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1 Introduction

1.1 Through vastly improved, enhanced and expanded connectivity, HS2 presents an unparalleled opportunity to catalyse a step-change in the economic performance of Crewe and the social well-being of its residents. Securing an enhanced HS2 Hub Station for Crewe, with capacity to deliver 5 / 7 HS2 trains per hour, unlocks real growth potential and will result in significant development pressure and land use change around the future HS2 station.

1.2 HS2 phase 2A is set to open as far as Crewe by 2027, with phase 2B programmed for 2033. The Council continues to campaign for a full HS2 station (enabling north and south connections) to be provided in the town, in order to maximise the opportunities for inter-regional connectivity, regeneration and economic growth. The arrival of HS2 to Crewe will require significant re-modelling of Crewe Station to create additional passenger capacity and facilities that in turn will create the need for complimentary and supporting development in the environs of the station.
2 Why are we Preparing an Area Action Plan?

2.1 The Council’s Development Plan sets out the development framework within which planning decisions are made across the Borough and consists of three key documents – the Cheshire East Local Plan Strategy (“LPS”) (adopted June 2017), the emerging Site Allocations and Development Plan Document, the first draft of which has recently been consulted on, and the Minerals and Waste Plan.

2.2 The significant change instigated by the arrival of HS2 is anticipated by the Local Plan Strategy adopted in July 2017. However this is a ‘pre-HS2 plan’ and could not address the implications of HS2 in any detail because of the time when it was prepared.

2.3 The LPS recognises the importance of Crewe Station as a communications hub but it does not plan directly for the implications of HS2 and acknowledges that a more detailed Area Action Plan might be necessary in future. The Council is currently progressing a Site Allocations and Development Policies Document (SADPD as a part 2 to the LPS). As such it will similarly not address the implications of HS2.

2.4 Therefore, to realise the opportunities presented by HS2, manage this change and support investment and development of Crewe Station and the surrounding area, the Council will supplement the Development Plan with an Area Action Plan for the Crewe Station Hub. This is a more bespoke planning document which will set out a planning framework for development of the Hub Station and its environs. It is envisaged that the implications of HS2 on the wider Borough will be addressed through a full review of the Local Plan Strategy in due course. In the meantime there is an immediate imperative to manage change in the Crewe Station Hub area through appropriate planning policies.
3 What is an Area Action Plan

3.1 An Area Action Plan is a type of Development Plan Document providing a planning framework for a specific area of opportunity, change or conservation. Unlike the Councils Local Plan Strategy, the Area Action Plan will have a very narrow geographic focus, being confined to an area close to the existing Crewe Railway Station.

3.2 The early stages of preparing an Area Action Plan are used to gather evidence and explore, including through consultation, the planning and development matters which the Area Action Plan should address. Accordingly this Issues Paper identifies a range of matters that the Crewe Station Hub Area Action Plan (CSHAAP) is likely to address. There are opportunities throughout the Issues Paper to provide feedback on the issues the Council anticipate will need to be addressed and importantly for you to highlight anything else that you think the CSHAAP should cover.
4 Sustainability Appraisal

4.1 The Council must carry out an appraisal of the sustainability of the policies and proposals in the CSHAAP. This will help the Council to demonstrate how the CSHAAP will contribute to the achievement of sustainable development.

4.2 A Sustainability Appraisal Scoping Report (Scoping Report) was published in June 2017, alongside a SADPD Issues Paper. It identified the scope and methodology for the appraisal of the Local Plan, and was produced to make sure that the social, environmental, and economic issues previously identified were up to date.

4.3 The Scoping Report:

- identified the key social, environmental, and economic issues facing Cheshire East
- developed a series of social, environmental and economic objectives for Cheshire East, based on the issues facing the Borough and the objectives of national, regional and local plans, policies and programmes
- developed a series of tools for the assessment of the sustainability of the Local Plan

4.4 The Council’s intention is to further update the information in the Scoping Report, where necessary, taking into account the boundary options for the CSHAAP. This updated information is intended to be included as an Appendix to the Interim Sustainability Appraisal of the CSHAAP, to be published alongside a CSHAAP Preferred Options paper in February 2019.
5 Habitats Regulations Assessment

5.1 The CSHAAP will also be supported by a Habitats Regulations Assessment (HRA) to assess the impact of the CSHAAP on internationally designated nature conservation sites both alone and in combination with other plans and projects. The HRA is an iterative process and will play an important role in refining the contents of the CSHAAP.
6 Seeking Your Feedback

6.1 The consultation on the CSHAAP Issues Paper will run for 4 weeks - from midday Tuesday 6th November to 5pm on Wednesday 5th December 2018.

6.2 Once adopted the CSHAAP will form part of the Development Plan for Cheshire East. This Issues Paper is the first opportunity to feed back your views to the Council about how a planning and development framework for the Crewe Station Hub and its environs should be established and the matters it should address.
7 How to Respond / Viewing Consultation Documents

7.1 You can view the CSHAAP Issues Paper:

- online at www.cheshireeast.gov.uk/localplan;
- at libraries across the borough;
- and at the Council's offices / Customer Service Centres: Sandbach - Westfields, Middlewich Road, CW11 1HZ Crewe - the Planning Helpdesk, Municipal Buildings, Earle Street, Crewe, CW1 2BJ Macclesfield - Customer Service Centre, Town Hall, Market Place, SK10 1EA
8 Making Comments

8.1 We would encourage you to respond online if you can at: www.cheshireeast.gov.uk/localplan. You can also pick up a paper comments form from your local library and post it to the Council’s Spatial Planning Team, Cheshire East Council, c/o Earle Street, Crewe, CW1 2BJ.
9 Key Issues

9.1 There are a number of issues facing the delivery of an enhanced HS2 Station Hub at Crewe. These include:

- Land use and Master-planning – how and where to accommodate new development opportunities?
- Creating a new centre that compliments the existing town centre – how do we plan a new place that works well together with the existing town centre, supporting its on-going regeneration?
- Design, Heritage, Public Realm and Landmark Buildings – what sort of a built environment should we be creating around the Station Hub?
- Landscape and the Natural Environment – can we improve the urban landscape around the station and connect it more successfully to the wider rural landscape of Cheshire whilst supporting green infrastructure?
- Highways, Parking, Transport and Other Infrastructure – the arrival of HS2 will increase demand for access to and from the station, alongside access to jobs, homes and services that may be built in the vicinity of the station hub. How do we manage this increased demand for vehicular and pedestrian movement? With an increase in movement how should air quality be managed?
- Recreation, Leisure and Community Facilities – supporting development of the station hub is more than building infrastructure, how do we create a place that services a new businesses, passengers and residents?

9.2 A series of other issues related directly to the preparation, content and layout of the CSHAAP are also necessary to consider and expanded on below.
10 Issue 1: Timeframe of the CSHAAP

10.1 The Cheshire East Local Plan Strategy plans for development from 2010 to 2030.

10.2 HS2 phase 2A is set to open as far as Crewe by 2027, with phase 2B programmed for 2033. Whilst HS2 is not anticipated to arrive until the latter part of the current plan period, it is reasonable to assume that development around the Station Hub could begin at anytime based on market preferences. Therefore in order to manage development in the vicinity of Crewe Station it is important to establish a clear development framework through the CSHAAP.

10.3 The Council anticipates that the CSHAAP will run concurrently with the timeframe of the Local Plan Strategy.

Question 1

a. Is it appropriate for the CSHAAP timeframe to be the same as that of the Local Plan Strategy?

b. If not, what do you think the timeframe for the CSHAAP should be and why?
11 Issue 2: Geography and Boundary of the CSHAAP

11.1 The CSHAAP will clearly define a ‘red-line’ boundary in which its policies will apply. A choice will have to be made over which land is included and excluded from the boundary. Land in the boundary will be subject to the policies contained in the CSHAAP, land excluded will be subject to wider policies of the Development Plan only.

11.2 It is intended that the CSHAAP will include land that presents development and regeneration opportunities directly related to Crewe Station Hub and within a geography closely associated with the station itself. The map is included to help the distances from the existing station but the final boundary of the CSHAAP would likely be much more closely drawn to existing features and boundaries (roads for example).
Question 2

a. How far should the ‘red-line boundary’ of the CSHAAP extend from the hub station?

b. Are there specific areas of land that should be included in the CSHAAP?

c. Are there specific areas of land that should be excluded from the CSHAAP?

If you feel that specific land should or should not be included within the boundary please detail the reasons for this.
12 Issue 3: Sustainable Development

12.1 Sustainable development is at the heart of plan-making. The economic, environmental and social roles of sustainable development should be reflected in the CSHAAP in line with national planning policy.

12.2 Although the CHSAAP is not a daughter document to the LPS, the LPS nevertheless includes, amongst other policies, Policies MP1 (Presumption in Favour of Sustainable Development), SD1 (Sustainable Development in Cheshire East) and SD2 (Sustainable Development Principles) which apply across all areas of the borough including the area covered by the AAP. In the light of that, there is probably sufficient policy in the LPS that specifically draws together and sets out the various aspects of sustainable development. Bearing in mind that the Local Plan should be read as a whole, the CSHAAP could now focus on reflecting particular aspects of sustainable development in its thematic policies/the approach in specific locations.

Question 3

Does the LPS sufficiently address sustainable development in its existing policies or do you think that further guidance is required in the CSHAAP specifically regarding sustainable development?
13 Issue 4: Vision and Objectives

13.1 The CSHAAP will set out a vision and a series of objectives to be achieved.

13.2 The vision will be an overarching statement, or series of statements, describing the how the area will change in the future. It may cover what the area will look like, what facilities will be provided and what it will be like to live and work in. The objectives will be more specific and will set out what should be achieved in order to help make the ‘vision’ a reality. For each element of the vision there may be one or more objectives, depending on the different priorities which are highlighted. Detailed policies and actions can then follow on from these objectives.

13.3 The CSHAAP will develop a vision to set the framework for the type of development that will be supported in the area and frame the development of objectives and policies. It’s intended that the vision for the CSHAAP will build on that previously developed as part of the Masterplan process.

Question 4

a. What do you think the Vision for the CSHAAP should be?

b. What do you think the objectives of the CSHAAP should be?
14 Issue 5: Land use and Master-Planning

14.1 The delivery of an enhanced Crewe Station Hub has the potential to unlock the development of land around the Station Hub.

14.2 To make the most of opportunities presented by HS2 it is anticipated that primary land uses in this area will change over time either through direct public sector intervention or through the normal operation of the land and development market. To capture the benefits of HS2 it’s important that the Council are ambitious in setting out how land use should change in the future and what mix of land uses should be promoted.

14.3 Therefore the CSHAAP will identify key regeneration opportunities and oversee a step change in residential, commercial, employment land use around the station. Within the defined boundary, the CHSAAP will establish a series of planning policies to shape individual development management decisions.

14.4 The Council anticipates the CHSAAP will address how and where land use will change around the Hub Station through a masterplan. Area Action Plans often use this approach to define sub areas within the red-line boundary of the plan and set out a detailed policy framework to define preferred land use types and detailed development requirements in specific locations. This could involve the densification or intensification of land use types.

14.5 The Council anticipates that a master planning approach will be employed to define land use and development opportunities in the vicinity the Crew Station Hub. It is expected that the masterplan will inform the development of more detailed polices related of the delivery of the vision and objectives of the CSHAAP.

Question 5

Should the CSAAP be underpinned by a masterplan?

If so what type of land uses do you think should be addressed by the masterplan and how should sub-areas for specific land uses be defined?
15 Issue 6: Creating a New Centre that Compliments the Existing Town Centre

15.1 One of the Council’s objectives for Crewe is to support the development and regeneration of Crewe Town Centre. This is a key ambition and through investment in the Royal Arcade, Bus Station, Market Hall, Crewe University Technical College, Cheshire Archives, and Crewe Lifestyle Centre the Council continues to seek ways to make sure the town centre secures the right type of development to support its continued role as the primary shopping and leisure destination.

15.2 The arrival of HS2 and significant investment in the vicinity of the Crewe Station Hub creates an opportunity for development to support the continued regeneration of the town centre and it is anticipate that policies in the CSHAAP will support this. An important issue the AAP may address is how the two centres will function in relation to one another, how they will be linked both physically through public realm improvements and the design style of the local built environment.

15.3 The LPS also sets out the planning policy support for Town Centres through LPS Policy EG 5 ‘Promoting a Town Centre First Approach to Retail and Commerce’ which identifies the hierarchy of town centres in the Borough and promotes a ‘town centre first’ approach to retail and other main town centre uses.

15.4 Paragraphs 85 – 90 of the NPPF identify a number of things that local planning authorities should do in planning positively for town centres. As well as adopting a ‘town centre first’ approach, they should consider the impact of proposals on town centre vitality and viability.

15.5 The Cheshire East Retail Study (2016), updated in 2018 for Cheshire East, provides important evidence that will inform the preparation of additional policies in the CSHAAP which address new retail and commercial development.

15.6 The opportunity presented by the Crewe Station Hub presents a challenge between balancing the delivery of new commercial growth, including an appropriate level of new retail to serve users of the future station and local people, and ensuring that the town centre is not undermined but benefits from such investment.

Question 6

a. Should the CSHAAP ensure that new development around the hub-station supports the function of Crewe Town Centre?

b. If so how could the CSAAP best achieve this?
16.1 HS2 offers a unique opportunity for Crewe to re-establish itself as a nationally significant transport hub and to promote the potential for iconic and innovative design in buildings. The LPS sets out a high level strategic framework which helps the Council support such high quality development but specific design policies which apply to the area of land around Crewe Station are limited.

16.2 Primarily through Policy SE1 Design and Policy SE4 Heritage, the LPS establishes a strategic framework within which to assess heritage and design issues. The emerging SADPD also establishes a series of General Requirements which address design and other matters and a number of policies which directly address heritage issues. The Councils Design Guide Supplementary Planning Document, adopted in May 2017 also sets out a range of design parameters that should be used when determining residential development proposals.

16.3 There are a limited number of heritage assets in the area around the existing Crewe Rail Station and notable local buildings that, although not the subject of any formal designation, contribute positively to the character of the area.

16.4 As HS2 catalyses investment and the re-development of existing sites around the Station Hub there is potential to deliver clusters of high quality commercial and residential buildings that will dramatically re-present Crewe’s image to the world. How such buildings are designed, the features they should incorporate and the way in which they relate to the street and adjoining/nearby buildings will be an important element in the success of the investment around the hub station.

16.5 The CSHAAP could set out more detailed design parameters which address heritage, buildings and public realm through a master planning approach and although the development plan includes a suite of design based policies that may be sufficient to determine proposals the Council are considering whether more bespoke policies are required which may address matters of building height, frontage design and density alongside public realm aspirations.

**Question 7**

a. Should the CHSAAP include more detailed policies than already set out in the LPS?

b. If so what type of policies should be included and what matters should they address?
17 Issue 8: Landscape and the Natural Environment

17.1 Natural environment policies in the LPS include protecting local ecology, countryside and landscape features, and ensuring that the effect of development on agricultural land is properly taken into account in deciding planning applications.

17.2 The area around Crewe Railway Station is urban in character with a limited number of natural environmental assets. However, the CSHAAP could add further relevant policy detail on such matters related to:

- flood risk and water management.
- the need for development to be designed in a way that gives it resilience to the effects of climate change.
- pollution, land contamination and land instability.

17.3 Through policies SE3 Biodiversity and Geodiversity, SE4 The Landscape, SE6 Green Infrastructure and SE8 Renewable and Low Carbon Energy, the LPS sets out a strategic framework within which the landscape and natural environment is addressed. Through a further sixteen proposed environmental policies; the SADPD seeks to establish more detailed development management policies.

17.4 The Council feels that the Development Plan sufficiently addresses matters related to the landscape and the natural environment however would be interested to hear your views on whether the CSHAAP should include bespoke policies on these issues.

Question 8

Does the Development Plan (including emerging policies in the SADPD) sufficiently address matters of Landscape and the environment or should more bespoke policies be developed in the CSHAAP?

If not what matters do you feel such policies should address?
18 Issue 9: Highways, Parking, Transport and Other Infrastructure

18.1 As a transport led development opportunity, HS2 will connect Crewe much more efficiently with the wider region and beyond. Access to, through and from the hub station will therefore be an important factor in creating a place that works for station users, business and residents alike.

18.2 The term ‘infrastructure’ carries a wide definition and includes transport, education, health, public utilities, sports facilities and open space amongst other things. LPS Policy SD 1 (Sustainable Development) makes it clear that development should provide appropriate infrastructure to meet the needs of local communities.

18.3 As use of the Station Hub increases, it is important that the CSHAAP sets out a framework to manage and mitigate impacts on the existing highway network and, where possible, identify new opportunities for investment in the network that will alleviate existing pressures and accommodate improved vehicle and pedestrian movement in the future. This could involve both investment in the local highways infrastructure and also improved public transport and pedestrian connectivity within and to Crewe.

18.4 There are a number of Air Quality Management Zones in Crewe, the nearest to the station being on Nantwich Road. As HS2 increases the demand to travel to and from the station there will be a need to closely monitor impacts on local air quality and ensure that development successfully mitigates negative impacts. Existing strategic policies in the LPS address air quality (Policy SE12 Pollution, Land Contamination and Land Instability) and the need for effective travel plans to address impacts from development (Policy CO4 Travel Plans and Transport Assessments). Arguably, these policies are sufficient to address development in the vicinity of the Crewe Station Hub but there may be a need to consider if more detailed policies should be developed.

18.5 It’s likely there will be an increased demand for parking from businesses, new residents, passengers and visitors. Whilst the LPS includes parking standards that all new development should adhere to, given that HS2 is a unique development opportunity, the CSHAAP could develop an approach that is more attuned to the demand initiated by HS2 and development in the station area and which also contributes to high quality place-making.

18.6 The provision of necessary infrastructure has to go hand in hand with the provision of the new jobs and homes identified in the CSHAAP. An Infrastructure Delivery Plan has been prepared alongside the LPS setting out the new or improved infrastructure that is needed to enable planned growth to be achieved in line with the LPS’s vision and strategic priorities, however the CSHAAP represents additional growth that may require further consideration of infrastructure provision.

18.7 Further work will be needed to make sure that the required infrastructure comes forward. In the CSHAAP there may be a need, for example, to allocate or protect land for certain types of infrastructure. We would welcome your views on this and whether there are any particular sites or schemes that you want to highlight to the Council that fall into this category. This could include local cycling routes / schemes to support the implementation of the Cheshire East Cycling Strategy, key improvements to the highways network and the delivery of additional or new parking.
Question 9

a. What infrastructure issues should the CSHAAP address?

b. Where do you think the key highways interventions should take place?

c. What improvements to the highways network and facilities should be provided for pedestrians and cyclists?

d. Is the existing policy framework sufficient to address air quality issues?

e. How should the CSHAAP address parking? Should it set a new framework for this specific issue or rely on the existing parking standards of the Local Plan Strategy?

f. Should the CSHAAP safeguard land to deliver key infrastructure requirements (for example where a highway route may benefit from improvement).
19 Issue 10: Recreation, Leisure and Community Facilities

19.1 In setting out a vision and policy framework to shape development around the station, HS2 offers an opportunity to create a new recreation and leisure offer alongside increases in residential and commercial activity.

19.2 LPS Policy SC1 (Leisure and Tourism), SE 6 (Green Infrastructure), SC2 (Indoor and Outdoor Sports Facilities) establish strategic approach and requirements in terms of recreation, leisure and community facilities. The emerging SADPD also establishes a further series of five policies on more detailed matters of green space, green space implementation, indoor sport, day nurseries and community facilities.

19.3 The strategies developed in the CSHAAP may give rise to the need for land to be allocated and contributions to be sought from development to make sure that there is appropriate provision of these important facilities for residents. Although the CSHAAP could develop more detailed policies specific to the area of land in the vicinity of the Station Hub, arguably the Council feels that these issues are covered in sufficient detail elsewhere. We are interested to receive your view on whether there are detailed policies which you feel should be included in the CSHAAP on these matters.

Question 10

Does the Development Plan (including emerging policies in the SADPD) sufficiently address matters of recreation, leisure and community facilities or should more bespoke policies be developed in the CSHAAP?

If not what matters do you feel such policies should address?
20 Issue 11: Other Issues

20.1 This issues paper identifies a range of matters that the CSHAAP is likely to address. If there are other issues that you feel the CSHAAP should address then please let us know.

Question 11

Are there any other issues the CSHAAP should address?
21 Glossary

Affordable housing: housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions:

a) Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government’s rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).

b) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household’s eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.

c) Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

d) Other affordable routes to home ownership: is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.
<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
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<tr>
<td>Amenity</td>
<td>A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.</td>
</tr>
<tr>
<td>Best and most versatile agricultural land</td>
<td>Land in grades 1, 2 and 3a of the Agricultural Land Classification. Best and most versatile agricultural land.</td>
</tr>
<tr>
<td>Blue infrastructure</td>
<td>A network of water that supports native species, maintains natural ecological processes, prevents flooding, sustains air and water resources and contributes to the health and quality of life of local communities.</td>
</tr>
<tr>
<td>Brownfield land</td>
<td>Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.</td>
</tr>
<tr>
<td>Built-up frontage</td>
<td>A built-up frontage is considered to be a substantial line of buildings fronting a road with a fairly dense and uniform pattern of development. Loose groupings of buildings in substantial grounds or with other spaces between them are not considered to be built-up frontages.</td>
</tr>
<tr>
<td>Community Infrastructure Levy</td>
<td>A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.</td>
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<tr>
<td>Conservation</td>
<td>The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.</td>
</tr>
<tr>
<td>Conservation area</td>
<td>Areas of special architectural or historic interest.</td>
</tr>
<tr>
<td>Custom build</td>
<td>Homes commissioned by and built for an individual or or small group individuals for their own occupation.</td>
</tr>
<tr>
<td>Designated heritage asset</td>
<td>A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.</td>
</tr>
<tr>
<td>Development plan</td>
<td>This includes adopted local plans and neighbourhood plans and is defined in Section 38 of the Planning and Compulsory Purchase Act 2004.</td>
</tr>
<tr>
<td>Edge of centre</td>
<td>For retail purposes, a location that is well connected and up to 300 metres out of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office</td>
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</tbody>
</table>
development, this includes locations outside of the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.

**Employment land**

Land identified for business, general industrial, and storage and distribution development as defined by use classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987. It does not include land for retail development.

**Geodiversity**

The range of rocks, minerals, fossils, soils and landforms.

**Green Belt**

A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of the Green Belt are to: check the unrestricted sprawl of large built up areas; to prevent neighbouring towns from merging into one another; safeguard the countryside from encroachment; preserve the setting and special character of historic towns; and assist urban regeneration by encouraging the recycling of derelict and other urban land. Green Belts are defined in a local planning authority’s development plan.

**Greenfield**

Land, or a defined site, usually farmland, that has not previously been developed.

**Green infrastructure**

A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

**Heritage asset**

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets include designated heritage assets and assets identified by the local planning authority (including local listing).

**Historic environment**

All aspects of the environment resulting from the interaction between people and places through time, including all surviving remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

**Infrastructure**

Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education, sport/recreation and health facilities.

**Infrastructure delivery plan**

National planning policy formally requires local authorities to demonstrate sufficient infrastructure exists, or will be provided, to support their strategies for new development as set out in their local plan documents.

**Infill development**

Infill development is generally the development of a relatively small gap between existing buildings. The scale of infill development will depend upon the location of the site. Several local plan policies refer to infill
<table>
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<tr>
<th>Glossary Term</th>
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<tr>
<td>Infill village</td>
<td>Infill villages are settlements within the 'other settlements and rural areas' tier of the settlement hierarchy. They do not have a settlement boundary and are within the open countryside, but they do have a defined infill boundary, in which limited infilling can be allowed.</td>
</tr>
<tr>
<td>Key Service Centre (KSC)</td>
<td>Towns with a range of employment, retail and education opportunities and services, with good public transport. The KSCs are Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow.</td>
</tr>
<tr>
<td>Listed building</td>
<td>A building or structure of special architectural or historic interest. Listed buildings are graded I, II* or II, with grade I being the highest. Listing includes the interior as well as the exterior of the building, and includes any buildings or permanent structures in its curtilage that have formed part of the land since before 1 July 1948. Historic England is responsible for designating buildings for listing in England.</td>
</tr>
<tr>
<td>Local green gap</td>
<td>An area of land designated to maintain and enhance the character and separate identities of the borough's towns and villages. The purpose of local green gaps is to provide long-term protection against coalescence, protecting the setting and separation of settlements and retaining the existing settlement pattern by maintaining the openness of land. Local green gaps are designated through neighbourhood development plans.</td>
</tr>
<tr>
<td>Local landscape designations</td>
<td>Non-statutory and locally designated areas outside the national landscape designations, which are considered by the local planning authority to be of particular landscape value to the local area.</td>
</tr>
<tr>
<td>Local plan</td>
<td>The plan (which can comprise one or more documents) for the future development of the local area, drawn up by the council in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. The term includes old policies which have been saved under the 2004 Act.</td>
</tr>
<tr>
<td>Local Plan Strategy (LPS)</td>
<td>A development plan document and the first part of the council's local plan, the LPS was adopted in July 2017. It sets out the overall planning framework for the area. It includes strategic policies and allocations to achieve sustainable development.</td>
</tr>
<tr>
<td>Local planning authority</td>
<td>The local authority or council that is empowered by law to exercise planning functions. Often the local borough or district council. National park authorities and the Broads Authority are also considered to be local planning authorities.</td>
</tr>
<tr>
<td>Local Service Centre (LSC)</td>
<td>The third tier of settlements in the local plan's settlement hierarchy after principal towns and key service centres. They are planned to accommodate a lower level of development generally reflective of the development and set out what scale is appropriate. These policies include LPS Policy PG 3 'Green Belt'; LPS Policy PG 6 'Open countryside'; and SADPD Could not findID-5044595-49.</td>
</tr>
</tbody>
</table>
range of services and facilities that they offer. The LSCs are Alderley Edge, Audlem, Bollington, Bunbury, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley, Prestbury, Shavington and Wrenbury.

<table>
<thead>
<tr>
<th>Local urban centre</th>
<th>Defined area comprising of a range of shops and services that generally function to meet local, day to day shopping needs, sometimes including small supermarkets. Local urban centres do not fall within the definition of town centres.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local wildlife sites/site of biological importance</td>
<td>Locally important sites of nature conservation adopted by local authorities for planning purposes.</td>
</tr>
<tr>
<td>Main town centre uses</td>
<td>Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).</td>
</tr>
<tr>
<td>Masterplan</td>
<td>A means of expressing a vision for how a development opportunity site could be designed. Often these are illustrative rather than detailed.</td>
</tr>
<tr>
<td>National Planning Policy Framework (NPPF)</td>
<td>Sets out the government’s planning policies for England and how these are expected to be applied.</td>
</tr>
<tr>
<td>Neighbourhood development plan</td>
<td>A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.</td>
</tr>
<tr>
<td>Neighbourhood parade of shops</td>
<td>Defined area comprising a small group of shops and other facilities serving the day to day needs of residents generally within a very localised catchment. Neighbourhood parades of shops do not fall within the definition of town centres.</td>
</tr>
<tr>
<td>Non-designated heritage asset</td>
<td>Locally important heritage assets identified by the local planning authority, where there is often a strong local affinity or association:</td>
</tr>
<tr>
<td></td>
<td>- Areas of local archaeological interest (including the areas of archaeological potential and sites of archaeological importance identified in local plans)</td>
</tr>
<tr>
<td></td>
<td>- Buildings of local architectural or historic interest (local list)</td>
</tr>
<tr>
<td></td>
<td>- Locally important built assets not on the local list</td>
</tr>
<tr>
<td></td>
<td>- Locally significant historic parks and gardens</td>
</tr>
<tr>
<td></td>
<td>- Other locally important historic landscapes</td>
</tr>
<tr>
<td>Glossary Term</td>
<td>Definition</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Open countryside</td>
<td>The area outside of any settlement with a defined settlement boundary (including principal towns, key service centres, local service centres and any other settlements with a settlement boundary identified in a made neighbourhood development plan).</td>
</tr>
<tr>
<td>Open space</td>
<td>All space of public value, including public landscaped areas, playing fields, parks and play areas, and areas of water such as rivers, canals, lakes and reservoirs, which may offer opportunities for sport and recreation or act as a visual amenity and a haven for wildlife.</td>
</tr>
<tr>
<td>Out of centre</td>
<td>A location which is not in or on the edge of a centre but not necessarily outside the urban area.</td>
</tr>
<tr>
<td>Outdoor sports facilities</td>
<td>Sports facilities with natural or artificial surfaces (and either publicly or privately owned) – including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields and other outdoor sports areas – these facilities may have ancillary infrastructure such as changing accommodation or pavilions.</td>
</tr>
<tr>
<td>Planning obligation</td>
<td>A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.</td>
</tr>
<tr>
<td>Pollution</td>
<td>Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.</td>
</tr>
<tr>
<td>Previously developed land</td>
<td>See 'Brownfield land'</td>
</tr>
<tr>
<td>Primary shopping area</td>
<td>Defined area where retail development is concentrated.</td>
</tr>
<tr>
<td>Primary and secondary frontages</td>
<td>Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.</td>
</tr>
<tr>
<td>Principal town</td>
<td>The largest towns with a wide range of employment, retail and education opportunities and services, serving a large catchment area with a high level of accessibility and public transport. The principal towns are Crewe and Macclesfield.</td>
</tr>
<tr>
<td>Priority habitats and species</td>
<td>Species and habitats of principal importance included in the England Biodiversity List published by the Secretary of State under Section 41 of the Natural Environment and Rural Communities Act 2006.</td>
</tr>
<tr>
<td>Ramsar sites</td>
<td>Wetlands of international importance, designated under the 1971 Ramsar Convention.</td>
</tr>
<tr>
<td>Registered battlefield</td>
<td>The Historic England Register of Historic Battlefields identifies 43 important English battlefields. Its purpose is to offer them protection and to promote a better understanding of their significance.</td>
</tr>
<tr>
<td>Glossary Term</td>
<td>Definition</td>
</tr>
<tr>
<td>--------------------------------------</td>
<td>-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Registered parks and gardens</td>
<td>Historic England compile a register of historic parks and gardens. Historic parks and gardens are a fragile and finite resource; they can easily be damaged beyond repair or lost forever. From town gardens and public parks to the great country estates, such places are an important, distinctive, and much cherished part of our inheritance.</td>
</tr>
<tr>
<td>Renewable and low carbon energy</td>
<td>Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment – from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).</td>
</tr>
<tr>
<td>Rural exception sites</td>
<td>Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. A proportion of market homes may be allowed on the site at the local planning authority’s discretion, for example where essential to enable the delivery of affordable units without grant funding.</td>
</tr>
<tr>
<td>Safeguarded land</td>
<td>Safeguarded land is land between the urban area and the Green Belt. It aims to protect Green Belt in the longer term by reserving land which may be required to meet longer-term development needs.</td>
</tr>
<tr>
<td>Settlement hierarchy</td>
<td>The local plan settlement hierarchy is set out in LPS Policy PG 2. It categorises settlements into four tiers: principal towns, key service centres, local service centres and other settlements and rural areas.</td>
</tr>
<tr>
<td>Scheduled monument</td>
<td>A nationally-important site or monument which is given legal protection against disturbance or change.</td>
</tr>
<tr>
<td>Self build and custom-build housing</td>
<td>Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.</td>
</tr>
<tr>
<td>Site of special scientific interest (SSSI)</td>
<td>Sites designated by Natural England under the Wildlife and Countryside Act 1981.</td>
</tr>
<tr>
<td>Special areas of conservation (SAC)</td>
<td>Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.</td>
</tr>
<tr>
<td>Special protection areas (SPA)</td>
<td>Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.</td>
</tr>
<tr>
<td>Stepping stones</td>
<td>Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes.</td>
</tr>
</tbody>
</table>
Strategic green gap
An area of land designated to maintain and enhance the character and separate identities of the borough’s towns and villages. LPS Policy PG 5 designates four strategic green gaps between Crewe and Nantwich and between Crewe and its surrounding villages. The purpose of these strategic green gaps is to provide long-term protection against coalescence, protecting the setting and separation of settlements and retaining the existing settlement pattern by maintaining the openness of land.

Strategic site/location
An important or essential site/area in relation to achieving the vision and strategic priorities of the local plan and which contributes to accommodating the sustainable development planned for over the local plan period.

Supplementary planning documents
Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

Sustainability appraisal
An appraisal of the economic, environmental and social effects of potential policies and proposals to inform the development of the plan.

Sustainable development
A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs." The government has set out four aims for sustainable development in its strategy 'A Better Quality of Life, a Strategy for Sustainable Development in the UK'. The four aims, to be achieved simultaneously are:
- Social progress that recognises the needs of everyone;
- Effective protection of the environment;
- Prudent use of natural resources; and
- Maintenance of high and stable levels of economic growth and employment.

Town centre
Area defined on the local authority’s policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. Unless they are identified as centres in the development plan, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.

Wildlife corridor
Areas of habitat connecting wildlife populations.

World heritage site
A place that is listed by the United Nations Educational, Scientific and Cultural Organisation as of special cultural or physical significance, which the World Heritage Committee considers as having outstanding universal value.