrs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the required infrastructure available (road access and utilities)</td>
<td>Yes, for a small development. All traffic would channel either to Park Lane at the north or Dickens Lane to the South. Both junctions require care. There is always the problem of getting out of Poynton. All south going traffic would have to go down Dickens Lane to meet with the A523S. This is a narrow road already busy and with many on street parked cars. The road junction is only two lanes right at the end. The temptation would be to drive over the pavement. If traffic wanted to go west along Chester Road A5149 it would also need to use the Dickens Lane/London Road South (A523) junction and then turn right down Clifford Road which is also a busy road, turning left onto the A5419.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Any northbound traffic would turn off Dickens Lane along Clumber Road which is also busy and has a school on that road. Traffic would then turn left onto Park Lane going through shared space to join the A523N at London Road North. All these routes are already congested with long queues and delays.

The whole highways situation would need to be reassessed with a holistic approach.

Victorian sewage system in Poynton is overstretched.

Rest of utilities including fast broadband is satisfactory for this site.

<table>
<thead>
<tr>
<th>Proximity of the site to the centre of Poynton</th>
<th>Site is virtually in the centre of Poynton. It is next to a Primary school, 100 yards from a primary shopping area which includes shops, supermarket, restaurants, a pub, clubs, doctors, clinic, NHS dentist.</th>
</tr>
</thead>
</table>

### Key Issues and Opportunities

<table>
<thead>
<tr>
<th>Principle Housing Objectives for this site</th>
<th>Small housing development for starter homes, small families and the elderly. Housing to be designed to Building Regulations Part M(2) to be accessible for all.</th>
</tr>
</thead>
</table>

| Site specific opportunities and issues | No loss of the area of Playing fields through development, however alternative options for the playing fields are preferred.  
Potential to construct houses on playing fields and build new playing fields on the existing footprint. These could be a modern 4G pitch which is something required in Poynton.  
By doing this it would reduce massing on Clumber Road, access to the development could be through Georges Road West thus avoiding the town centre and interaction between primary school children and vehicles. |
|----------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
### A Neighbourhood Plan for Poynton-with-Worth

<table>
<thead>
<tr>
<th>Section</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>An increase of 60 cars two per unit, would put a strain on the local junctions. Car parking must be provided off road.</td>
<td></td>
</tr>
<tr>
<td>Cheshire East Green Belt Assessment (Black/red/yellow/green)</td>
<td>None</td>
</tr>
<tr>
<td>Agricultural Land Classification</td>
<td>Not relevant</td>
</tr>
<tr>
<td>Constraints</td>
<td></td>
</tr>
<tr>
<td>Land contamination or mining</td>
<td>None known</td>
</tr>
<tr>
<td>Traffic Impacts</td>
<td>More cars add to the problems of getting into and out of Poynton as explained above.</td>
</tr>
<tr>
<td>Safety issue of children accessing the school next to the site.</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>No loss of playing field area</td>
</tr>
<tr>
<td>Impact on form and character (with ref to adjoining built environment)</td>
<td>Surrounding houses are mainly 19th century terraced houses, that were originally two up and two down but most have been extended at the back. Further along Clumber Road are a mix of 1950s housing mainly semis and detached houses. All the houses have a garden. There is a small more modern 1990s development on the site of an old Methodist chapel.</td>
</tr>
<tr>
<td>Impact on adjoining uses (e.g. is there a school nearby)</td>
<td>Vernon Primary School next to the site and the High School is approx. ½ mile away.</td>
</tr>
</tbody>
</table>
The Leisure Centre is approximately 0.5 miles away.

<table>
<thead>
<tr>
<th>Landscape Impacts</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Presence of Woodland and/or TPOs</td>
<td>None</td>
</tr>
<tr>
<td>Potential loss of open views</td>
<td>None</td>
</tr>
<tr>
<td>Potential loss of open land</td>
<td>None</td>
</tr>
<tr>
<td>Impact on the Green Belt boundary – Presence of/requirement for hedges</td>
<td>Land is playing fields and not Green Belt</td>
</tr>
</tbody>
</table>

| Community opinion as expressed through surveys or communication | Communities preferred option during surveys was to build new playing fields on the school footprint and housing suitable and accessible for all generations on the playing fields with access to the housing from Georges Road West. Least preferred option was elderly accommodation. |

<table>
<thead>
<tr>
<th>Brownfield First? (Yes/No/Partial)</th>
<th>Partial – Existing school on site</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes – Entirely brownfield; No – No existing development on site; Partial – some existing development on site</td>
<td>Partial – Existing school on site</td>
</tr>
</tbody>
</table>

| Built heritage Assets                                   | None     |

| Natural Assets e.g watercourses, woodland, wildlife corridors, wildlife site | N/A      |

| Drainage/Flooding: Proximity to main water courses; history of flooding; known drainage problems | No flood zones on the site on the Environment Agency’s flood risk map. |
### Air Quality

No readings taken by Cheshire East. An increase in the traffic through the development will result in a decrease in air quality. Consideration need to be made in relation to congestion in Poynton and the close proximity of primary age school children with the resultant increase in traffic fumes.

### Sustainability: Low/Medium/High

<table>
<thead>
<tr>
<th>Reasons for Grading: NPPF criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Based on walking 3 miles per hour:</td>
</tr>
<tr>
<td>10-minute walk to a bus stop to Macclesfield or Stockport</td>
</tr>
<tr>
<td>20-minute walk to the Railway station</td>
</tr>
<tr>
<td>5-minute walk to primary shopping centre including restaurants, pubs and clubs and car parks.</td>
</tr>
<tr>
<td>2-minute walk to primary schools, 5-minute walk to secondary school.</td>
</tr>
<tr>
<td>5-minute walk to medical centre and clinic</td>
</tr>
<tr>
<td>10-minute walk to NHS dentist</td>
</tr>
<tr>
<td>Only jobs in the area are retail and service industries. Employment within the area is not vibrant.</td>
</tr>
</tbody>
</table>
A Neighbourhood Plan for Poynton-with-Worth
## Neighbourhood Plan for Poynton-with-Worth

**SITE NAME / DETAILS:** LAND OFF TOWERS RD (EMERSON GROUP / JONES HOMES) SHLAA 3858/3299 PY18  
**SITE REF NO:** 7

<table>
<thead>
<tr>
<th>Availability</th>
<th>0 – 5 yrs</th>
<th>6 – 10 Yrs</th>
<th>Over 10 Yrs</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

**Range Of Potential Housing Units**

100 to 250 phased at 30 pa overall

<table>
<thead>
<tr>
<th>Achievability</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the site desirable and marketable?</td>
<td>Yes there is local developer interest</td>
</tr>
<tr>
<td>Is there flexibility for a mix of house types?</td>
<td>Yes. Developer would also wish to work with registered provider of social housing if feasible</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Suitability</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the required infrastructure available (road access and utilities)</td>
<td>All traffic would channel towards Hockley where there is already a poor junction. Towers Rd is un-adopted North of Towers Yard farm: the developer proposal to adopt to ease access would be difficult to achieve. Park Lane narrow and often one-way due to on-street parking towards Hockley junction.</td>
</tr>
<tr>
<td>Proximity of the site to the centre of Poynton</td>
<td>Approx ¾ mile</td>
</tr>
</tbody>
</table>
### Key Issues and Opportunities

<table>
<thead>
<tr>
<th>Principle Housing Objectives for this site</th>
<th>To spread the amount of housing development around Poynton</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site specific opportunities and issues</td>
<td>Public space could be developed around Tip Hill and open space adjoining golf course to the east.</td>
</tr>
<tr>
<td></td>
<td>Former waste disposal site. Former mining activity would all be issues which would have to be overcome in order to make this a viable site.</td>
</tr>
</tbody>
</table>

### Cheshire East Green Belt Assessment (Black/red/yellow/green)

| Yellow – significant contribution. Towers Rd forms the clearest Green Belt boundary to the east of Poynton at this point and this boundary should be defended. |

### Agricultural Land Classification

| 3 moderate |

### Constraints

<table>
<thead>
<tr>
<th>Land contamination or mining</th>
<th>Former waste site and mining adjacent (Tip Hill)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Impacts</td>
<td>Hockley junction; loading onto Park Lane; 200 to 500 vehicles (2 per household).</td>
</tr>
<tr>
<td>Other</td>
<td></td>
</tr>
</tbody>
</table>

### Impact on form and character (with ref to adjoining built environment)

| Opposite Charlecote Rd estate which is a mix of 3 and 4 bedroomed detached and semi-detached houses constructed in the late 1970’s, with older cottages and farm bounding north and south of the site off Towers Road. There are 2 care homes within 2 minutes’ walk of the site. |
### Impact on adjoining uses (e.g. is there a school nearby)

| None |

### Landscape Impacts

<table>
<thead>
<tr>
<th>Presence of Woodland and/or TPOs</th>
<th>Open farmland bounded by golf course and open woodland on Tip Hill</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential loss of open views</td>
<td>Yes this land is green belt with open views over to the hills from Towers Road</td>
</tr>
<tr>
<td>Potential loss of open land</td>
<td>Yes – loss of green belt land as previously explained. Site is mainly open farmland</td>
</tr>
<tr>
<td>Impact on the Green Belt boundary – Presence of/requirement for hedges</td>
<td>Land is green belt and has not been removed in the present Cheshire East Local Plan.</td>
</tr>
</tbody>
</table>

### Community opinion as expressed through surveys or communication

| Development on the green belt is not favoured by the local population. More than 90% voted to keep the green belt. The area was the least favoured by residents for new development (28% found it acceptable as a site) |

### Brownfield First? (Yes/No/Partial)

<table>
<thead>
<tr>
<th>Yes – Entirely brownfield; No – No existing development on site; Partial – some existing development on site</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
</tr>
</tbody>
</table>

### Built heritage Assets

| None |

| None |
### Natural Assets
*e.g. watercourses, woodland, wildlife corridors, wildlife site*

| Cheshire Wildlife Trust Habitat Distinctiveness Score: Medium and for Tip Hill area High |

### Drainage/Flooding:
Proximity to main water courses; history of flooding; known drainage problems

| No flood zones on the site on the Environment Agency’s flood risk map. |

### Air Quality

| No readings taken by Cheshire East. Site is currently Green Belt and open. An increase in the traffic through the development will result in a decrease in air quality |

### Sustainability:
Low/Medium/High

| Medium. |

### Reasons for Grading:
*NPPF criteria*

| Based on distances from amenities.  
Bus stop at Hockley (P1). 10-15 walk to centre. Nearest shops School Lane. |
A Neighbourhood Plan for Poynton-with-Worth
### SITE NAME / DETAILS: WATERLOO ROAD  SHLAA 4376  PY20

<table>
<thead>
<tr>
<th>Availability</th>
<th>0 – 5 yrs</th>
<th>6 – 10 Yrs</th>
<th>Over 10 Yrs</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Range Of Potential Housing Units</th>
<th>300 – 320 Units</th>
</tr>
</thead>
</table>

### Achievability

<table>
<thead>
<tr>
<th>Is the site desirable and marketable?</th>
<th>Not desirable. Yes it is marketable – developer interest</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is there flexibility for a mix of house types?</td>
<td>Yes</td>
</tr>
</tbody>
</table>

### Suitability

<table>
<thead>
<tr>
<th>Is the required infrastructure available (road access and utilities)</th>
<th>There are no utilities on the site but they could be accessed. Victorian sewers are known to be inadequate for the size of Poynton. Road access problematical. Waterloo Road is very narrow with a poor junction at Dickens Lane end. Access could be made onto Coppice Road.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Proximity of the site to the centre of Poynton</td>
<td>Approx 1.5 miles</td>
</tr>
</tbody>
</table>

229
### Key Issues and Opportunities

<table>
<thead>
<tr>
<th>Principle Housing Objectives for this site</th>
<th>Site suitable for mixed housing including affordable housing. Large site which would give the opportunities for open space and play facilities, cycle paths and footpaths. Existing footpaths across the site would need to be retained.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site specific opportunities and issues</td>
<td>Large site which would give the opportunities for open space and play facilities, cycle paths and footpaths. Existing footpaths across the site would need to be retained. It is approx. 1 mile to the nearest doctors 1.2 miles to the nearest NHS dentist. The secondary shopping area where there is a supermarket and other amenities is approx. 1.2 miles away.</td>
</tr>
</tbody>
</table>

### Cheshire East Green Belt Assessment (Black/red/yellow/green)

| Yellow – significant contribution |

### Agricultural Land Classification

| 3 moderate |
### Constraints

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land contamination or mining</td>
<td>Mining was a feature of this site and according to Professor Higham’s report on Poynton East: Heritage assessment there are many features on this site linked to Poynton’s mining heritage. Just off the North of the site is a Grade II listed building – Waterloo House.</td>
</tr>
<tr>
<td>Traffic Impacts</td>
<td>An increase of a minimum of 600 cars added to this area will have serious impact on the roads which are very narrow, Waterloo Road only has a pavement on one side, and poor junctions. Mitigation would be necessary.</td>
</tr>
<tr>
<td></td>
<td>There would need to be very careful and efficient planning of new road junctions to allow the extra traffic to access the existing roads.</td>
</tr>
</tbody>
</table>

### Other

| Other                        | All medical practices are over-subscribed.                                                                                                                                                                     |

### Impact on form and character (with ref to adjoining built environment)

| Impact on form and character | Agricultural open land overlooked by very few houses.                                                                                                                                                           |

### Impact on adjoining uses (e.g. is there a school nearby)

| Impact on adjoining uses                              | 0.5 miles from a local primary school if a suitable footpath was provided. The secondary school is approximately 0.6 miles away. The railway is 1.7 miles distance approx. It is approx. 1.5 mile to the nearest doctors and 1.5 miles to the nearest NHS dentist. The secondary shopping area where there is a supermarket and other amenities is approx. 1.5 miles away. The Leisure Centre is approximately 0.7 miles away. |

231
<table>
<thead>
<tr>
<th><strong>Landscape Impacts</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Presence of Woodland and/or TPOs</td>
<td>None</td>
</tr>
<tr>
<td>Potential loss of open views</td>
<td>Yes this land is green belt with open views over to the hills</td>
</tr>
<tr>
<td>Potential loss of open land</td>
<td>Yes – loss of green belt land as previously explained.</td>
</tr>
<tr>
<td>Impact on the Green Belt boundary – Presence of/requirement for hedges</td>
<td>Land is green belt and has not been removed in the present Cheshire East Local Plan.</td>
</tr>
</tbody>
</table>

| **Community opinion as expressed through surveys or communication** | Development on the green belt is not favoured by the local population. More than 90% voted to keep the green belt. If the green belt had to be built on, then 27% of people favoured this site. |

<table>
<thead>
<tr>
<th><strong>Brownfield First? (Yes/No/Partial)</strong></th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes – Entirely brownfield; No – No existing development on site; Partial – some existing development on site</td>
<td></td>
</tr>
</tbody>
</table>

| **Built heritage Assets** | None on the site – Grade II listed building adjacent to the north of the site. |

<table>
<thead>
<tr>
<th><strong>Natural Assets e.g watercourses, woodland, wildlife corridors, wildlife site</strong></th>
<th>Open land – no wildlife corridors identified by Cheshire Wildlife trust. High area of wildlife corridors and sites adjacent to this site in Poynton Coppice.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>There is an existing water body/water course which could be retained.</td>
</tr>
<tr>
<td></td>
<td>There is a right of way on the site.</td>
</tr>
</tbody>
</table>
### Drainage/Flooding: Proximity to main water courses; history of flooding; known drainage problems

No flood zones on the site on the Environment Agency’s flood risk map.

### Air Quality

No readings taken by Cheshire East. Site is currently Green Belt and open. An increase in the traffic through the development will result in a decrease in air quality.

### Sustainability: Low/Medium/High

Medium

### Reasons for Grading: NPPF criteria

This is a large site which would take 15 minutes to walk from one side to the other so sustainability changes across the site.

Average site assessments based on walking 3 miles per hour:

- 20-minute walk to a bus stop.
- 45-minute walk to the Railway station
- 25-minute walk to primary shopping centre including restaurants, pubs and clubs and car parks.
- 10-minute walk to primary school, 10-minute walk to secondary school.
- 25-minute walk to medical centre and clinic
- 30-minute walk to NHS dentist

Only jobs in the area are retail and service industries. Employment within the area is not vibrant.
A Neighbourhood Plan for Poynton-with-Worth
### Site Name/Details: Anson Road/Green Lane Site

<table>
<thead>
<tr>
<th>Availability</th>
<th>0 – 5 yrs</th>
<th>6 – 10 Yrs</th>
<th>Over 10 Yrs</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Range Of Potential Housing Units</th>
<th>150 Units</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Achievability</th>
<th>Is the site desirable and marketable?</th>
<th>Yes - No developer interest known at this time</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Is there flexibility for a mix of house types?</td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Suitability</th>
<th>Is the required infrastructure available (road access and utilities)</th>
<th>All traffic would need to access the site down Shrigley Road North, Green Lane or Anson Road.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>The roads are narrow with blind bends</td>
</tr>
<tr>
<td></td>
<td></td>
<td>The Victorian sewerage system in Poynton is overstretched.</td>
</tr>
<tr>
<td>Proximity of the site to the centre of Poynton</td>
<td>Approx 1.5 miles</td>
<td></td>
</tr>
</tbody>
</table>
### Key Issues and Opportunities

<table>
<thead>
<tr>
<th>Principle Housing Objectives for this site</th>
<th>To build approximately 150 units towards the 650 required under the CELP</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site specific opportunities and issues</td>
<td>All three sites proposed lie within the Green Belt. Unless Cheshire East were to re-draw the Green Belt boundary or exceptional circumstances could be proven then these sites should not be considered as suitable or sustainable. One of the sites (Gable Farm) has derelict chicken sheds on it and Anson Road civic amenity site contains some rudimentary structures. The developers plans (Plan 8 Town Planning) for a total of 150 units across the three sites would seem to run counter to their claim that it would amount to “limited infilling” (para.20 of call to Sites response attached to Plan8s email of 27th April 2015 to Malcolm Adams). The civic amenity site is a Cheshire East Asset and has only just been the subject of a public consultation, the result of which was to keep it open.</td>
</tr>
</tbody>
</table>

### Cheshire East Green Belt Assessment (Black/red/yellow/green)

This area of Poynton is outside the area of the Green Belt assessment and is entirely within the Green Belt.

### Agricultural Land Classification

- 

### Constraints

<table>
<thead>
<tr>
<th>Land contamination or mining</th>
<th>Higher Poynton was subject to a number of Mines in the area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Impacts</td>
<td>With a probable minimum of 300 additional cars (2 per household) increasing to a possible 450 cars would lead to significant impact on several roads and junctions as explained above.</td>
</tr>
</tbody>
</table>

### Other
### Impact on form and character (with ref to adjoining built environment)

Open land on a number of sides. Green Lane has a mix of 3 bedroomed semi-detached houses, bungalows and detached. None of which are greater than 2 storey in height.

### Impact on adjoining uses (e.g. is there a school nearby)

Site is 1.5 miles away from the centre of Poynton with limited safe access for walking and cycling. Primary Schools are at least 1.5km away.

### Landscape Impacts

<table>
<thead>
<tr>
<th>Presence of Woodland and/or TPOs</th>
<th>Trees and hedgerows on site. Woodhouse Farm is heavily wooded.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential loss of open views</td>
<td>Yes for a number of houses on Green Lane</td>
</tr>
<tr>
<td>Potential loss of open land</td>
<td>Site is currently open to large parts.</td>
</tr>
<tr>
<td>Impact on the Green Belt boundary – Presence of/requirement for hedges</td>
<td>Land is Green Belt with mature trees and hedgerows.</td>
</tr>
</tbody>
</table>

### Community opinion as expressed through surveys or communication

No opinions

### Brownfield First? (Yes/No/Partial)

| Yes – Entirely brownfield; No – No existing development on site; Partial – some existing development on site | Partial – Green Belt land and previous commercial use |

### Built heritage Assets

None
### Natural Assets

**e.g.** watercourses, woodland, wildlife corridors, wildlife site

| No evidence |

### Drainage/Flooding:

Proximity to main water courses; history of flooding; known drainage problems

| No Issues with flooding on the Environment Agency’s flood risk map.  
| Poynton has issues with its aging Victorian sewer system. |

### Air Quality

| No readings taken by Cheshire East. Site is currently Green Belt and open. An increase in the traffic through the development will result in a decrease in air quality |

### Sustainability: Low/Medium/High

| Low |

**Reasons for Grading: NPPF criteria**

- 15 minute walk to a bus stop
- 20 minute walk to the Railway Station (Middlewood)
- 30 minute walk to the Primary shopping centre including restaurants, pubs and clubs.
- 35 minute walk to the Primary School, 25 minute walk to the Secondary School
- 30 Minute walk to the medical centre and clinic

- Only jobs in the area are retail and service industries. Employment within the area is not vibrant.

(All the above are dependent upon increases in services (public transport) and investment in infrastructure (schools and medical) in order to make them fully sustainable.)
A Neighbourhood Plan for Poynton-with-Worth
A Neighbourhood Plan for Poynton-with-Worth

http://maps.cheshire.gov.uk/CE/interactiveMapping/printLandscape.aspx?map=%2e_ugs_b0e0f1b-229a-4f...
A Neighbourhood Plan for Poynton-with-Worth

Site NAME/DETAILS: MR KINGSLEY’S LAND WEST OF POYNTON REF SHLAA 4296/4380; PART OF PY09, PART OF PY06, PY07, PY08; PNP REF: 10

<table>
<thead>
<tr>
<th>Availability</th>
<th>0 – 5 yrs</th>
<th>6 – 10 Yrs</th>
<th>Over 10 Yrs</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Range Of Potential Housing Units</th>
<th>1000 units</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Achievability</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the site desirable and marketable?</td>
<td>Yes, the landowner is keen and there is local developer interest</td>
</tr>
<tr>
<td>Is there flexibility for a mix of house types?</td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Suitability</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the required infrastructure available (road access and utilities)</td>
<td>There are two points of access; A narrow lane from Chester Road which will runs parallel to the proposed Poynton relief road but no access will be possible from this road. Poynton relief road is not intended to be an access road. From Lostock Hall Road which is a narrow cul de sac presently used by about 70 houses as their access to Chester Road. A right of way exists from the end of this cul de sac on to the site (ARUP PY06) The highways situation as regards access for approx. a further 2000 cars minimum would need to be reassessed with a holistic approach. There is still the problem of an overstretched Victorian sewage system. There are overhead cables on the site. Fast broadband would be available for this site.</td>
</tr>
<tr>
<td>Proximity of the site to the centre of Poynton</td>
<td>Approx 1 mile</td>
</tr>
<tr>
<td>Key Issues and Opportunities</td>
<td></td>
</tr>
<tr>
<td>-----------------------------</td>
<td>---</td>
</tr>
<tr>
<td>Principle Housing Objectives for this site</td>
<td>Build 1000 units on Green Belt land which makes a significant contribution to the green belt and provides a barrier between Poynton Cheshire East and Woodford Garden Village Stockport. The land has not been released from Green Belt and there are no plans in the Cheshire East Local Plan to do so.</td>
</tr>
<tr>
<td>Site specific opportunities and issues</td>
<td>This a large site so all distances can only be approximate. The centre of which is approx. 0.5 miles from a local primary school if a suitable footpath was provided.</td>
</tr>
<tr>
<td></td>
<td>There is a second primary school approx. 0.7 miles distance.</td>
</tr>
<tr>
<td></td>
<td>The secondary school is approximately 1.6 miles away.</td>
</tr>
<tr>
<td></td>
<td>The railway is 0.7 miles distance approx.</td>
</tr>
<tr>
<td></td>
<td>There is an hourly bus service to Poynton Centre and Hazel Grove with the nearest bus stop 0.7 miles distance if it still runs. This is the P1 which Cheshire East is planning to cut.</td>
</tr>
<tr>
<td></td>
<td>The 362 which runs hourly to Stockport and Macclesfield the nearest bus stop is 1 mile away.</td>
</tr>
<tr>
<td></td>
<td>It is approx. 1 mile to the nearest doctors and 1.2 miles to the nearest NHS dentist.</td>
</tr>
<tr>
<td></td>
<td>The secondary shopping area where there is a supermarket and other amenities is approx. 1.2 miles away.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Cheshire East Green Belt Assessment (Black/red/yellow/green)</th>
<th>Yellow – significant contribution</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agricultural Land Classification</td>
<td>3 moderate</td>
</tr>
<tr>
<td><strong>Constraints</strong></td>
<td></td>
</tr>
<tr>
<td>---------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Land contamination or mining</td>
<td>None</td>
</tr>
<tr>
<td>Traffic Impacts</td>
<td>A possible of increase of a minimum of 2000 cars along Poynton’s existing roads and inadequate junctions would cause gridlock. If the cars were able to leave the estate, the western access along Chester road would lead to the A6MARR road or the A34 which is already overused. To go East into Poynton would add to the traffic congestion on Chester Road and on the A523 going North to Hazel Grove and Stockport and South to Macclesfield. Macclesfield traffic would be able to access the Poynton relief road from Chester road. There would need to be very careful and efficient planning of new road junctions to allow the extra traffic to access the existing roads.</td>
</tr>
<tr>
<td>Other</td>
<td>There is a definite flood risk on two areas of the site.</td>
</tr>
<tr>
<td></td>
<td>There are overhead cables on the site.</td>
</tr>
<tr>
<td></td>
<td>There is a mobile phone mast on the site.</td>
</tr>
<tr>
<td></td>
<td>There is noise from the railway line.</td>
</tr>
<tr>
<td></td>
<td>All medical practices are over-subscribed.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Impact on form and character (with ref to adjoining built environment)</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>This site would be very largely self-contained. There are mixed housing styles to the east of the site and it also abuts onto a 1970s housing estate of semi-detached and detached properties – approx. 380 in total. On the west side is the Garden Village being built on Woodford Aerodrome in Stockport which is planned to have 850 deluxe 4 and 5 bedroom detached properties.</td>
<td></td>
</tr>
</tbody>
</table>
## Impact on adjoining uses (e.g. is there a school nearby)

- This a large site so all distances can only be approximate. The centre of which is approx. 0.5 miles from a local primary school if a suitable footpath was provided.
- There is a second primary school approx. 0.7 miles distance
- The secondary school is approximately 1.6 miles away.
- The railway is 0.7 miles distance approx.
- There is an hourly bus service to Poynton Centre and Hazel Grove with the nearest bus stop 0.7 miles distance if it still runs. This is the P1 which Cheshire east is planning to cut.
- The 362 which runs hourly to Stockport and Macclesfield the nearest bus stop is 1 mile away.
- It is approx. 1 mile to the nearest doctors and 1.2 miles to the nearest NHS dentist.
- The secondary shopping area where there is a supermarket and other amenities is approx. 1.2 miles away.
- The Leisure Centre is approximately 1.6 miles away.

## Landscape Impacts

<table>
<thead>
<tr>
<th>Presence of Woodland and/or TPOs</th>
<th>Wigwam Wood which is a nature conservation area is on site.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>There are several footpaths on the site – rights of way, trees and hedgerows.</td>
</tr>
<tr>
<td>Potential loss of open views</td>
<td>Yes this land is green belt with open views over to the hills</td>
</tr>
<tr>
<td>Potential loss of open land</td>
<td>Yes – loss of green belt land as previously explained.</td>
</tr>
<tr>
<td></td>
<td>It would also prevent separation of Poynton from Stockport a much large conurbation. This is contrary to the NPPF guidelines.</td>
</tr>
<tr>
<td>Impact on the Green Belt boundary – Presence of/requirement for hedges</td>
<td>Land is green belt and has not been removed in the present Cheshire East Local Plan.</td>
</tr>
</tbody>
</table>
### Community opinion as expressed through surveys or communication

Development on the green belt is not favoured by the local population. More than 90% voted to keep the green belt. If the green belt had to be built on, then 58% of people favoured this site.

### Brownfield First? (Yes/No/Partial)

<table>
<thead>
<tr>
<th>Brownfield First? (Yes/No/Partial)</th>
<th>Partial development on the site. There are farm building which are part of Lostock Hall Farm</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes – Entirely brownfield; No – No existing development on site; Partial – some existing development on site</td>
<td></td>
</tr>
</tbody>
</table>

### Built heritage Assets

Lostock Hall Farmhouse on the site is a Grade 2 listed building which is being allowed to disintegrate. Any development MUST include renovation of this farmhouse to the style of the original dwelling.

### Natural Assets e.g watercourses, woodland, wildlife corridors, wildlife site

Conservation area in Wigwam wood, hedgerows, trees and pond.

### Drainage/Flooding: Proximity to main water courses; history of flooding; known drainage problems

Two flood zones on the site on the Environment Agency's flood risk map.

### Air Quality

No readings taken by Cheshire East. Site is currently Green Belt and open. An increase in the traffic through the development will result in a decrease in air quality.

### Sustainability: Low/Medium/High

Low

Reasons for Grading: NPPF criteria

Based on distances from amenities. Bus services a severe problem. Traffic congestion and state of the road also a severe problem.
A Neighbourhood Plan for Poynton-with-Worth
A Neighbourhood Plan for Poynton-with-Worth
A Neighbourhood Plan for Poynton-with-Worth

http://maps.cheshire.gov.uk/CE/interactivemapping/printLandscape.aspx?map=_ags_ea\ce94a-7996-4...
<table>
<thead>
<tr>
<th><strong>Availability</strong></th>
<th>0 – 5 yrs</th>
<th>6 – 10 Yrs</th>
<th>Over 10 Yrs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Yes</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Range Of Potential Housing Units</strong></th>
<th>25-30 Units</th>
</tr>
</thead>
</table>

**Achievability**

<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the site desirable and marketable?</td>
<td>Yes - No developer interest as land owner wishes to develop.</td>
</tr>
<tr>
<td>Is there flexibility for a mix of house types?</td>
<td>Yes – but would need to fit in with the area.</td>
</tr>
</tbody>
</table>

**Suitability**

<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the required infrastructure available (road access and utilities)</td>
<td>Road access would be along Lower Park Road (single track unmade road) leading on to a junction with poor visibility on Woodford Road.</td>
</tr>
<tr>
<td></td>
<td>Utilities available off Woodford Road</td>
</tr>
<tr>
<td>Proximity of the site to the centre of Poynton</td>
<td>Approx 1.5 miles</td>
</tr>
</tbody>
</table>
### Key Issues and Opportunities

| Principle Housing Objectives for this site | To build approximately 25 – 30 units towards the 650 required under the CELP Residential housing for family homes |
| Site specific opportunities and issues | Site is within walking distance of Lower Park and Lostock Hall Primary Schools. The secondary school is approximately 2 miles away and it is likely that car journeys would be made increasing the congestion within Poynton. The Junction with Woodford Road is poor. Significant improvements would need to be made to this junction as it is at the commencement of a blind hump backed bridge over the railway line and visibility is poor. Lower Park Road is a single track unmade road. There is a pond and dwelling currently on the site |

### Cheshire East Green Belt Assessment (Black/red/yellow/green)

| Yellow – Level 2, significant contribution. |

### Agricultural Land Classification

| 3 Moderate |
## Constraints

<table>
<thead>
<tr>
<th>Constraint</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land contamination or mining</td>
<td>No known contamination issues</td>
</tr>
<tr>
<td>Traffic Impacts</td>
<td>With a probable minimum of 50-70 additional cars (2 per household) this would lead to significant impact on several roads and junctions as explained above. Lower Park Road and Woodford Road would need improvements as outlined above.</td>
</tr>
<tr>
<td>Other</td>
<td>West Coast mainline adjacent to the site and new A6MARR to the West of the site both of which are in close proximity resulting in noise impact assessments being required and mitigation undertaken. Within the Green Belt.</td>
</tr>
</tbody>
</table>

## Impact on form and character (with ref to adjoining built environment)

<table>
<thead>
<tr>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>The site is in close proximity of Meadway which is a mix of 3 and 4 bedroomed semi and detached houses. There are a small number of 1930’s period houses on Woodford Road.</td>
</tr>
<tr>
<td>The site would be open to the North for the remainder of the field.</td>
</tr>
</tbody>
</table>

## Impact on adjoining uses (e.g. is there a school nearby)

<table>
<thead>
<tr>
<th>Note</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site is within walking distance of Lower Park and Lostock Hall Primary Schools. However this school is at capacity most years and improvements would need to be made to the school to mitigate the impact of the site.</td>
</tr>
<tr>
<td>Site is technically within walking distance of Poynton High School although due to its distance from the school it is highly likely that pupils will be taken there by car.</td>
</tr>
</tbody>
</table>
### Landscape Impacts

<table>
<thead>
<tr>
<th>Presence of Woodland and/or TPOs</th>
<th>None known</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potential loss of open views</td>
<td>Yes for a number of houses on Woodford Road</td>
</tr>
<tr>
<td>Potential loss of open land</td>
<td>Site is currently open and Green Belt – High potential</td>
</tr>
<tr>
<td>Impact on the Green Belt boundary – Presence of/requirement for hedges</td>
<td>Land is Green Belt and has not been removed from it in the Cheshire East Local Plan. Trees or hedges would be required to re-establish the Green Belt boundary.</td>
</tr>
</tbody>
</table>

### Community opinion as expressed through surveys or communication

Development on the Green Belt is not favoured by the local population. More than 90% voted to keep the Green Belt.

### Brownfield First? (Yes/No/Partial)

| Yes – Entirely brownfield; No – No existing development on site; Partial – some existing development on site | Partial – Green Belt land with dwelling. |

### Built heritage Assets

Heybrook  English Heritage 1232356 in close proximity.

### Natural Assets e.g watercourses, woodland, wildlife corridors, wildlife site

Pond
Cheshire Wildlife Trust survey indicates that the majority of the site is of medium habitat values.
### Drainage/Flooding

| Proximity to main water courses; history of flooding; known drainage problems | Not identified as being within a flood risk zone on Environment agency map. |

### Air Quality

| No readings taken by Cheshire East. Site is currently Green Belt and open. The A6MARR is due to open in 2018 and is adjacent to the site. This along with the adjacent west coast main line would need air quality assessments carrying out prior to inclusion of this site within the site allocation plan. |

### Sustainability: Low/Medium/High

| Low |

| Reasons for Grading: NPPF criteria |

| 15 minute walk to a bus stop |
| 20 minute walk to the Railway Station |
| 25 Minute walk to the Primary shopping centre including restaurants, pubs and clubs. |
| 20 minute walk to the Primary School, 45 minute walk to the Secondary School |
| 20 Minute walk to the medical centre and clinic |
| Only jobs in the area are retail and service industries. Employment within the area is not vibrant. |
| Walking/Cycling routes to central Poynton and the High School unlikely to be used owing to the distance and heavy traffic on Chester Road. Therefore could create high car usage. |
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