Poynton Neighbourhood Plan

Draft Plan Key Summary
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Poynton Neighbourhood Plan Summary Document:

The Poynton Neighbourhood Plan has successfully reached regulation 16 public consultation.

This summary document has been produced by Cheshire East Council as means to succinctly view the key points which the plan raises and should only be treated as a 'snap-shot' of the plan itself.

The full version of the draft Poynton Neighbourhood Plan can be accessed here and includes far more detail on the issues it addresses, including a variety of important maps which underpin some of the policies summarised here. If a policy outlined below references a map, that map can found in the full version of the neighbourhood plan.

The Vision for Poynton Neighbourhood Plan:

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.
Poynton Neighbourhood Plan Objectives:

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.
Poynton Neighbourhood Plan Policies:

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 visors 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.

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) (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.

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.

  o Presents a description of heritage baseline conditions
  o Establishes the significance of heritage assets on and near the site
  o Consider the potential effects of the proposed development
  o 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 meritingsome 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. Shercliff, 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.  

POLICY EGB 32: SUPPORT FOR ENVIRONMENT, GREEN BELT AND RECREATION/TOURISM POLICIES IN THE MACCLESFIELD BOROUGH LOCAL PLAN  
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
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 release of Green Belt for development. A sequential test has been applied towards the allocation of development sites to meet identified residual housing needs of Poynton. The development of Green Belt sites will be resisted, and planning permission refused unless 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.

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 though 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.
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 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 FP75 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 / 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.

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.

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
Policy HOU 2A Vernon Infants school 25-50
Policy HOU 2C Poynton Sports Club 80
Windfall allowance estimated at 13 pa over 12 years (2018 -2030) 156
Allowances: completions and commitments to date 102
Potential total supply to meet local housing need 363-388

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
Land at Glastonbury Drive 35
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.

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)
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

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.

POLICY HOU 24: SIDE EXTENSIONS TO EXISTING DWELLINGS

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.

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.

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 TAC 10: 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 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.

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 Plan2004 (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.

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.

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 Mollivride 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 wheelchair 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 McIlvride site, in order to facilitate a greater level of capacity for the delivery of Primary Care services to the local population.

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.