

## List of policies saved and deleted on adoption of the Cheshire East Local Plan Strategy 27 July 2017:

### Macclesfield Borough Local Plan (Adopted January 2004)

Please note that Macclesfield Local Plan policies not listed here were previously deleted following the Secretary of State's direction in September 2007.

Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy NE1: Areas of Special County Value	No	Policy SE 4	Areas of Special County Value are now known as Local Landscape Designations which are addressed by Policy SE 4. Until reviewed and updated through the production of a Site Allocations and Development Policies DPD, the spatial extent of Local Landscape Designation Areas in the former Macclesfield Borough is shown as Areas of Special County Value in the proposals maps of the existing Macclesfield Local Plan.
Policy NE2: Protection of Local Landscapes	Yes	Policy SE 4	Superseded by Policy SE 4 which sets out the approach to landscape protection.
Policy NE3: Landscape Conservation	No		
Policy NE5: Conservation of Parkland Landscapes	No		
Policy NE7: Woodland Management	Yes	Policy SE 5	Superseded by Policy SE 5 which sets out protection for trees, hedgerows and woodland.
Policy NE8: Promotion and Restoration of Woodland	No		
Policy NE9: Protection of River Corridors	No		
Policy NE10: Conservation of River Bollin	No		
Policy NE11: Nature Conservation	No	Policy SE 3	Superseded by Policy SE 3 which seeks to protect and enhance biodiversity and geodiversity. Until reviewed and updated through the production of a Site Allocations and Development Policies DPD, the spatial extent of nature conservation areas in the former Macclesfield Borough is shown in the proposals maps of the existing Macclesfield Local Plan.
Policy NE12: SSSIs, SBIs and Nature Reserves	No	Policy SE 3	These assets are protected by Policy SE 3. Until reviewed and updated through the production of a Site Allocations and Development Policies DPD, the spatial extent of these areas in the former Macclesfield Borough is shown in the proposals maps of the existing Macclesfield Local Plan.

<b>Existing Macclesfield Local Plan Policy</b>	<b>Delete?</b>	<b>New Local Plan Strategy Policy</b>	<b>Reason</b>
Policy NE13: Sites of Biological Importance	No	Policy SE 3	SBIs are protected by Policy SE 3. Until reviewed and updated through the production of a Site Allocations and Development Policies DPD, the spatial extent of SBIs in the former Macclesfield Borough is shown in the proposals maps of the existing Macclesfield Local Plan.
Policy NE14: Nature Conservation Sites	No	Policy SE 3	Policy protects a range of habitats. Until reviewed and updated through the production of a Site Allocations and Development Policies DPD, the spatial extent of these areas in the former Macclesfield Borough is shown in the proposals maps of the existing Macclesfield Local Plan.
Policy NE15: Habitat Enhancement	No		
Policy NE16: Nature Conservation Priority Areas	No		
Policy NE17: Nature Conservation in Major Developments	No		
Policy NE18: Accessibility to Nature Conservation	No		
Policy BE1: Design Guidance	Yes	Policies SE 1, SD 2	Policy SE 1 sets out requirements for design. Policy SD 2 sets out sustainable development principles.
Policy BE2: Preservation of Historic Fabric	No		
Policy BE3: Conservation Areas	Yes	Policy SE 7	Policy SE 7 addresses the historic environment, including Conservation Areas, and its protection.
Policy BE4: Design Criteria in Conservation Areas	Yes	Policy SE 7	Conservation Area Consent no longer required for demolition. Development covered by Policy SE 7, which addresses the historic environment, including Conservation Areas and its protection.
Policy BE6: Macclesfield Canal Conservation Area	No		
Policy BE7: High Street Conservation Area	No		
Policy BE8: Christ Church Conservation Area	No		
Policy BE9: Barracks Square Conservation Area	No		
Policy BE12: The Edge Conservation Area	No		
Policy BE13: Legh Road Conservation Area	No		
Policy BE15: Listed Buildings	No		
Policy BE16: Setting of Listed Buildings	Yes	Policy SE 7	This policy sets out the approach to heritage assets, including their setting.

<b>Existing Macclesfield Local Plan Policy</b>	<b>Delete?</b>	<b>New Local Plan Strategy Policy</b>	<b>Reason</b>
Policy BE17: Preservation of Listed Buildings	No		
Policy BE18: Design Criteria for Listed Buildings	No		
Policy BE19: Changes of Use for Listed Buildings	No		
Policy BE20: Locally Important Buildings	Yes	Policy SE 7	This policy sets out the approach to heritage assets, including designated and non-designated assets.
Policy BE21: Sites of Archaeological Interest	No		
Policy BE22: Scheduled Monuments	No		
Policy BE23: Development Affecting Archaeological Sites	No		
Policy BE24: Development of Sites of Archaeological Importance	No		
Policy GC1: Green Belt - New Buildings	No		
Policy GC4: Major Developed Sites in the Green Belt	No		
Policy GC5: Countryside Beyond the Green Belt	Yes	Policy PG 6	Policy PG 6 sets out the approach to the open countryside.
Policy GC6: Outside the Green Belt, Areas of Special County Value and Jodrell Bank Zone	No		
Policy GC7: Safeguarded Land	Yes	Policy PG 4	Policy PG 4 sets out the approach to safeguarded land. Areas mentioned under saved policy GC7 now development sites.
Policy GC8: Reuse of Rural Buildings - Employment and Tourism	No		
Policy GC9: Reuse of Rural Buildings - Residential	No		
Policy GC10: Extensions to Residential Institutions	No		
Policy GC12: Alterations and Extensions to Houses	No		

<b>Existing Macclesfield Local Plan Policy</b>	<b>Delete?</b>	<b>New Local Plan Strategy Policy</b>	<b>Reason</b>
Policy GC14: Jodrell Bank	No	Policy SE 14	Policy SE 14 sets out the requirements regarding Jodrell Bank. Until defined on the Policies Map through the Site Allocations and Development Policies Document, the spatial extent of the Jodrell Bank Radio Telescope Consultation Zone in the former Macclesfield Borough is shown in the proposals maps of the existing Macclesfield Borough Local Plan.
Policy RT1: Protection of Open Spaces	No		
Policy RT2: Incidental Open Spaces/Amenity Areas	No		
Policy RT3: Redundant Educational Establishments	No		
Policy RT5: Open Space Standards	No		
Policy RT6: Recreation/Open Space Provision	No		
Policy RT7: Cycleways, Bridleways and Footpaths	No		
Policy RT8: Access to Countryside	No		
Policy RT9: Restoration of Danes Moss Tip	No		
Policy RT10: Canals and Water Recreation	No		
Policy RT11: Canal Mooring Basins	No		
Policy RT13: Promotion of Tourism	Yes	Policy EG 4	This policy addresses tourist development, protecting the features that attract visitors and encouraging investment.
Policy RT15: Hotel Development	Yes	Site LPS 13	Site referred to now covered by LPS 13 South Macclesfield Development Area.
Policy RT17: Re-use of Rural Buildings	No		
Policy RT19: Dairy House Lane Recreational Allocation	Yes	Allocation LPS 33	Allocation LPS 33 North Cheshire Growth Village Handforth sets out new proposals for this site
Policy H1: Phasing Policy	Yes	Policies PG 1, PG 7, SE 2	Policy PG 1 sets out the level of housing land required during the plan period; Policy PG 7 sets out the spatial distribution of development across the borough; and Policy SE 2 addresses use of previously developed land.
Policy H2: Environmental Quality in Housing Developments	Yes	Policies SD 2 & SE 1	Policy SD 2 sets out sustainable development principles. Policy SE 1 sets out detailed requirements for new housing development.

<b>Existing Macclesfield Local Plan Policy</b>	<b>Delete?</b>	<b>New Local Plan Strategy Policy</b>	<b>Reason</b>
Policy H4: Housing Sites in Urban Areas	Yes	Site Allocations - LPS 13, LPS 14, LPS 15, LPS 17	The Local Plan Strategy provides updated site allocations, as noted.
Policy H5: Windfall Housing Sites	Yes	Policies SD 1, SD 2, IN 2, SE 1, SE 3, SE 4, SE 5, SE 6, SE 12, SE 13, CO 1, CO 4	The Local Plan Strategy includes policies addressing windfall sites and the approach to be taken in evaluating applications for housing development including infrastructure; accessibility; and physical and environmental constraints.
Policy H6: Town Centre Housing	No		
Policy H8: Provision of Affordable Housing in Urban Areas	Yes	Policy SC 5	This policy addresses affordable housing.
Policy H9: Occupation of Affordable Housing	No		
Policy H11: Existing Housing Stock	No		
Policy H12: Low Density Housing Areas	No		
Policy H13: Protecting Residential Areas	Yes	Policies SE 12, SE 1, SD 2	Policy SE 12 Pollution and Unstable Land ensures that development protects amenity. Policy SE 1 sets out requirements for design. Policy SD 2 sets out sustainable development principles.
Policy C2: Macclesfield District General Hospital	No		
Policy E1: Retention of Employment Land	Yes	Policy EG 3	Policy EG 3 updates the approach to be taken to existing employment sites.
Policy E2: Retail Development on Employment Land	No		
Policy E3: B1 (Business) Uses	No		
Policy E4: General Industrial Development	No		
Policy E5: Special Industries	No		
Policy E6: Land to the west of Lyme Green Business Park	Yes	Allocation LPS 13	Allocation LPS 13 sets out new proposals for this site.
Policy E7: Land at Hurdsfield Road	No		
Policy E8: Parkgate Industrial Estate	Yes	Allocation LPS 37	Allocation LPS 37 sets out new proposals for this site.
Policy E11: Mixed Use Areas	No		
Policy E14: Relocation of Businesses	No		

<b>Existing Macclesfield Local Plan Policy</b>	<b>Delete?</b>	<b>New Local Plan Strategy Policy</b>	<b>Reason</b>
Policy T1: General Transportation Policy	Yes	Policy CO 1 and policies SD 1 & SD 2	Policy CO 1 deals with sustainable travel and transport; policies SD 1 & SD 2 cover sustainable development particularly environmental issues.
Policy T2: Public Transport	Yes	Policy CO 1	Policy CO 1 deals with sustainable travel and transport including public transport.
Policy T3: Pedestrians	Yes	Policy CO 1	Policy CO 1 deals with sustainable travel and transport including pedestrians.
Policy T4: Access for People with Restricted Mobility	Yes	Policies CO 1 and SC 3	Policy CO 1 deals with sustainable travel ; Policy SC 3 covers health and well-being including access for all.
Policy T5: Provision for Cyclists	Yes	Policy CO 1 and SD 2	Policy CO 1 deals with sustainable travel; Policy SD 2 covers sustainable development including cycling provision.
Policy T6: Highway Improvement Schemes	Yes	Policies CO 1, CO 2 and IN 2	Policies CO 1 & CO 2 deal with transport and its provision; Policy IN 2 deals with contributions.
Policy T7: Safeguarded Routes	No		
Policy T8: Traffic Management and Environmental Improvements	Yes	Policy CO 2	Policy CO 2 covers routes that may be relieved of traffic.
Policy T9: Traffic Management and Traffic Calming	Yes	Policy CO 1	Policy CO 1 supports the priority of pedestrians and creating a safe environment.
Policy T10: South Macclesfield Distributor Road	Yes	Policy CO 2 and Site LPS 13	Policy CO 2 lists a new highway link between the A523 and A536 as does the detail in Site LPS 13 South Macclesfield Development Area.
Policy T11: Improvements to Strategic Highways Network	No		
Policy T13: Public Car Parks	No		
Policy T14: Lorry Park Proposals	Yes	Allocation LPS 13	Allocation LPS 13 sets out new proposals for this site.
Policy T15: Lorry Parking	No		
Policy T18: Restrictions on Development within NNI Zones	No		
Policy T19: Public Safety Zone	No		
Policy T20: Control of Airport Infrastructure	No		
Policy T21: Airport Related Development	No		
Policy T22: Restoration of Land to the East of Satellite Fire Station	No		
Policy T23: Airport Operational Area	No		

<b>Existing Macclesfield Local Plan Policy</b>	<b>Delete?</b>	<b>New Local Plan Strategy Policy</b>	<b>Reason</b>
Policy S1: Town Centre Shopping Development	Yes	Policy EG 5	Policy EG 5 creates a new hierarchy of retail centres.
Policy S2: New Shopping, Leisure and Entertainment Developments	Yes	Policies E G5, SC 1, SD 2	Policy EG 5 addresses the provision of new retail uses. Policy SC 1 covers leisure and recreation. SD 2 covers travel and amenity aspects.
Policy S3: Congleton Road Development Site	Yes	Allocation LPS 13	Allocation LPS 13 sets out new proposals for this site.
Policy S4: Local Shopping Centres	No		
Policy S5: Class A1 Shops	No		
Policy S7: New Local Shops	Yes	Policy EG 5	Policy EG 5 addresses the provision of new retail uses.
Policy MTC1: Prime Shopping Area	No		
Policy MTC2: Exchange Street Redevelopment	No		
Policy MTC3: Development in Prime Shopping Areas	No		
Policy MTC4: Secondary Shopping Areas	No		
Policy MTC5: Waters Green Area	No		
Policy MTC6: Improvement of Sunderland Street	No		
Policy MTC7: Redevelopment Area - West of Churchill Way	No		
Policy MTC8: Redevelopment Area - Samuel Street/Park Lane	No		
Policy MTC9: Redevelopment Area - Duke Street	No		
Policy MTC11: Redevelopment Area: Macclesfield Station	No		
Policy MTC12: Mixed Use Areas	No		
Policy MTC13: Park Green Regeneration Area	No		
Policy MTC14: Conservation of Park Green	No		
Policy MTC15: King Edward Street Regeneration	No		

<b>Existing Macclesfield Local Plan Policy</b>	<b>Delete?</b>	<b>New Local Plan Strategy Policy</b>	<b>Reason</b>
Policy MTC16: Pedestrian Routes/Links	No		
Policy MTC17: Jordangate and Market Place	No		
Policy MTC18: George Street Mill Regeneration Area	No		
Policy MTC19: Housing	No		
Policy MTC20: Christ Church Housing Area	No		
Policy MTC21: Reuse of Christ Church	No		
Policy MTC22: Office Development	No		
Policy MTC23: Pedestrianisation	No		
Policy MTC24: Car Parks	No		
Policy MTC25: Car Parking Provision	No		
Policy MTC26: Car Parking Provision	No		
Policy MTC27: River Bollin Recreational Route	No		
Policy WTC3: Kings Close Shopping Proposal	Yes		Site developed
Policy WTC4: Development in the Shopping Area	No		
Policy WTC5: Upper Floor Development	No		
Policy WTC6: Green Lane/Alderley Road Redevelopment Area	No		
Policy WTC7: Mixed Use Areas	No		
Policy WTC8: Housing and Community Uses	No		
Policy WTC9: Offices	No		
Policy WTC10: Environmental Improvement of Bank Square Area	No		
Policy WTC11: Pedestrian Priority Measures	No		
Policy WTC12: Car Parks	No		
Policy WTC13: Car Park Proposal - Spring Street	Yes		Area identified on Proposals Map has been developed.
Policy HDC1: Shopping Area	No		

<b>Existing Macclesfield Local Plan Policy</b>	<b>Delete?</b>	<b>New Local Plan Strategy Policy</b>	<b>Reason</b>
Policy HDC2: Upper Floor Development	No		
Policy HDC3: Mixed Use Area	No		
Policy HDC4: Housing and Community Uses	No		
Policy HDC5: Office Development	No		
Policy HDC6: Car Parking	No		
Policy HDC7: Redevelopment of the Paddock	No		
Policy AEC1: Shopping Area	No		
Policy AEC3: Upper Floor Development	No		
Policy AEC4: Mixed Use Areas	No		
Policy AEC5: Office Development	No		
Policy AEC6: Housing Development	No		
Policy AEC7: Car Parking	No		
Policy KTC1: Conservation of Historic Character	No		
Policy KTC2: Design Guidance	No		
Policy KTC3: Design Guidance	No		
Policy KTC4: Design Guidance	No		
Policy KTC5: Redevelopment Criteria for 'The Yards'	No		
Policy KTC6: Red Cow Yard	No		
Policy KTC8: Silk Mill Street	No		
Policy KTC9: Shopping Areas	No		
Policy KTC10: Shopping Area Development	No		
Policy KTC11: Upper Floor Development	No		
Policy KTC12: Housing and Community Uses	No		
Policy KTC13: Housing Development	No		

<b>Existing Macclesfield Local Plan Policy</b>	<b>Delete?</b>	<b>New Local Plan Strategy Policy</b>	<b>Reason</b>
Policy KTC14: Mixed Use Areas	No		
Policy KTC16: Office Development	No		
Policy KTC17: King Street Link Road	No		
Policy KTC18: Pedestrian Priority Measures	No		
Policy KTC19: Car Parks	No		
Policy KTC20: Additional Car Parking	No		
Policy KTC21: Car Parking Provision	No		
Policy PDC1: Prime Shopping Area	No		
Policy PDC2: Development in the Prime Shopping Area	No		
Policy PDC3: Secondary Shopping Area	No		
Policy PDC4: Upper Floor Development	No		
Policy PDC5: Housing and Community Uses	No		
Policy PDC6: Office Development	No		
Policy PDC7: Car Parking	No		
Policy PDC8: Car Parking at Park Lane	No		
Policy IMP1: Development Sites	Yes	Policies IN 1, IN 2	IN 1 covers infrastructure delivery. IN 2 outlines developer contributions.
Policy IMP2: Transport Measures	Yes	Policies IN 1, IN 2, CO 4	IN 1 covers infrastructure delivery. IN 2 outlines developer contributions. CO 4 covers Travel Plans and Transport Assessments.
Policy IMP3: Land Ownership	No		
Policy IMP4: Environmental Improvements in Town Centres	Yes	Policies IN 1, IN 2	IN 1 covers infrastructure delivery. IN 2 outlines developer contributions.
Policy DC1: Design - New Build	Yes	Policies SD 2, SE 1, SE 2	SD 2 covers sustainable development principles - SD 2, 1, ii refers to an area's character & distinctiveness re height, scale, mass, relationship with street-scene, etc. SE 1 covers design re sense of place, design quality, sustainable urban/architectural/landscape design, livability/workability & designing in safety. SE 2 refers to density for windfall sites.
Policy DC2: Design - Extensions & Alterations	No		

<b>Existing Macclesfield Local Plan Policy</b>	<b>Delete?</b>	<b>New Local Plan Strategy Policy</b>	<b>Reason</b>
Policy DC3: Design - Amenity	No		
Policy DC5: Design - Natural surveillance/crime prevention	Yes	Policy SE 1	SE 1 covers a range of design principles - SE 1, 5 covers designing in safety.
Policy DC6: Design - Circulation & Access	No		
Policy DC8: Design - Landscaping	No		
Policy DC9: Design -Tree Protection	No		
Policy DC10: Landscaping and Tree Protection	No		
Policy DC13: Design - Noise	No		
Policy DC14: Design - Noise	No		
Policy DC15: Design - Provision of Facilities	No		
Policy DC16: Design - Provision of Facilities	No		
Policy DC17: Design - Water Resources	No		
Policy DC18: Design - Water Resources	Yes	Policy SE 13	Policy SE 13 sets out requirements regarding flood risk and water management.
Policy DC19: Design - Water Resources	No		
Policy DC20: Design - Water Resources	No		
Policy DC21: Temporary Buildings and Uses	No		
Policy DC22: Design - Temporary Buildings and Uses	No		
Policy DC23: Green Belt & Countryside - Permanent Agricultural Dwellings	No		
Policy DC24: Green Belt & Countryside - Temporary Agricultural Dwellings	No		
Policy DC25: Green Belt & Countryside - Discharge of conditions Agricultural Dwellings	No		
Policy DC27: Green Belt & Countryside - Storage of Caravans	No		

<b>Existing Macclesfield Local Plan Policy</b>	<b>Delete?</b>	<b>New Local Plan Strategy Policy</b>	<b>Reason</b>
Policy DC28: Green Belt & Countryside - Agricultural Buildings	Yes	Policies SD 2, SE 7, SE 3	SD 2 covers sustainable development principles - SD 2, 1, ii refers to an area's character & distinctiveness re height, scale, mass, materials etc. SE 7 relates to protecting the historic environment (inc. All heritage assets). SE 3 protects sites of nature importance SE 3, 3). Also, saved policies DC3 (amenity), DC6 (access) & DC8 (landscaping conditions) are relevant.
Policy DC29: Green Belt & Countryside - Agricultural Buildings: siting, design & appearance	Yes	Policies SD 2, SE 7, SE 3	SD 2 covers sustainable development principles - SD 2, 1, ii refers to an area's character & distinctiveness re height, scale, mass, materials etc. SE 7 relates to protecting the historic environment (inc. all heritage assets). SE 3 protects sites of nature importance.
Policy DC31: Green Belt & Countryside - Gypsies	No		
Policy DC32: Green Belt & Countryside - Equestrian Facilities	No		
Policy DC33: Green Belt & Countryside - Outdoor Commercial Recreation	No		
Policy DC35: Residential - Materials & Finishes	No		
Policy DC36: Residential -Road Layouts and Circulation	No		
Policy DC37: Residential -Landscaping	No		
Policy DC38: Residential -Space, Light and Privacy	No		
Policy DC40: Residential -Children's Play/Amenity Space	No		
Policy DC41: Residential -Infill Housing Development	No		
Policy DC42: Residential -Subdivision	No		
Policy DC43: Residential -Side Extensions	No		
Policy DC44: Residential -Residential Caravans	No		
Policy DC45: Residential -Playgroups and Nurseries	No		
Policy DC46: Residential -Demolition	No		
Policy DC47: Residential -Demolition	No		
Policy DC48: Retail - Shop Front Design	No		

<b>Existing Macclesfield Local Plan Policy</b>	<b>Delete?</b>	<b>New Local Plan Strategy Policy</b>	<b>Reason</b>
Policy DC49: Retail - Shop Front Security	No		
Policy DC50: Shop Front canopies, Awnings etc.	No		
Policy DC51: Adverts	No		
Policy DC52: Adverts	No		
Policy DC53: Adverts	No		
Policy DC54: Restaurants etc	No		
Policy DC55: Amusement Centres	No		
Policy DC57: Community Uses - Residential Institutions	No		
Policy DC60: Community Uses - Telecommunications Equipment	No		
Policy DC61: Community Uses - Telecommunications Equipment	Yes	Policy SD 2	SD 2 covers sustainable development principles - SD 2, 1, ii refers to an area's character & distinctiveness re height, scale, mass, materials etc.
Policy DC62: Community Uses - Renewable Energy	Yes	Policy SE 8	SE 8 covers renewable and low carbon energy schemes, inc. consideration of visual impact, impact on residential amenity and character of the area.
Policy DC63: Community Uses - Contaminated Land	No		
Policy DC64: Community Uses - Floodlighting	No		



# Macclesfield Borough Local Plan

## Written Statement

The Alterations to the Borough Local Plan were adopted on 8 January 2004 and with the adopted Local Plan (29 December 1997) now form the Borough Local Plan to the year 2011

Together with the Cheshire Replacement Structure Plan the Borough Local Plan comprises the Development Plan for the Borough of Macclesfield, excluding that part of the Borough which lies in the Peak National Park

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#### Natural Environment

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### Recreation

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## Policies by Parish

This index lists those policies in which the parish is specifically mentioned. Certain policies, for example those relating to the Macclesfield Canal Conservation Area, are relevant to a large number of Parishes. These are not listed under the relevant Parish heading.

### Macclesfield

Macclesfield	NE17, BE6, BE7, BE8, BE9, <del>GC5</del> , RT6, RT7, RT9, <del>RT16</del> , <del>H1</del> , <del>H2</del> , <del>H3</del> , <del>H5</del> , <del>C1</del> , C2, C4, E2, E3, E4, E5, <del>E6</del> , <del>E10</del> , <del>T5</del> , <del>T6</del> , T7, <del>T12</del> , <del>T16</del> , <del>S1</del> , <del>S3</del> , S4, S5, Chapter 10
Bollington	NE17, <del>BE10</del> , <del>RT6</del> , <del>H5</del> , E3, <del>E10</del> , S5
Prestbury	<del>BE11</del> , RT6, <del>H5</del> , <del>H10</del> , T7, S5
Gawsworth	<del>GC5</del> , RT6, RT9, <del>H3</del> , <del>T5</del> , S4
Henbury	<del>GC5</del> , RT6, <del>T5</del> , T7
Sutton	<del>H5</del> , E2, E3, E4, E5
Bosley	RT11

### Knutsford

Knutsford	BE13, BE22, RT6, <del>H5</del> , <del>H10</del> , E2, E3, E7, T7, T18, <del>S1</del> , S5, Chapter 14
Mobberley	RT6, <del>H5</del> , E3, S5
High Legh	<del>H5</del> , <del>T2</del>
Pickmere	<del>RT12</del>
Mere	<del>T2</del>
Tabley	<del>T2</del>
Bexton	<del>T2</del>
Plumley	<del>T2</del>

### Poynton

Poynton	NE18, RT6, <del>H5</del> , <del>H10</del> , E2, E3, <del>T2</del> , <del>T3</del> , <del>S1</del> , S5, Chapter 15
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Adlington	E2, E3, E4, <del>E8</del> , <del>T2</del> , <del>T3</del>

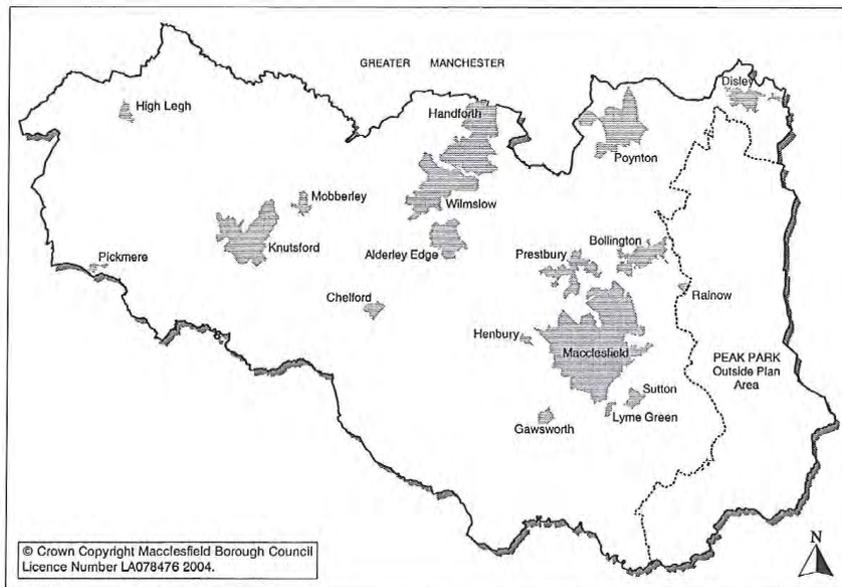
### Wilmslow

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Handforth	C5, RT6, RT22, E2, E3, <del>T2</del> , <del>S1</del> , S5, Chapter 12
Alderley Edge	BE12, RT6, <del>H5</del> , <del>H10</del> , <del>T2</del> , <del>S1</del> , S5, Chapter 13
Nether Alderley	T7
Chelford	E4, <del>E17</del>

# 1. Introduction

1.1 This Plan is the Macclesfield Borough Local Plan, adopted by the Borough Council. It contains the planning policies and proposals to shape the environment of the whole Borough up to 2011. Whilst the policies and proposals are land use-based, related environmental, social and economic considerations have been taken into account.

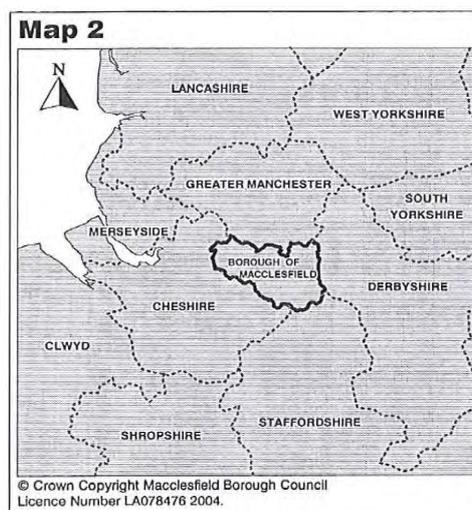
The Plan area is shown on Map 1 and relates to the area of Macclesfield Borough outside the Peak District National Park.



**Map 1: The Borough of Macclesfield**

## Setting

1.2 Map 2 shows the Borough in its regional setting.



**Map 2: Regional setting**

## Purpose of the Borough Local Plan

1.3 The Borough Local Plan seeks to bring about desired changes to the physical environment and to promote, as far as possible, economic and social change. The Borough Local Plan, in producing planning policies and proposals for the area, has four main functions:

1. to develop at the local level the relevant policies and general proposals contained in the Cheshire County Structure Plan
2. to provide a basis for co-ordinating the provision of certain services by local authorities, the private sector and other organisations
3. to provide detailed guidance for the control of development
4. to bring local planning issues to the attention of the public in as clear, succinct and easily understood manner as possible.

1.4 The Borough Local Plan comprises:

1. The Written Statement which includes the Borough Council's policies and proposals for the Local Plan area, together with reasoned justification of those policies and proposals.

2. The Proposals Map which comprises:

i. 1:50,000 scale sheet showing the Plan area and proposals together with 1:10,000 scale inset map for Pickmere

ii. 1:10,000 scale inset map for

- Macclesfield, Bollington, Prestbury
- Wilmslow, Handforth, Alderley Edge, Chelford
- Knutsford, Mobberley, High Legh
- Poynton, Disley

iii. 1:1250 scale inset maps for the town/district centres of

- Macclesfield
- Wilmslow
- Handforth
- Alderley Edge
- Knutsford
- Poynton

## Layout of the Borough Local Plan

1.5 The Written Statement to the Borough Local Plan is set out in the following way:

1. Section 2 contains a brief description of what the Local Plan aims to do, a recommended strategy which it should follow and how this will be achieved
2. Sections 3 to 15 inclusive, are the principal contents of the document - the policies and proposals, together with a brief justification as to why they have been put forward
3. Section 16 comprises the Implementation Policies. Section 17 comprises the development control policies which provide detailed criteria for all types of development and more specific guidance on individual topics. In some cases, the policies provide detailed interpretation of the more strategic policies in Sections 3 to 15
4. Relevant Appendices are found in Section 18. A Glossary of terms is found in Section 19.

## Preparation of the Borough Local Plan

1.6 The preparation of the Borough Local Plan is required for the following reasons:

1. to reflect the Town and Country Planning Act 1990 which specifically requires the Borough Council to include policies in respect of:
  - i. the conservation of the natural beauty and amenity of the land
  - ii. the improvement of the physical environment
  - iii. the management of traffic
2. to reflect central government advice regarding development and the other use of land as expressed in various Acts, Circulars, Guidance and Policy Notes. Planning Policy Guidance Note 12 Development Plans (December 1999) refers to the need for Local Plans covering the whole of each District to guide most day to day decisions for the control of development. It also emphasises that in determining appeals, an up to date Local Plan consistent with the relevant provisions of national, regional and countywide strategic policies will carry considerable weight. The Planning and Compensation Act 1991 places a statutory requirement on the Borough Council in determining planning applications to have regard to the Local Plan. It states that applications shall be determined in accordance with the Local Plan unless material considerations indicate otherwise.
3. to develop the policies and proposals of the County Structure Plan and to relate these to precise areas of land. The Town and Country Planning Act

1990 provides for retaining a two tier Development Plan System, comprising Structure Plan and Local Plans. Structure Plans set the broad policy framework for the County, whilst Local Plans develop this into more detailed policies and proposals.

## **Future Reviews of the Local Plan**

- 1.7 The Local Plan will be reviewed at least every five years. It will be reviewed when the next Structure Plan is approved, or a new Planning Policy Guidance Note is issued which requires an Alteration to be made, or there is a change in local circumstances justifying a review.

## **Environmental Considerations**

- 1.8 In preparing the Borough Local Plan, the Borough Council has paid specific attention to environmental issues. In particular, the Council has had regard to the need:
1. to ensure that development can take place within the present environmental constraints, and that the needs of the present generation are met without comprising the ability of future generations to meet their own needs.
  2. to conserve energy, particularly through the location of new development.
  3. to consider the implications of possible climate changes through global warming.
  4. to ensure that planning and transport proposals are integrated thereby promoting more sustainable transport choices and reducing the need to travel, especially by car.
- 1.9 An environmental appraisal of the Borough Local Plan has been carried out. In each section there is a summary of the appraisal for that particular topic. The results of the full appraisal are available as a background report.

## **Relationship to Community Plan**

- 1.10 The Community Plan has been produced following the Local Government Act 2000 which requires local authorities to maintain and improve the “economic, social and environmental well- being” of the areas they cover and draw up plans for how they will do this. A number of organisations and communities in the area have been involved in the production of the Community Plan and it covers a broad range of topics that provide a framework for more specific plans and strategies of various organisations and partnerships in the area. The relevant aims and objectives of the Community Plan are compatible with the Borough Local Plan.

## Regard to National and Regional Planning Guidance

- 1.11 In preparing the Borough Local Plan, national planning policies, in the form of Planning Policy Guidance Notes, have been taken into account.
- 1.12 Regional Planning Guidance for the North West (RPG13) was published in March 2003. It is based upon four core development principles comprising: economy in the use of land and buildings, enhancing the quality of life, seeking quality in new developments, and promoting sustainable economic growth, competitiveness and social inclusion.
- 1.13 Regional Planning Guidance provides the spatial development framework for the North West. A significant proportion of development should be focussed on the North West Metropolitan Area, especially the regional poles of Liverpool and Manchester. Outside the North West Metropolitan Area, development is to be concentrated in key towns and cities. In smaller towns and larger villages development is to meet the needs of local communities. Green Belt policy and other policies to protect open land will continue in force to support the regeneration of the metropolitan area.
- 1.14 In Macclesfield Borough, Macclesfield is the key town within which development is to be concentrated. Development is to be within the existing urban area. Elsewhere, in the smaller towns and larger villages development is to be limited to meeting the needs of local communities. In the northern part of the Borough only those allocations which are sustainable and which will add significant value to the development of the national economy or which are greater than regional significance should be retained, together with those which meet purely local needs.
- 1.15 Long term development needs in Greater Manchester, Lancashire and Cheshire can be accommodated until at least 2016 without the need to significantly encroach upon Green Belt. There is no need to undertake a strategic study of Green Belt within Greater Manchester, Cheshire or Lancashire before 2011. In Macclesfield, the present Green Belt will remain unaltered.

## Relationship to the County Structure Plan

- 1.16 In preparing Local Plans, local authorities are required to pay due regard to the strategic guidance contained in the County Structure Plan. The approved Cheshire Replacement Structure Plan became operative in July 1999.
- 1.17 On 30 November 2001, Cheshire County Council certified that the Alterations to the Borough Local Plan are in general conformity with the Cheshire Replacement Structure Plan (1999).
- 1.18 The main objectives of the Replacement Structure Plan are:
  1. to protect and improve the environment.

2. to ensure that new development does not harm Cheshire's natural and manmade heritage.
  3. to enhance economic and social opportunities in Cheshire by providing for new homes including affordable housing, employment, shops, education, recreation and community facilities in sustainable locations and sustainable forms of development.
  4. to secure the prosperity of Cheshire's agriculture, industry, commerce and tourism including contributing to the economic regeneration of the North West of England.
  5. to ensure the regeneration of older urban areas, hence relieving pressure on areas of restraint within the County.
  6. to guide development to locations which are accessible by walking, cycling and public transport, so as to encourage the use of alternatives to the car.
- 1.19 The level of development proposed in the Replacement Structure Plan can be accommodated without any changes to the broad extent of the Green Belt in Cheshire. In Macclesfield, the extent of the present Green Belt has determined the level of new housing and industrial development.
- 1.20 About 4,500 additional houses (net) are proposed in the Borough between 1996 and 2011. This figure is less than both market demand and past rates of development. It reflects the strategic development constraints on the Borough including the Green Belt and the large number of Areas of Special County Value. It also reflects the long standing policy of restraining development and development pressure in the Borough in general, and in the north of the Borough in particular, in order to help support the regeneration of the Greater Manchester conurbation.
- 1.21 About 90 hectares of employment land are proposed between 1996 and 2011. This figure reflects the strategic development constraints including the Green Belt and a large number of Areas of Special County Value. It also reflects the long standing policy of restraining development and development pressure in the Borough in general and in the north of the Borough in particular, in order to help support the regeneration of the Greater Manchester conurbation.
- 1.22 In the countryside development in the Green Belt and Areas of Special County Value will be strictly limited. Outside those areas limited development in the villages and on farms may be permitted.

## Relationship to Other plans

- 1.23 Cheshire Minerals Local Plan: Cheshire County Council is the Minerals Planning Authority. The Minerals Local Plan identifies areas within the County where there is a presumption in favour of mineral extraction and sets out the criteria for mineral extraction proposals. As a result, the Borough Local Plan does not include any minerals policies.

- 1.24 Cheshire Waste Disposal Local Plan: Cheshire County Council is also the Waste Disposal Planning Authority. The Local Plan identifies the location of waste disposal sites and the criteria for waste disposal proposals. As a result, the Borough Local Plan does not include any waste disposal policies.
- 1.25 Borough Housing Strategy (including Annual Housing Investment Programme): The Borough Housing Strategy sets out the housing conditions within the Borough that require investment, the resources likely to be available to deal with them and the Council's priorities to improve housing conditions. The Annual Housing Investment Programme, prepared by the Borough Council, includes a bid to Central Government for resources to carry out the Council's capital housing programme. This includes maintenance and improvements to Council housing and financial assistance for the urban renewal programme for private housing. Also included is the Housing Association new build programme which the Borough Council supports. On land use matters, the Annual Housing strategy is in accordance with the Borough Local Plan. However, the Housing Strategy also deals with detailed non land matters and these are not included in the Borough Local Plan.
- 1.26 Local Transport Plan: The Local Transport Plan sets out proposals for delivering integrated transport over a five year period. The Plan covers all forms of transport, seeks to co-ordinate and improve local transport and sets out strategies for promoting more walking and cycling. The Plan forms the bid to Central Government for resources to carry out the proposals. It is prepared jointly by Cheshire County Council and the Borough Council. Schemes which require land outside the existing highway and are supported by the Borough Council, are included in the Borough Local Plan. Schemes which can be carried out within the existing highway or maintenance proposals are not included in the Borough Local Plan. The Borough Council is part of the Peak Park Transport Forum which has developed the South Pennines Integrated Transport Strategy covering parts of four regions. The Strategy aims to enhance public transport services between the East Midlands and the North West Region and reduce traffic in and across the South Pennines. The Borough Council is, however, concerned that this reduction in traffic is not at the expense of conditions on roads within the Borough.

## **Regard to the Strategies of Neighbouring Local Planning Authorities**

- 1.27 The government has indicated that National Park Authorities should prepare Local Plans for the whole of their areas. The Peak District National Park Authority will prepare such a Plan. The National Park area is therefore excluded from the Macclesfield Borough Local Plan.
- 1.28 In preparing the Borough Local Plan both the adopted and emerging Local Plans (and Unitary Development Plans in Metropolitan Authorities) of the following neighbouring local authorities have been taken into account:
1. Trafford MBC

2. Manchester City Council
3. Stockport MBC
4. High Peak BC
5. Peak District National Park Authority
6. Staffordshire Moorlands BC
7. Congleton BC
8. Vale Royal BC
9. Warrington BC

## Further Guidance

- 1.29 The Macclesfield Borough Local Plan is intended to represent a comprehensive statement of planning policies relating to the development and use of land. There are however likely to be occasions which require additional supplementary guidance to provide a more detailed framework for the development of specific sites. Information will be prepared subsequently, where and when appropriate, in the form of Design Guides, Village Design Statements and Development Briefs which will reflect the general principles contained in this Local Plan.

## Macclesfield – the Borough

- 1.30 The Borough of Macclesfield covers some 202 square miles and is set in the north east corner of Cheshire. To the north is the Greater Manchester conurbation, the Merseyside conurbation lies to the north west, and to the east of the Borough is the Peak District National Park. The parishes of Bosley (part), Kettleshulme, Lyme Handley (part), Macclesfield Forest, Pott Shrigley (part), Rainow (part), Wildboarclough and Wincle fall within the boundary of the Peak Park. Planning policies for these areas are provided by the Peak Park Authority in its Structure Plan and Local Plan.
- 1.31 In landscape terms the Borough can be divided into two parts known as ‘Cheshire Peaks and Plains’. The Pennine foothills of the Peak District impart a rugged character on the east side of the Borough, whereas the low lying, plains landscape gives the impression of a softer, tranquil nature to much of the remainder of the Borough.
- 1.32 The Borough contains four main settlements with their respective surrounding parishes. The main settlements are Macclesfield (pop 50,119), Wilmslow (30,326), Knutsford (12,656) and Poynton (14,433) with each one having its own distinct character. Other settlements of note include Bollington (7,095), Handforth (8,014), Disley (4,452), Alderley Edge (4,808) and Prestbury (5,034). (Source: 2001 Census).

- 1.33 Macclesfield, in the east of the Borough, is an industrial town based on its past importance as a silk centre. In the north is Wilmslow. Originally a stagecoach stop between London and Manchester, its growth as a residential town - being a dormitory for Manchester business people - has benefited from the Intercity rail link between Manchester and London.
- 1.34 On the western side of the Borough is Knutsford. Of medieval origins, it now displays the character of a Georgian brick built country town and is a prosperous shopping place. It contains many buildings of architectural and historic interest which contribute to the special character of its centre, and is one of the earliest Conservation Areas to be designated in Cheshire.
- 1.35 In the north east corner of the Borough is Poynton. Now largely an urban parish, its history is that of a small mining village associated with coal seams running through the Pennine foothills to the east. Bollington is a stone built mill town of great character, and although referred to as an industrial town there is still very much of a village atmosphere.
- 1.36 Handforth's development started after 1842 when the railway was constructed and until 1890 it was still a tiny hamlet. In recent years it has developed rapidly as a residential area. Disley, which stands in the Goyt Valley, is of ancient foundation tracing back to a clearing in the large area of Macclesfield Forest. Greatly enlarged in recent years, Disley is now an attractive residential area.
- 1.37 Alderley Edge takes its name from the natural landmark and beauty spot which rises abruptly out of the low and level plain to over 600 feet above sea level. Alderley Edge began to develop as a favoured residential district after the opening of the railway service between Crewe and Manchester.
- 1.38 Situated on the River Bollin is Prestbury, a long and narrow parish that extends along the Bollin Valley towards Wilmslow. The village centre is still largely unaffected by the modern residential developments and it retains a number of older inns, houses and shops.
- 1.39 The 2001 Census resident population of the Borough is 150,200. This represents an almost static level of population over the decade since the last census in 1991.
- 1.40 With its attractive landscape and characterful settlements the Borough experiences considerable development pressures from the adjacent conurbations.

## 2. The Aims and Strategy of the Local Plan

- 2.1 The purpose of this section is twofold. Firstly, to provide a statement of the aims of the Borough Local Plan. Secondly, to provide in a succinct manner, the strategy of the Plan and how this will be achieved.

### The Aims of the Plan

- 2.2 The Council's overall aims in drawing up the Local Plan are:
1. To improve the quality of life in the Borough, through sustainable development, for the benefit of present and future generations.
  2. To protect, conserve and enhance both the natural and the man-made heritage of the Borough.
  3. To meet local housing, employment and other requirements within the context of overall restraint policies, in accordance with the Cheshire Replacement Structure Plan.
  4. To promote healthy town, district and village centres.
  5. To improve movement and accessibility both within and to and from the Borough.
  6. To provide a framework for public, private and voluntary bodies to work together to the benefit of the Borough.

### The Borough Local Plan Strategy

#### 2.3 Environment

The strategy is:

**TO CONSERVE AND ENHANCE THE ATTRACTIVE URBAN AND RURAL ENVIRONMENT, IMPROVE THE DESPOILED AREAS AND REVITALISE THE OLDER AREAS.**

This will be achieved by:

1. Promoting the conservation and enhancement of the:
  - i. Borough's historic fabric and individual buildings
  - ii. Natural beauty of the countryside
  - iii. Archaeological heritage
  - iv. Natural heritage
2. Encouraging tree planting and protecting existing trees of amenity value

3. Protecting the landscape, woodlands and river corridors from unnecessary development and encouraging enhancement schemes where appropriate
4. Protecting open spaces from development and improving them where necessary
5. Ensuring new development is well designed and makes a positive contribution to the character of the Borough
6. Promoting the improvement of areas in need of revitalisation
7. Reclaiming derelict land and improving vacant and unsightly land
8. Protecting residential areas from development which would adversely affect their character or the quality of life within them

#### 2.4 **Green Belt and Countryside**

The strategy is:

**TO MAINTAIN THE PRESENT GREEN BELT, TO SUPPORT AN ATTRACTIVE AND HEALTHY RURAL AREA AND TO PROTECT THE COUNTRYSIDE FOR ITS OWN SAKE**

This will be achieved by:

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

#### 2.5 **Recreation and tourism**

The strategy is:

**TO IMPROVE RECREATIONAL PROVISION FOR THE BENEFIT OF ALL RESIDENTS AND VISITORS WHILST ENSURING THAT CONSERVATION AND RESTRAINT POLICIES ARE NOT UNDERMINED**

This will be achieved by:

1. Protecting existing public and private open spaces from development.
2. Increasing the provision in areas of identified shortfall:
  - i. Playing fields
  - ii. Local open spaces
3. Ensuring new housing developments provide a satisfactory range of open spaces, including play space.
4. Developing a network of “greenways” (footpaths, cycleways and bridleways) between the towns and country and by linking together existing linear routes.
5. Encouraging the development of the canals as recreational resources commensurate with conservation and restraint policies.
6. Increasing opportunities for the quiet enjoyment of the countryside commensurate with conservation and restraint policies.
7. Encouraging appropriate visitor attractions, particularly those related to the heritage of the Borough, commensurate with conservation and restraint policies.

## 2.6 Housing and Community Facilities

The strategy is:

**TO MAINTAIN A WIDE RANGE OF GOOD QUALITY HOUSING WHICH WILL MEET LOCAL REQUIREMENTS AND TO MAKE PROVISION FOR COMMUNITY FACILITIES**

This will be achieved by:

1. Providing sufficient land to meet the Structure Plan housing allocation and giving priority to the reuse of previously developed land and buildings.
2. Ensuring new development creates an attractive, sustainable, high quality living environment which facilitates greater walking and cycling, and delivers improved accessibility to jobs, local services and amenities.
3. Phasing land releases to ensure that the Structure Plan housing allocation is not exceeded
4. Providing greater choice and mix in the size and type of dwellings in new housing developments.

5. Meeting the housing requirement of the whole community, including those in need of affordable and special needs housing.
6. Retaining the existing housing stock except for the few houses in need of replacement.
7. Improving the environment of unsatisfactory housing areas.
8. Protecting the character of established residential areas from inappropriate infill housing development and redevelopment.
9. Protecting housing areas from non-housing development which would adversely affect the residential character and amenities and lead to the loss of dwellings.
10. Making provision for community facilities.

## 2.7 **Employment**

The strategy is:

### **TO SUPPORT THE STRONG LOCAL ECONOMY**

This will be achieved by:

1. Providing sufficient land to meet the Structure Plan employment land allocation.
2. Ensuring employment allocations provide sites for a range of uses, including land for local businesses.
3. Maintaining existing employment areas as appropriate and improving their environment, accessibility and operational requirements where necessary.
4. Controlling the growth of offices.
5. Enabling the relocation of businesses where they create a nuisance for occupiers of houses and other sensitive uses or adversely affect the residential character of an area
6. Permitting employment uses in existing buildings in the countryside.

## 2.8 **Shopping and Town and District Centres**

The strategy is:

### **TO PROVIDE GOOD QUALITY AND CHOICE OF SHOPPING, WHILE MAINTAINING THE TOWN AND DISTRICT CENTRES AS THE MAIN SHOPPING AND COMMERCIAL CENTRES**

This will be achieved by:

## **Town and District Centres**

1. Enhancing the vitality and viability of the town and district centres as the focus for shopping, office, civic, cultural and community uses, leisure and entertainment.
2. Encouraging new shopping developments in the centres, commensurate with the role of the centres.
3. Promoting the management of the centres through a partnership between the public and private sectors.
4. Improving the environment of the centres, particularly for pedestrians.
5. Regenerating the older worn out parts of the centres.
6. Enhancing existing open spaces and creating additional outdoor open spaces.
7. Improving accessibility, particularly by public transport, walking and cycling.

## **Shopping**

8. Supporting local shopping centres and encouraging new shops in housing areas, where appropriate.

## **2.9 Transport and Manchester Airport**

The strategy is:

**TO IMPROVE ACCESS AND MOVEMENT IN AND AROUND THE BOROUGH TO BENEFIT PEDESTRIANS, PUBLIC TRANSPORT USERS, PRIVATE ROAD USERS AND OTHER MOBILITY GROUPS, WITH SPECIAL EMPHASIS ON REDUCING THE NEED TO TRAVEL, ESPECIALLY BY CAR AND REDUCING THE ENVIRONMENTAL COSTS OF TRANSPORT**

This will be achieved by:

1. Improving road links to the motorway and trunk road network.
2. Removing unnecessary through traffic from towns and villages by supporting viable by-pass schemes.
3. Promoting traffic management including traffic calming measures, to reduce the effects of traffic on the environment and to improve road safety.
4. Improving the environment of the main transport corridors.

5. Developing a network of cycleway, bridle path and footpath “greenways” within the towns and linking to the countryside.
6. Ensuring access for the disabled.
7. Encouraging the use of public transport in the location and design of new development and within the Borough as a whole.
8. Ensuring that developers either provide car parking on site or contribute fully towards public car parking where provision is proposed in the Local Plan, as appropriate or contribute towards sustainable transport infrastructure.
9. Minimising the impact of Manchester Airport on the Green Belt and nearby uses.
10. Ensuring the safe and efficient operation of the existing airport.

## 2.10 Local Plan Targets

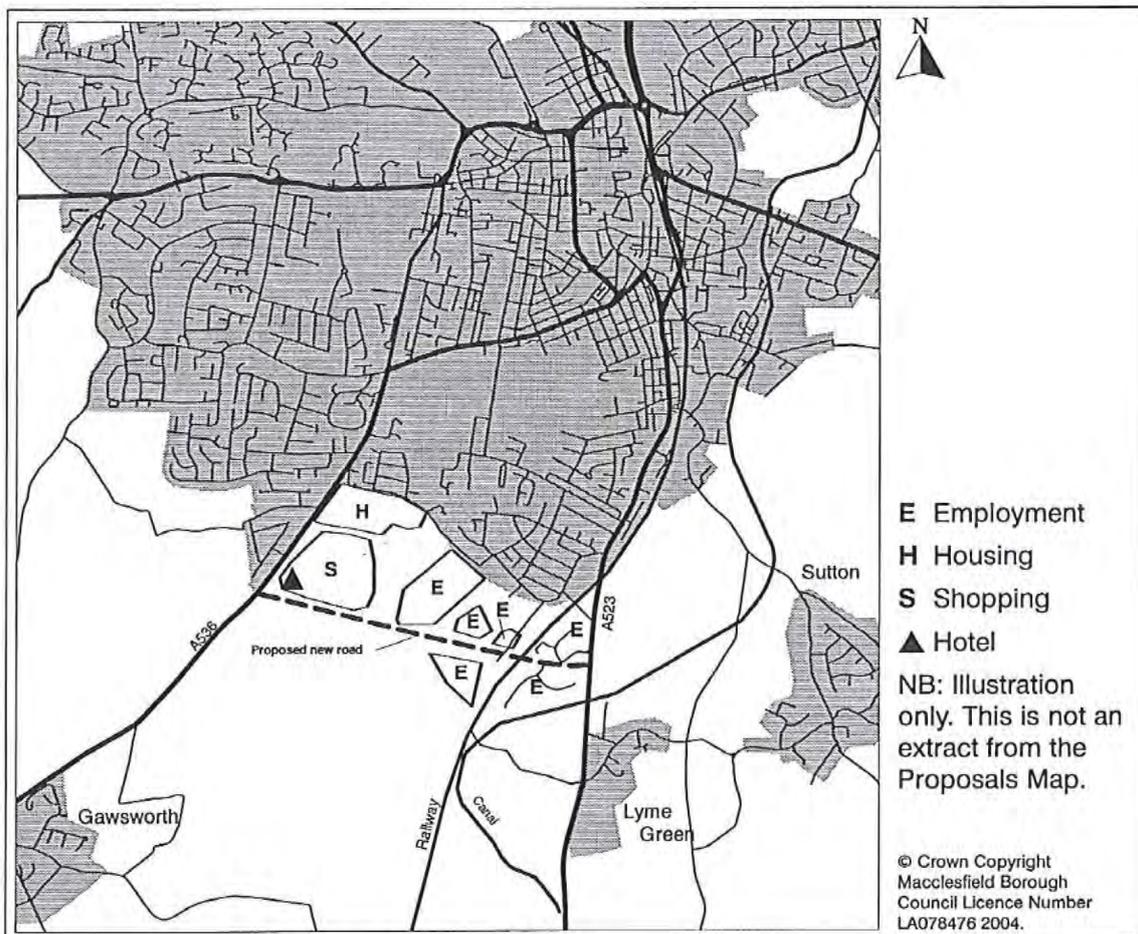
The following targets are set:

1. About 4500 houses (net) should be provided by the year 2011.
2. At least 80% of new housing should be on previously developed land or in previously used buildings, based on the definition in PPG3 Housing (March 2000).
3. At least 90% of new housing should be in locations which are well served by public transport.
4. All qualifying sites should make provision for affordable housing.
5. Development Briefs should be prepared for significant development sites identified in the Local Plan eg employment sites and town centre sites.
6. Secure the implementation of all significant development sites in the Local Plan period.
7. No loss of open space.
8. No loss of listed buildings.
9. Shop vacancy levels in town centres should be below 10%.

- 2.11 Setting targets and measuring the performance against those targets is consistent with the Best Value framework. The targets have been set by the Borough Council. In Target 1 the figure of 4,500 houses comes from the Cheshire 2001 Replacement Structure Plan. The term “about” means 50 houses either side of 4,500 houses. Targets 2 and 3 are based on trends over the last 5 years. Target 2 is higher than the national target. For the purposes of Target 3 settlements shown as insets on the Proposal Map will be regarded

as well served by public transport. In Target 4 Qualifying Sites are those which meet the criteria in Policy H8 and circular 6/98 Planning and Affordable Housing. In Targets 5 and 6 the significant development sites referred to include, the South Macclesfield Development Area, Parkgate Industrial Estate and sites in Macclesfield Town Centre. In Target 7 areas of recreational land and open space are identified on the Proposals Map and should be protected from development in line with policy RT1. Target 8 seeks to ensure there is no loss of listed buildings in line with policy BE17. In Target 9 a vacancy rate of over 10% is considered detrimental to the vitality and viability of a town centre.

## Proposed Development Area – South Macclesfield



**Map 3: South Macclesfield**

## 3. Environment

### Natural Environment

#### Background to the Proposals

- 3.1 The expression "peaks and plains" aptly summarises the topographical variation of the Borough's landscape character. Where the soft lowlands meet the exposed uplands a wealth of small scale landscapes have been created. Dairy farming has shaped the finer details of the lowlands, while sheep grazing has maintained the high moors as a largely treeless area. The Borough is fortunate that fingers of attractive countryside reach into the built up areas. The eastern edge of the Borough was once shaded by the Royal Historic Forest of Macclesfield. Today only 3% of the Borough is covered by trees. Superimposed on the landform are Cheshire's stately homes and historic parklands and gardens. The river valleys of the Bollin, Dane, Dean and Peover Eye are amongst the most attractive landscapes. Wetland landscapes are richer, as ponds and meres are one of the strengths of the area.
- 3.2 Policies and proposals are designed to protect and enhance the landscape character of the area. The Borough Council attaches great importance to the protection of the character and appearance of the Peak District National Park which adjoins the Local Plan area. Proposals seek to redress the poor woodland cover with the restoration of the Royal Historic Forest and the creation of new parkland landscapes. Protecting river valley landscapes is also important. Nature conservation policies seek not only to protect and manage designated sites of nature conservation importance, but also to encourage wildlife to flourish throughout the area. Priority areas for nature conservation are proposed in locations close to the built up areas. The nature conservation policies are in accordance with PPG9 Nature Conservation (October 1994).
- 3.3 The Cheshire Replacement Structure Plan (1999) R1 is the strategic policy for the conservation of the natural and man-made heritage. Local Plans are required to identify sites and areas of land to which Policy R1 applies. The Borough Local Plan already identifies designated sites in Appendices 1 to 5. The Structure Plan establishes the principle that, as a minimum, there should be "no net loss" of heritage value arising from any development. This approach recognises that, at one end of the spectrum, some sites or features are irreplaceable and should be preserved in situ. At the other end of the spectrum, compensation and mitigation of loss may be required by means of relocation or creation of new features so as to ensure there is no net loss of environmental value. Local Plan policies should be interpreted in terms of this approach.

#### Environmental Appraisal

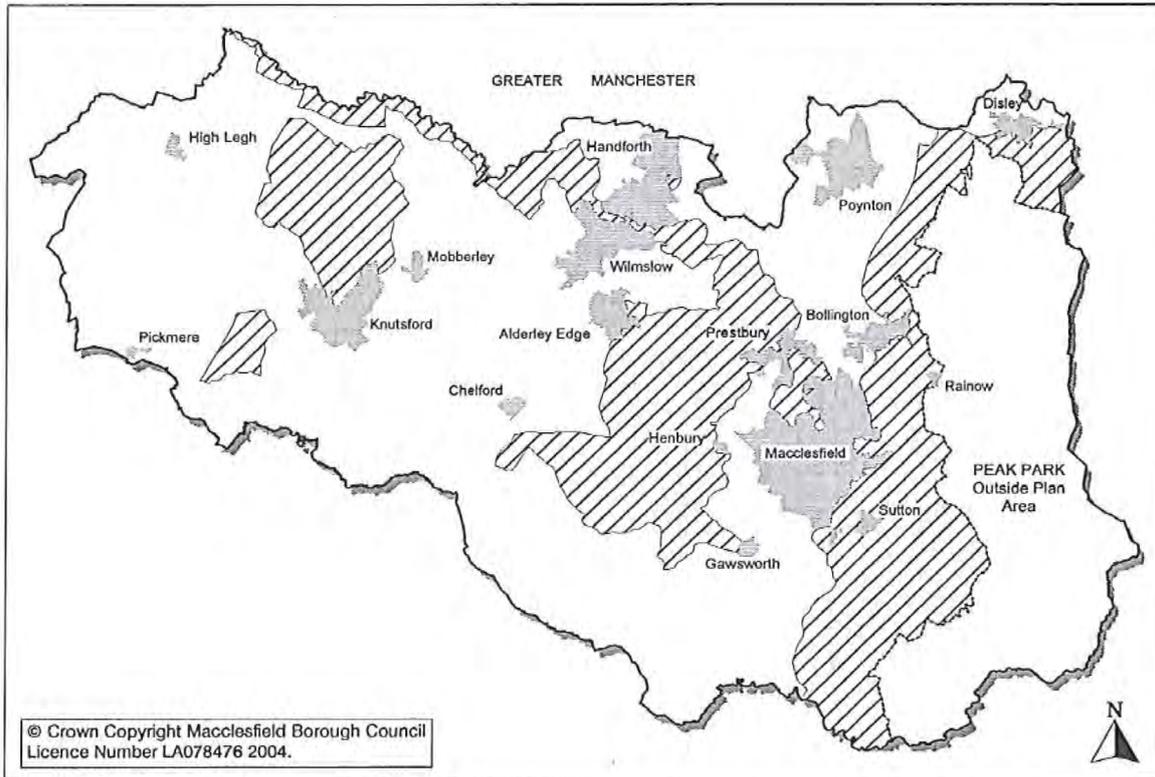
- 3.4 Natural Environment Policies rank highest of all policy areas in terms of sustainability. This is due to the fact that the Natural Environment policies positively encourage the conservation and preservation of environmental resources, for example through landscape protection and enhancement policies. The most sustainable policies are those that protect renewable energy sources for the future, such as woodland and water resources, and positive reclamation policies that create new resources.

## Landscape Protection and Enhancement

**NE1 IN AREAS OF SPECIAL COUNTY VALUE THE BOROUGH COUNCIL WILL SEEK TO CONSERVE AND ENHANCE THE QUALITY OF THE LANDSCAPE AND TO PROTECT IT FROM DEVELOPMENT WHICH IS LIKELY TO HAVE AN ADVERSE EFFECT ON ITS CHARACTER AND APPEARANCE.**

### Reason

- 3.5 Extensive parts of the countryside within the Local Plan area have been designated as Areas of Special County Value for their landscape quality or their archaeological, historic or nature conservation importance. These are the Bollin Valley, Peak Park Fringe, Dane Valley and the Historic Parklands. The Parkland Areas comprise Alderley Edge, Birtles, Henbury, Capesthorne Areas and Rostherne/Tatton Park/Tabley Areas. The Areas of Special County Value are listed in Policy R2 of the Replacement Structure Plan (1999). Tabley Park is also an Area of Special County Value. The Borough Local Plan identifies their boundaries. Each area displays special landscape qualities affording outstanding amenity which deserves to be conserved and, where necessary, enhanced. It is therefore appropriate to prevent development which does not respect the character of these areas but to encourage schemes which enhance the environment, ensure its conservation or facilitate its enjoyment. Within the Peak Park Fringe area, particular care will be taken to ensure that any developments do not adversely affect the purposes of the National Park or are harmful to its valued characteristics.



**Map 4: Areas of Special County Value**

**NE2 THE BOROUGH COUNCIL WILL SEEK TO CONSERVE AND ENHANCE THE DIVERSITY OF LANDSCAPE CHARACTER AREAS AND ENSURE THAT ANY DEVELOPMENT RESPECTS LOCAL LANDSCAPE CHARACTER.**

**Reason**

3.6— It is appropriate to pursue landscape conservation by aiming to maintain the overall diversity of landscape character types. This approach involves the identification and protection of the features which make one landscape type different from another (rather than better or worse). Fifteen landscape character areas have been identified in accordance with techniques approved by the Countryside Commission. Landscape character takes into account geomorphology, land cover, field patterns, hedgerows, woodlands etc. The impact of development on the character of the landscape will be assessed in relation to the character maps and a more detailed site appraisal.

**NE3 THE CONSERVATION AND ENHANCEMENT OF THE RURAL LANDSCAPE WILL BE ENCOURAGED THROUGH THE CREATION AND RESTORATION OF HEDGEROWS, WOODLANDS, DRYSTONE WALLS AND PONDS AND OTHER NATURAL FEATURES. PREFERENCE WILL BE GIVEN TO THE USE OF NATIVE SPECIES. DEVELOPMENTS OF 1 HECTARE OR MORE WHICH INCLUDE SUCH MEASURES WILL**

**NORMALLY BE PERMITTED, SUBJECT TO GREEN BELT AND COUNTRYSIDE POLICIES.**

**Reason**

- 3.7 These are important features in the countryside which should be restored and new features created where appropriate. This policy is in accordance with guidance given in Paragraph 3.13 in PPG2 (1995) Green Belts.

~~**NE4 THE PHYSICAL ENVIRONMENT WILL BE IMPROVED BY RECLAIMING AND IMPROVING DERELICT, CONTAMINATED, VACANT OR UNSIGHTLY LAND. PRIORITY WILL BE GIVEN TO:**~~

- ~~1. **SITES WHICH CONSTITUTE A HAZARD**~~
- ~~2. **SITES WHICH PROVIDE OPPORTUNITIES FOR RECREATIONAL, AMENITY OR NATURE CONSERVATION USES**~~
- ~~3. **SITES WHICH PROVIDE OPPORTUNITIES FOR HOUSING, EMPLOYMENT OR OTHER HARD AFTER USES**~~

**Reason**

- ~~3.8 As part of the environment strategy, degraded land will be restored to appropriate uses. Wherever possible, in the countryside land will be restored for outdoor recreational purposes, including water recreation. The Borough Council maintains a comprehensive inventory of derelict and vacant land through the National Land Use Database and other surveys, with the aim of facilitating beneficial use for all such land.~~

**Parkland Landscapes**

**NE5 THE BOROUGH COUNCIL WILL PROMOTE THE CONSERVATION AND ENHANCEMENT OF HISTORIC LANDSCAPES, PARKLANDS AND GARDENS. DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THEIR SPECIAL HISTORIC INTEREST, SETTING OR THE ENJOYMENT OF ANY PART OF THEIR GROUNDS WILL NOT NORMALLY BE ALLOWED.**

**Reason**

- 3.9 Historic landscapes, parklands and gardens are important historical and cultural features of the area, enhancing the opportunities for recreation and conservation of the countryside. Appendix 1 contains a list of the historic parklands in the plan area. Additional sites may be added as a result of further research. English Heritage maintain a register of Parks and Gardens of Special Historic Interest. The list of Parkland Landscapes is based upon the English Heritage Register of Parks and Gardens of Special Historic Interest and I. Laurie's "Parks and Gardens of the Cheshire Peaks and Plains".

~~**NE6 THE CREATION OF NEW PARKLAND LANDSCAPES ON EXISTING AND PROPOSED GOLF COURSES WILL BE ENCOURAGED PROVIDING EXISTING NATURAL FEATURES ARE NOT HARMED AND THE DEVELOPMENT COMPLIES WITH THE POLICIES FOR PROTECTING SITES OF NATURE CONSERVATION AND ARCHAEOLOGICAL VALUE. APPROPRIATE DEVELOPMENT WHICH INCLUDES SUCH PROPOSALS WILL NORMALLY BE PERMITTED.**~~

**Reason**

~~3.10 Golf courses provide an excellent opportunity for creating new parkland landscapes, providing a new type of landscape for the future.~~

**Woodlands**

~~**NE7 THE BOROUGH COUNCIL WILL SEEK TO RETAIN AND ENHANCE EXISTING WOODLANDS BY WOODLAND MANAGEMENT. DEVELOPMENT WHICH WOULD ADVERSELY AFFECT WOODLANDS WILL NOT NORMALLY BE PERMITTED.**~~

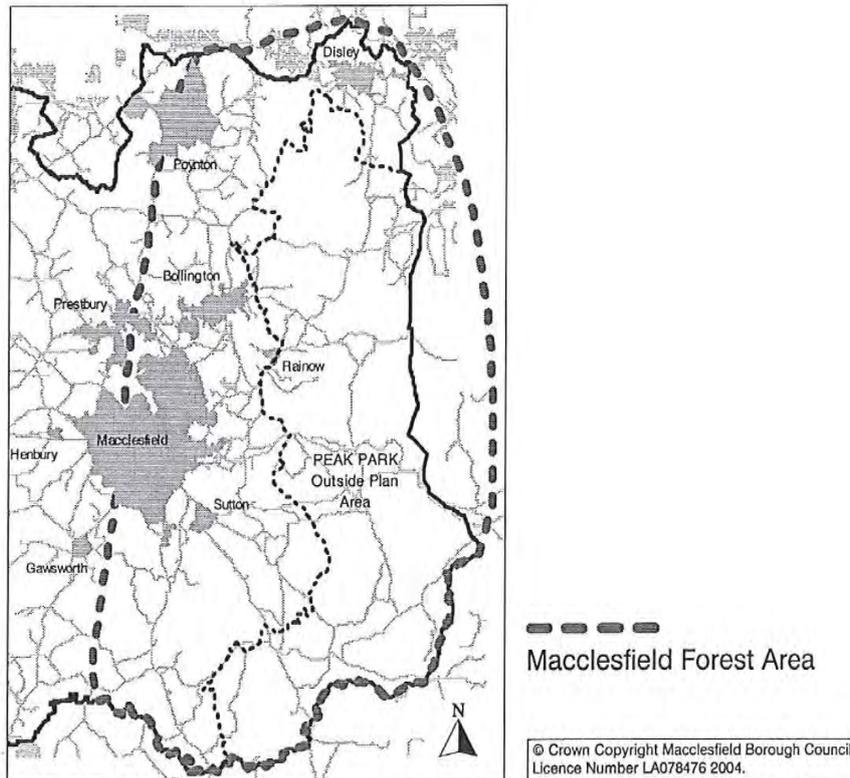
**Reason**

~~3.11 Tree cover is both very limited and quite old. Retention and management of existing woodlands, particularly ancient and semi-natural woodland, is an important first stage in a woodland strategy. In the case of woodlands in the vicinity of Manchester Airport and Woodford Aerodrome there is a need to strike a balance between aircraft/public safety and amenity.~~

**NE8 THE BOROUGH COUNCIL WILL PROMOTE THE CREATION OF A STRATEGIC FRAMEWORK OF WOODLAND AND A NETWORK OF USABLE OPEN SPACE. A PARTICULAR FOCUS FOR THE RESTORATION OF THE WOODED LANDSCAPE WILL BE THE FORMER AREA OF THE ROYAL HISTORIC FOREST OF MACCLESFIELD. DEVELOPMENTS OF 1 HECTARE OR MORE, WHICH INCLUDE NEW WOODLAND PLANTING AND OPEN SPACE WILL NORMALLY BE PERMITTED.**

**Reason**

3.12 Additional tree planting in appropriate locations, will complement and enhance the quality of the landscape, encourage wildlife and improve recreational opportunities in the longer term, as well as providing a timber crop. It is intended that the former area of the Royal Historic Forest of Macclesfield will be the focal point for major planting schemes. Of the original forest none now remains and grassland predominates. The Royal Historic Forest was not a blanket coverage of the area with trees. Rather, it was a series of woodlands with open spaces. Restoration of the forest will be promoted as part of the current community forest movement and will be achieved by utilising a number of existing grant aid and farm "set-aside" schemes. Priority will be given to planting on the edge of the development area, urban fringe locations and in proposed open spaces.



**Map 5: Macclesfield Forest**

## River Corridors

**NE9 THE BOROUGH COUNCIL IN CONSULTATION WITH THE ENVIRONMENT AGENCY WILL PROMOTE RIVER CORRIDORS AS IMPORTANT NATURAL LANDSCAPE FEATURES AND USABLE AREAS OF OPEN LAND BY CONSERVING EXISTING AREAS OF VALUE AND, WHEREVER POSSIBLE, BY RESTORING AND ENHANCING THE NATURAL ELEMENTS OF THE RIVER ENVIRONMENT AND PROMOTING PUBLIC ACCESS WHERE APPROPRIATE. DEVELOPMENT WHICH WOULD ADVERSELY AFFECT RIVER CORRIDORS WILL NOT NORMALLY BE PERMITTED.**

### Reason

3.13 The variety and attractiveness of landscape character in many parts of the area depends largely upon river valleys. These also provide important resources for nature conservation and recreation. The character of river landscapes and proposals for access and enjoyment merit special attention.

**NE10 THE CONSERVATION OF OPEN SPACE ALONG THE RIVER BOLLIN WILL BE ACTIVELY PROMOTED. DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE CONSERVATION OF OPEN SPACE WILL NOT NORMALLY BE PERMITTED.**

### Reason

- 3.14 The River Bollin Valley is being actively promoted for its recreation potential as a walkway with open spaces alongside (see Proposal RT7). The Borough Council supports the work of the Bollin Valley Countryside Management Project.

## Nature Conservation

**NE11 THE BOROUGH COUNCIL WILL SEEK TO CONSERVE, ENHANCE AND INTERPRET NATURE CONSERVATION INTERESTS. DEVELOPMENT WHICH WOULD ADVERSELY AFFECT NATURE CONSERVATION INTERESTS WILL NOT NORMALLY BE PERMITTED.**

### Reason

- 3.15 Conservation and enhancement of the varied flora and fauna, geological and geomorphological interest is important, not only for its own sake but also for increasing people's every day contact, enjoyment and understanding of their natural heritage.

**NE12 DEVELOPMENT WILL NOT BE PERMITTED WHICH WOULD ADVERSELY AFFECT SITES OF SPECIAL SCIENTIFIC INTEREST, GRADE A COUNTY SITES OF BIOLOGICAL IMPORTANCE AND LOCAL NATURE RESERVES MANAGED BY LOCAL AUTHORITIES AND BY THE CHESHIRE WILDLIFE TRUST. UNSYMPATHETIC DEVELOPMENT ON ADJACENT SITES WILL NOT NORMALLY BE PERMITTED.**

### Reason

- 3.16 There are ten Sites of Special Scientific Interest and seventeen Grade A County Sites of Biological Importance in the Borough Plan area. These are listed in Appendix 2. At present Lindow Common is the only Local Nature Reserve in the area; numerous sites are managed as Trust Reserves by the Cheshire Wildlife Trust for example Danes Moss, Trentabank and Plumley Lime Beds. Sites of Special Scientific Interest are designated by English Nature because of their national importance. Rostherne Mere is notified as a wetland of international importance. Tatton Mere and The Mere, Mere SSSI's recently joined Rostherne to form part of the Midlands Meres and Mosses Ramsar Site. The policy will also apply to new sites and extensions to existing sites notified during the Plan period.

**NE13 DEVELOPMENT WILL NOT NORMALLY BE PERMITTED WHICH WOULD ADVERSELY AFFECT GRADE B AND GRADE C COUNTY SITES OF BIOLOGICAL IMPORTANCE.**

### Reason

- 3.17 Sites of Biological Importance are of more local importance and are designated jointly by English Nature, Cheshire County Council and The Cheshire Wildlife Trust. These sites of Biological Importance are listed in Appendix No.2. The policy will also apply to new sites and extensions to existing sites notified during the Plan period.

**NE14 DEVELOPMENT PROPOSALS WHICH INVOLVE THE LOSS OF PONDS, WETLANDS, HEATHLANDS, ANCIENT WOODLANDS OR ANCIENT GRASSLAND TOGETHER WITH NEWLY CREATED HABITATS WILL NOT NORMALLY BE ALLOWED AND THEIR CONSERVATION WILL BE ENCOURAGED.**

**Reason**

3.18 Such habitats, whilst not officially designated, contribute significantly to the nature conservation interests in the Plan area, providing more day to day contact for people. Heathlands, ancient woodlands and ancient grassland are examples of habitats which cannot be recreated and which are particularly worth preserving.

**NE15 THE BOROUGH COUNCIL WILL SEEK TO CREATE OR ENHANCE HABITATS IN RECLAMATION SCHEMES, PUBLIC OPEN SPACES, EDUCATION LAND AND OTHER LAND HELD BY LOCAL AUTHORITIES AND WILL DEVELOP NATURE TRAILS, INTERPRETATIVE AND EDUCATIONAL FACILITIES WHERE APPROPRIATE.**

**Reason**

3.19 Reclamation of derelict land and the management of open spaces provides an opportunity to create new and enhance existing habitats. Nature conservation will be encouraged in urban areas as well as rural areas.

**NE16 THE FOLLOWING AREAS ARE CLASSED AS NATURE CONSERVATION PRIORITY AREAS WHERE THE BOROUGH COUNCIL WILL SEEK TO IMPLEMENT MANAGEMENT PLANS TO ENHANCE NATURE CONSERVATION INTERESTS:**

**Macclesfield Area**

1. Hall Hill, Bollington
2. Shoresclough Brook, Hurdsfield
3. Higher Fence/Fence Avenue
4. Adjacent To Blakelow Gardens
5. East Of London Road
6. Sandy Lane

**Wilmslow Area**

7. River Dean, South Of Valley Drive
8. Handforth Wood
9. South Of The Villas

- 10. Wilmslow Park
- 11. South Of Thorngrove

**Knutsford Area**

- 12. Town Lane Pond
- 13. Birkin Brook
- 14. Sanctuary Moor
- 15. Pickmere Lake

**Poynton Area**

- 16. Poynton Brook
- 17. Styperson Quarry, Adlington

**Disley Area**

- 18. Disleybank Wood
- 19. Waterside

**Reason**

- 3.20 These areas are close to the built up area and given selective management their nature conservation value could be enhanced.

**NE17 IN MAJOR DEVELOPMENTS IN THE COUNTRYSIDE, THE BOROUGH COUNCIL WILL SEEK IMPROVEMENTS FOR NATURE CONSERVATION, TREE PLANTING AND LANDSCAPING AND WILL NEGOTIATE APPROPRIATE LEGAL AGREEMENTS TO SECURE THE IMPLEMENTATION OF THESE IMPROVEMENTS BY THE DEVELOPER.**

**Reason**

- 3.21 In determining major planning applications (sites over 2 hectares) the Borough Council will negotiate the inclusion of these aspects where appropriate.
- 3.22 Policy NE17 will be particularly relevant to development associated with the second runway at Manchester Airport, which will be expected to contribute to the conservation and enhancement of the river landscape, through the creation, establishment and management of a network of woodlands, hedgerows, ponds and open spaces to a suitable scale.

**NE18 THE BOROUGH COUNCIL WILL SEEK TO ENSURE THAT ALL RESIDENTS HAVE AN ACCESSIBLE AREA OF NATURE CONSERVATION INTEREST WITHIN REASONABLE WALKING DISTANCE OF THEIR HOMES. WHERE A PROPOSAL IS REQUIRED TO PROVIDE OPEN SPACE AND LANDSCAPED AREAS IN ACCORDANCE**

## **WITH THE DEVELOPMENT PLAN, DEVELOPMENT WHICH PROPOSES SUCH AREAS WILL NORMALLY BE PERMITTED.**

### **Reason**

- 3.23 To encourage an interest in nature conservation in the urban area.
- 3.24 If any areas of nature conservation importance are considered to be at risk the Borough Council will use its powers to safeguard sites. The Council recognises that nature conservation is not simply a matter of controlling development. Positive measures are required, primarily the sensitive management of land in the interests of nature conservation.

### **Monitoring**

- 3.25 The following will be monitored:
1. changes in national and regional planning policy
  2. progress in identifying landscape character, conservation and enhancement of the landscape
  3. progress in tree planting schemes
  4. changes in sites of nature conservation importance and implementation of priority areas
  5. success in controlling development and enhancement in accordance with the policies
  6. any other material considerations

## **Conservation of the Built Environment**

### **Background to the proposals**

- 3.26 The Borough's towns and the surrounding villages are, in the main, attractive and full of character. The Local Plan seeks to conserve and enhance the attractive environment and secure improvements where necessary.
- 3.27 The Local Plan outlines the development pressures on the area, the scope for change in the town centres, and allocates a number of sites for development. It is important that high standards of design and landscaping for new development reflect local character and materials, add to the rich environment and are human in scale.
- 3.28 There are 43 conservation areas and about 1,900 buildings listed of "architectural or historical importance" in the area. The Local Plan seeks to preserve or enhance the character or appearance of conservation areas and listed buildings. Policies for specific conservation areas are included where the nature of the conservation area requires detailed policy guidance. The built

environment policies are in accordance with PPG15 Planning and the Historic Environment (September 1994).

- 3.29 There are a number of sites of archaeological interest in both urban and rural areas and the Local Plan includes policies for protecting sites and giving guidance on the potential threat from development. Policies are in accordance with PPG16 Archaeology and Planning (November 1990).

## Environmental Appraisal

- 3.30 Built Environment policies also rank very highly in terms of sustainability. This is due to the fact that the policies seek to protect and enhance man made features of high heritage and architectural value. Conservation and reuse of existing buildings helps to save energy, land and other natural resources and preserves resources for future generations. Design policies seek to ensure that the scale and character of new development reflects the environmental capacity of the area to accommodate new development.

## Design Guidance

~~BE1 THE BOROUGH COUNCIL WILL PROMOTE HIGH STANDARDS OF DESIGN. NEW DEVELOPMENT AND CHANGES IN THE BUILT ENVIRONMENT, PARTICULARLY IN THE TOWN AND DISTRICT CENTRES, SHOULD ACHIEVE THE FOLLOWING DESIGN PRINCIPLES:~~

- ~~1. REFLECT LOCAL CHARACTER~~
- ~~2. RESPECT FORM, LAYOUT, SITING, SCALE AND DESIGN OF SURROUNDING BUILDINGS AND THEIR SETTING~~
- ~~3. CONTRIBUTE TO A RICH ENVIRONMENT AND ADD TO THE VITALITY OF THE AREA~~
- ~~4. BE HUMAN IN SCALE AND NOT NORMALLY EXCEED 3 STOREYS IN HEIGHT~~
- ~~5. USE APPROPRIATE MATERIALS~~

### Reason

- ~~3.31 To ensure that any new developments are in keeping with and where necessary improve the positive aspects of the character of the Borough. In specific areas and on specific sites the Local Plan provides more detailed guidance which should be followed.~~

## Historic Fabric

~~BE2 THE BOROUGH COUNCIL WILL SEEK TO PRESERVE, ENHANCE AND INTERPRET THE HISTORIC FABRIC OF THE ENVIRONMENT. DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE HISTORIC FABRIC WILL NOT NORMALLY BE PERMITTED.~~

## Reason

- 3.32 Macclesfield Borough has a rich and varied heritage which contributes to the character of the area.

## Conservation Areas

~~BE3 DEVELOPMENT WILL ONLY BE PERMITTED IN OR ADJOINING A CONSERVATION AREA WHICH PRESERVES OR ENHANCES THE CHARACTER OR APPEARANCE OF THE CONSERVATION AREA. SPECIAL ATTENTION WILL BE PAID TO MATTERS OF BULK, HEIGHT, MATERIALS, COLOUR AND DESIGN.~~

## Reason

- ~~3.33 New development is permissible in Conservation Areas but it must preserve or enhance the special character or appearance of a Conservation Area. Special care will be paid to the preservation of curtilages. A list of existing Conservation Areas is included in Appendix 3~~

## ~~BE4 IN CONSERVATION AREAS:~~

- ~~1. CONSERVATION AREA CONSENT WILL NOT BE GRANTED FOR THE DEMOLITION OF BUILDINGS OR STRUCTURES WHICH MAKE A POSITIVE CONTRIBUTION TO THE CHARACTER OR APPEARANCE OF THE AREA~~
- ~~2. APPLICATIONS FOR THE REPLACEMENT BUILDING OR STRUCTURE MUST BE SUBMITTED AT THE SAME TIME AS THE APPLICATION TO DEMOLISH~~
- ~~3. CONSENT FOR THE DEMOLITION WILL BE CONDITIONAL UPON THE CONTRACT FOR THE REPLACEMENT BUILDING BEING LET PRIOR TO DEMOLITION TAKING PLACE~~

## Reason

- ~~3.34 To provide guidance on the demolition of buildings in Conservation Areas. Mature trees may soften the appearance of the built form, or individually, may be important landscape or townscape features. Consideration will be given to declaring Tree Preservation Orders in those situations. Article 4 Directions will be sought to protect conservation areas from unsympathetic development. Article 4 Directions can help preserve important features such as a particular type of window or door surround.~~

~~BE5 WITHIN CONSERVATION AREAS, THE BOROUGH COUNCIL WILL SEEK TO PRESERVE AND ENHANCE THE SPECIAL CHARACTER OR APPEARANCE OF THE AREA BY CARRYING OUT ENVIRONMENTAL IMPROVEMENT SCHEMES AND ASSISTING WITH THE REPAIR AND ENHANCEMENT OF BUILDINGS. DEVELOPMENT IN ACCORDANCE~~

~~WITH THE DEVELOPMENT PLAN AND WHICH SECURES SUCH IMPROVEMENTS WILL NORMALLY BE PERMITTED.~~

**Reason**

~~3.35 Within the Conservation Areas the Borough Council wishes to encourage improvements, subject to the availability of resources. There is scope through various grant schemes offered under the Planning (Listed Buildings and Conservation Areas) Act 1990.~~

### **Additional Guidance in Specific Conservation Areas**

3.36 The next set of policies provide additional guidance in specific Conservation Areas

### **Macclesfield Area**

#### **Macclesfield Canal**

**BE6 WITHIN THE BUILT UP STRETCH OF THE MACCLESFIELD CANAL CORRIDOR DEVELOPMENT MAY BE PERMITTED WHERE IT:**

- 1. PRESERVES OR ENHANCES THE HISTORIC ENVIRONMENT**
- 2. IS RELATED TO, AND ENHANCES, THE CANAL SIDE FRONTAGE**
- 3. INCORPORATES MOORING FACILITIES WHERE APPROPRIATE**
- 4. INCORPORATES FEATURES OF CANAL SIDE INTEREST**

**Reason**

3.37 Within the built-up stretch of the Canal Corridor there is scope for development. This policy seeks to ensure that development is appropriate to the Conservation Area. To accommodate the mooring of boats the Borough Council will wish to see mooring facilities incorporated where appropriate. Outside the built up area, Green Belt policies apply.

#### **High Street, Macclesfield**

**BE7 THE BOROUGH COUNCIL WILL SEEK TO PRESERVE AND ENHANCE THE COHESIVE DESIGN UNITY OF THE 19TH CENTURY INDUSTRIAL SUBURB BY ENSURING THAT ANY NEW DEVELOPMENT, ALTERATIONS AND EXTENSIONS CONFORM TO THE STRONG ESTABLISHED IDENTITY OF THE AREA AND RESPECTS THE HISTORICAL CONTEXT.**

**Reason**

3.38 The High Street area is a remarkably coherent example of an early 19th Century community containing a mix of terraced houses, mills, shops,

churches and chapels, public houses and schools, all within a tight grid-iron street pattern.

- 3.39 Part of the area, and specific buildings are the subject of an Article 4 Direction which aims to preserve the design unity from the threat of unsympathetic development.

### **Christ Church, Macclesfield**

**BE8 THE BOROUGH COUNCIL WILL SEEK TO PRESERVE AND ENHANCE THE HISTORIC CHRIST CHURCH SQUARE AND PROPERTIES IN THE CONSERVATION AREA BY ENSURING THAT ANY PROPOSED DEVELOPMENT, ALTERATIONS AND EXTENSIONS RESPECT THE ESTABLISHED 19TH CENTURY CHARACTER. EVERY ENCOURAGEMENT WILL BE GIVEN TO THE REPLACEMENT OF ORIGINAL FEATURES INCLUDING PANELLED DOORS, SASH WINDOWS AND RAILINGS.**

#### **Reason**

- 3.40 Christ Church is an example of a planned late 18th Century square which is dominated by the fine Church. The square was not completed as originally proposed but contains good examples of 19th Century artisan dwellings and a number of good listed buildings.
- 3.41 The Borough Council aims to preserve this design unity from the threat of unsympathetic permitted development by the application of an Article 4 Direction, to ensure that alterations or extensions conform to the strong established identity of the area and respect the historic context. Grant aid is available towards the cost of replacing original features.

### **Barracks Square, Macclesfield**

**BE9 THE BOROUGH COUNCIL WILL SEEK TO PRESERVE AND ENHANCE THE UNITY OF BARRACKS SQUARE AND THE GROUP SETTING OF THE ARMOURY, OFFICERS' QUARTERS AND ANCILLARY ACCOMMODATION AROUND THE PARADE GROUND.**

#### **Reason**

- 3.42 Barracks Square was developed to provide a base for the Cheshire Militia. The buildings include a former armoury, officers' quarters and ancillary accommodation including the cells. These buildings are grouped around the parade ground, they are all Listed Grade II and are included in a compact Conservation Area.

### **Bollington and Kerridge**

~~**BE10 THE BOROUGH COUNCIL WILL SEEK TO PRESERVE AND ENHANCE:**~~

- ~~**1. THE OVERALL RELATIONSHIP OF THE GROUPS OF STONE BUILT TERRACED PROPERTIES TO THE OPEN SPACES**~~

## **~~2. THE ESTABLISHED AND PLEASING CHARACTER OF GROUPS OF TERRACED BLOCKS~~**

### **Reason**

~~3.43 There are three Conservation Areas in the area including Macclesfield Canal, Bollington and Kerridge. Bollington and Kerridge have a special character due largely to their location at the foothills of the Pennines, the predominance of stone as the building material and that they have largely been unaffected by physical changes during recent decades.~~

~~3.44 The core of the settlements comprise groups of terrace blocks with their roofs, chimneys and architectural features in door and window proportions providing an established and pleasing character. The Borough Council is aiming to preserve this character from the threat of unsympathetic permitted development by the application of an Article 4 Direction. There are a number of opportunities to enhance the area.~~

### **Prestbury**

#### **~~BE11 THE BOROUGH COUNCIL WILL SEEK TO PRESERVE AND ENHANCE:~~**

- ~~1. THE LINEAR FORM OF THE VILLAGE~~
- ~~2. THE VARIETY OF BUILDING STYLES~~
- ~~3. THE SURROUNDING OPEN SPACES WHICH CONTRIBUTE TO THE CHARACTER AND REINFORCE THE LINEAR FORM~~

### **Reason**

~~3.45 The original settlement of Prestbury developed along the main route through the village with the 12th Century Church marking the historic centre. The River Bollin, which passes to the east of the Church, enhances the character of the village and provides a natural boundary to development from the east.~~

~~3.46 There are a number of important listed buildings in the village, with a cluster around the junction at the southern end of the main street which form an attractive enclosure. The open space to the west of the River Bollin is an important feature essential to preserve the linear form of the village.~~

### **Wilmslow Area**

#### **The Edge, Alderley Edge**

#### **BE12 THE BOROUGH COUNCIL WILL SEEK TO PRESERVE AND ENHANCE:**

- 1. THE SYLVAN LOW DENSITY HOUSING**
- 2. THE INTERESTING AND INDIVIDUAL DESIGN OF THE LARGE HOUSES SET IN SPACIOUS GROUNDS WITH MATURE TREES**

### **3. THE WINDING SETTED LANES**

### **4. THE BOUNDARY ENCLOSURES, COMPRISING BOUNDARY WALLS, SHRUBS AND TREES**

#### **Reason**

3.47 Until the mid 19th Century, Alderley Edge was known as Chorley and until 1830 consisted of only a few cottages, the Trafford Arms, a toll bar, a smithy and five cottages on the hill. The special character of "The Edge" results from the land form, semi rural location, the large number of mature trees of various species, the character of the houses, typical of the Victorian period, winding "setted" lanes and boundary enclosures. Broomfield and Woodbrook are Grade II Listed Buildings. Woodbrook is a unique example of Voysey's work in Cheshire. Additional guidance on low density housing is provided in Policy H12.

### **Knutsford Area**

#### **Legh Road Area, Knutsford**

#### **BE13 THE BOROUGH COUNCIL WILL SEEK TO PRESERVE AND ENHANCE:**

- 1. THE LOW DENSITY HOUSING**
- 2. THE INTERESTING AND INDIVIDUAL DESIGN OF THE LARGE HOUSES SET IN SPACIOUS GROUNDS WITH MATURE TREES AND GROUNDS**
- 3. THE BOUNDARY ENCLOSURES, COMPRISING BOUNDARY WALLS, SHRUBS AND TREES**

#### **Reason**

3.48 The Legh Road area is characterised by large houses of interesting and individual design set in spacious grounds with mature planting. Existing mature planting and frontage enclosures are important features of the Conservation Area and their retention is essential if the character of the area is to be preserved. Additional guidance on low density housing is provided in Policy H12.

### **Disley Area**

#### **Disley Village**

#### ~~**BE14 THE BOROUGH COUNCIL WILL SEEK TO PRESERVE AND ENHANCE:**~~

- ~~**1. THE OPEN AREAS AND WOODED SLOPES**~~
- ~~**2. THE CENTRAL SQUARE AND SURROUNDING PROPERTIES**~~

### ~~3. THE SHOPS AND HOUSES FRONTING THE A6~~

### ~~4. THE AREA TO THE REAR OF THE SHOPS ON THE SOUTHERN SIDE OF MARKET STREET~~

#### **Reason**

~~3.49 Disley is a small village nucleus nestling in the valley bottom beneath the Parish Church of St Mary. The hill slopes are well wooded and emphasise the sense of enclosure which exists in the valley bottom. The traditional properties along the A6 contribute to the character of the village and provide an identity to the area. There is scope for environmental improvements to upgrade the stream and the area south of Market Street.~~

### **Buildings of Architectural and Historic Importance**

**BE15 THE REPAIR AND ENHANCEMENT OF BUILDINGS OF ARCHITECTURAL AND HISTORIC IMPORTANCE (LISTED BUILDINGS) WILL BE ENCOURAGED. DEVELOPMENT IN ACCORDANCE WITH THE DEVELOPMENT PLAN WHICH SECURES SUCH IMPROVEMENTS WILL NORMALLY BE PERMITTED.**

#### **Reason**

3.50 There are about 1900 listed buildings in the Plan area which form an important part of the Borough's heritage. The Borough Council wishes to see listed buildings retained and will promote their enhancement. Appendix 4 contains a Parish listing of "Listed Buildings".

~~**BE16 DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE SETTING OF A LISTED BUILDING WILL NOT NORMALLY BE APPROVED.**~~

#### **Reason**

~~3.51 As well as protecting the buildings themselves, it is very important to protect the setting of the building.~~

**BE17 CONSENT FOR THE DEMOLITION OF A LISTED BUILDING WILL NOT NORMALLY BE GRANTED.**

#### **Reason**

3.52 The Borough Council considers that it is not acceptable to demolish Listed Buildings as this would diminish the finite historical and architectural resource which they represent. Since the Borough is relatively affluent and under a great deal of pressure for development, it is considered that the reuse of Listed Buildings is feasible. In addition there are no large run down areas where the presence of a Listed Building prevents the regeneration of the area or comprehensive redevelopment of an area. In determining any applications, the Borough Council will have regard to paragraph 3.19 of PPG15 - Planning and the Historic Environment (September 1994).

**BE18 LISTED BUILDING CONSENT FOR ALTERATION, INCLUDING PARTIAL DEMOLITION AND EXTENSIONS, WILL ONLY BE GRANTED IF THE BOROUGH COUNCIL IS SATISFIED THAT THE ARCHITECTURAL AND HISTORIC INTEGRITY OF THE BUILDING WILL BE MAINTAINED, AND THAT NO ORIGINAL OR OTHER IMPORTANT FEATURES OF THE BUILDING WILL BE DESTROYED. PROPOSALS TO ALTER OR EXTEND SHOULD NORMALLY SATISFY THE FOLLOWING CRITERIA:**

- 1. EXTENSIONS MUST RESPECT THE CHARACTER AND SCALE OF THE ORIGINAL BUILDING AND NOT BE ALLOWED TO DOMINATE IT**
- 2. REPLACEMENT DOORS, WINDOWS AND OTHER FEATURES IN NON TRADITIONAL MATERIALS WILL NOT BE PERMITTED**
- 3. PARTICULAR ATTENTION MUST BE PAID TO THE RETENTION OF THE ORIGINAL PLAN FORM, ROOF CONSTRUCTION AND INTERIOR FEATURES, AS WELL AS THE EXTERIORS OF LISTED BUILDINGS**
- 4. EXTENSIONS WILL NORMALLY BE REQUIRED TO BE BUILT OF MATERIALS MATCHING THOSE OF THE ORIGINAL BUILDING**
- 5. FLAT ROOFED EXTENSIONS TO PITCHED ROOF BUILDINGS WILL NOT NORMALLY BE PERMITTED**

**Reason**

3.53 In order to ensure that the character of the original building is not undermined. An "advertisement" is classed as an alteration to a listed building.

**BE19 THE CHANGE OF USE OF BUILDINGS OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST MAY BE PERMITTED PROVIDING THE FOLLOWING CRITERIA ARE MET:**

- 1. THE BUILDINGS WOULD BE PRESERVED**
- 2. THE PROPOSED CHANGE OF USE AND CONVERSION WORK WOULD PRESERVE THE CHARACTER OF THE BUILDING**
- 3. THE PROPOSED USE WOULD NOT DETRACT FROM THE SETTING OF THE BUILDING**
- 4. THE PROPOSED DEVELOPMENT COMPLIES WITH THE TERMS OF OTHER LOCAL PLAN POLICIES**
- 5. THE USE WOULD NOT LEAD TO A DEMAND FOR LARGE SCALE EXTENSIONS OR FOR ADDITIONAL BUILDINGS IN THE GROUNDS**

**Reason**

3.54 Generally the best way of securing the upkeep of historic buildings and areas is to keep them in active use. In principle, the aim should be to identify the optimum viable use that is compatible with the fabric, interior and setting of the

building. The best use will very often be the use for which the building was originally designed. Continuation or reinstatement of that use will be the first option when the future of a building is considered. The Borough Council will pursue a flexible approach where new uses have to be considered to secure a building's survival. In determining planning applications the Council will have regard to guidance in PPG15 (1994) Planning and the Historic Environment.

## Locally Important Buildings

~~BE20 NON-LISTED BUILDINGS AND OTHER STRUCTURES OF ARCHITECTURAL OR HISTORIC INTEREST DO NOT ENJOY THE FULL PROTECTION OF STATUTORY LISTING. HOWEVER, DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THEIR ARCHITECTURAL OR HISTORIC CHARACTER WILL ONLY BE ALLOWED IF THE BOROUGH COUNCIL IS SATISFIED THAT THE BUILDING OR STRUCTURE IS BEYOND REASONABLE REPAIR.~~

### Reason

~~3.55 There are a number of buildings which are valued for their contribution to the local scene or for their historical associations. These buildings do not merit listing on a national scale. However, Planning Policy Guidance Note PPG15 (September 1994) does permit local planning authorities to draw up lists of locally important buildings and to formulate Local Plan Policies for their protection. The Borough Council will publish a list of locally important buildings as supplementary planning guidance. To be included on the Local List, the building should be a good example of a local building style, or display evidence of local historic interest or make an important contribution to the street scene or landscape. Until the list is published, the policy will apply to the buildings included in the list in Appendix 11 of the Plan.~~

## Archaeology

**BE21 THE BOROUGH COUNCIL WILL PROMOTE THE CONSERVATION ENHANCEMENT AND INTERPRETATION OF SITES OF ARCHAEOLOGICAL IMPORTANCE AND THEIR SETTINGS. DEVELOPMENT WHICH WOULD ADVERSELY AFFECT ARCHAEOLOGICAL INTERESTS WILL NOT NORMALLY BE PERMITTED.**

### Reason

3.56 Archaeological remains are finite and irreplaceable. They contain valuable information about our past, are part of our sense of national identity and are valuable both for their own sake and for their role in education, leisure and tourism.

3.57 There are a number of sites of archaeological importance in the area. Details of these sites are to be found in the County Sites and Monuments Record. Planning Policy Guidance Note 16 Archaeology and Planning (November 1990) recognises that not all archaeological remains are of equal importance.

The following policies provide guidance on the different categories of remains. Work on evaluating sites is ongoing as part of English Heritage's Monuments Protection Programme.

**BE22 SCHEDULED MONUMENTS AND OTHER SITES OF NATIONAL IMPORTANCE WILL BE PRESERVED. DEVELOPMENT WHICH WOULD ADVERSELY AFFECT SUCH REMAINS WILL BE REFUSED.**

**Reason**

- 3.58 Such sites are of national importance and therefore merit preservation. Appendix 5 contains a list of such sites.

**BE23 DEVELOPMENTS WHICH WOULD AFFECT OTHER SITES OF ARCHAEOLOGICAL IMPORTANCE MAY BE REFUSED. PERMISSION WILL ONLY BE GRANTED WHERE IT CAN BE DEMONSTRATED THAT MEASURES OF MITIGATION WILL ENSURE NO NET LOSS OF ARCHAEOLOGICAL VALUE.**

**Reason**

- 3.59 Such sites are of regional or local importance, and are identified in the County Sites and Monuments Record. They represent a finite and non-renewable resource, and development should mitigate any damage to or loss of such sites, through their physical preservation or their recording by an agreed programme of investigation, recording and publication.

**BE24 DEVELOPMENTS WHICH WOULD AFFECT SITES OF KNOWN OR SUSPECTED ARCHAEOLOGICAL IMPORTANCE, OR AREAS OF ARCHAEOLOGICAL POTENTIAL, MAY REQUIRE THE SUBMISSION BY THE APPLICANT OF AN ARCHAEOLOGICAL EVALUATION OF THE SITE OR AREA, PRIOR TO THE APPLICATION BEING DETERMINED.**

**Reason**

- 3.60 Areas of Archaeological Potential in Knutsford, Macclesfield and Wilmslow have been identified through the Cheshire Historic Towns Survey, and sites of known or suspected Archaeological Importance are identified in the County Sites and Monuments Record. Sites of known or suspected Archaeological Importance and Areas of Archaeological Potential will be identified in Supplementary Planning Guidance which is to be produced in the Plan period. Until that is published, the sites and areas will be identified having regard to the County Archaeologist's survey.
- 3.61 Very often there is insufficient information available about such areas and sites to assess their significance and the likely impact on them of proposed development. In such cases it may be necessary to carry out archaeological assessment or field evaluation in order to determine their Archaeological Significance. This should be submitted as part of the planning application, to enable the significance of the archaeological remains and the effect on them

of the proposed development to be taken fully into account in determining the planning application.

## Monitoring

3.62 The following will be monitored:

1. changes in national and regional planning policy
2. declaration of new conservation areas
3. improvements in the quality of the historic fabric
4. repairs to listed buildings
5. success in controlling development and achieving enhancement in accordance with the policies
6. any other material considerations

## 4. Green Belt and Countryside

### Background to the Proposals

- 4.1 This chapter sets out the policies and proposals for the Green Belt and Countryside of the Borough. The prime objective of these policies and proposals is to protect the countryside for its landscape, ecological, recreational and agricultural value. However, as well as affording appropriate protection, there is also a need to encourage schemes of enhancement so that the quality of the countryside can be improved.
- 4.2 The object of planning policy in a Green Belt is to keep land open and keep levels of activity at a minimum. Thus it is the intention that a Green Belt shall have a rural character and restrictions on building are severe. Slightly less severe restrictions apply to the ordinary countryside which lies to the south of the Green Belt in Macclesfield, up to the Borough boundary with Congleton. Within the Green Belt and Countryside, the presumption is against new building at any time, subject only to certain limited exceptions or as may be specially approved. This Chapter, therefore, contains policy guidance to address the issues of:
1. new buildings
  2. other operations and changes of use
  3. preventing injury to the visual amenities of the Green Belt
  4. the future of Major Developed Sites
  5. the protection of safeguarded land between the urban limits and the inner boundary of the Green Belt
  6. the reuse of buildings
  7. the protection of agricultural land
  8. replacement dwellings
  9. and extensions to existing dwellings.
- 4.3 It is not sufficient merely to protect the countryside from inappropriate development. Positive management rather than preservation is the key to ensuring the future well being of the countryside. This is especially so in the light of declining reliance on the farmer to manage the countryside in the traditional way. Thus, there is a need to actively pursue improvement schemes for parts of the countryside, not only to offset the decline of existing resources and amenities but where appropriate to create new features.
- 4.4 Parts of the countryside within the Local Plan area are designated as Areas of Special County Value. This is in recognition of special landscape qualities

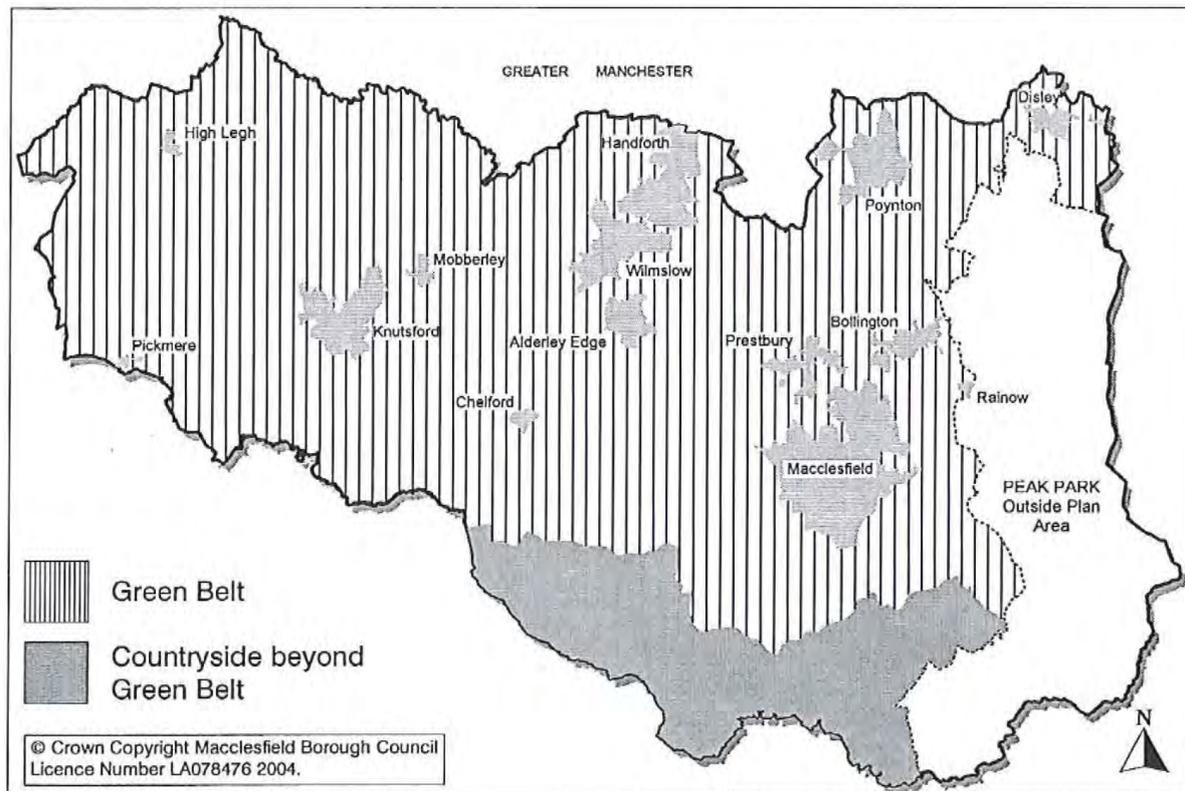
which must be protected and enhanced. Appropriate policies seek to afford such protection and enhance the quality of these important areas.

- 4.5 The Local Plan area contains agricultural land some of which is of high quality. As part of a national resource it deserves protection for the longer term. Where agricultural land has to be taken for development it will be important to ensure that existing agricultural activities are able to carry on for as long as possible.
- 4.6 A large area of land surrounding the Jodrell Bank Radio Telescope is designated as a consultation zone. Development proposals occurring within the zone are assessed to ensure that the efficiency of the telescope is not impaired by interference from electrical equipment.
- 4.7 The policies and proposals for the countryside cover the:
  1. Green Belt
  2. Countryside beyond the Green Belt, and
  3. Safeguarded land between the built up area and the Green Belt.
- 4.8 Where policies and proposals apply to all three areas they refer to the "countryside". Some policies also apply to the Areas of Special County Value (see Environment Section) which covers parts of the Green Belt and parts of the Countryside beyond the Green Belt.

## **Environmental Appraisal**

- 4.9 Green Belt and Countryside policies promote sustainability through protecting the countryside from inessential development and by encouraging the strategy of concentrating development in urban areas. Policies promoting the re-use of existing buildings are sustainable because the resulting physical improvements ensure the retention of valuable built resources for the future.

## Green Belt



**Map 6: The Broad Extent of The Borough of Macclesfield's Green Belt**

## New Buildings

**GC1 THE BOUNDARIES OF THE GREEN BELT ARE SHOWN ON THE PROPOSALS MAP.**

**WITHIN THE GREEN BELT APPROVAL WILL NOT BE GIVEN, EXCEPT IN VERY SPECIAL CIRCUMSTANCES, FOR THE CONSTRUCTION OF NEW BUILDINGS UNLESS IT IS FOR THE FOLLOWING PURPOSES:**

- 1. AGRICULTURE AND FORESTRY (THE PROVISION OF NEW DWELLINGS WILL BE SUBJECT TO THE PRINCIPLES CONTAINED IN POLICY GC6)**
- 2. ESSENTIAL FACILITIES FOR OUTDOOR SPORT AND OUTDOOR RECREATION, FOR CEMETERIES, AND FOR OTHER USES OF LAND WHICH PRESERVE THE OPENNESS OF THE GREEN BELT AND WHICH DO NOT CONFLICT WITH THE PURPOSES OF INCLUDING LAND IN IT**
- 3. LIMITED EXTENSION OR ALTERATION OF EXISTING DWELLINGS, SUBJECT TO POLICY GC12**
- 4. THE REPLACEMENT OF EXISTING DWELLINGS, SUBJECT TO POLICY GC11**

5. **LIMITED INFILLING WITHIN THE SETTLEMENTS OF GAWSWORTH, HENBURY, LYME GREEN AND SUTTON PROVIDED THAT THE DEVELOPMENT IS IN SCALE AND CHARACTER WITH THE SETTLEMENT IN QUESTION**
6. **LIMITED AFFORDABLE HOUSING FOR LOCAL COMMUNITY NEEDS IN ACCORDANCE WITH POLICIES H8-H10**
7. **DEVELOPMENT WITHIN MAJOR DEVELOPED SITES WHICH IS IN ACCORDANCE WITH POLICY GC4.**

### **Reason**

4.10 As part of the North Cheshire Green Belt, the Green Belt boundaries shown on the Proposals Map perform the strategic roles of helping:

1. to check the unrestricted sprawl of large built-up areas
2. to prevent neighbouring towns from merging into one another
3. to assist in safeguarding the countryside from encroachment
4. to preserve the setting and special character of historic towns, and
5. to assist in urban regeneration, particularly Greater Manchester, by encouraging the recycling of derelict and other urban land.

4.11 Essential facilities for outdoor sport and outdoor recreation include small changing rooms, unobtrusive spectator accommodation or small stables. Such facilities should be genuinely required for uses of land which preserve the openness of the Green Belt and do not conflict with the purposes of including land in it.

## **Other Operations and Changes of Use**

~~**GC2 WITHIN THE GREEN BELT APPROVAL WILL NOT BE GIVEN FOR ENGINEERING AND OTHER OPERATIONS, AND THE MAKING OF ANY MATERIAL CHANGE IN THE USE OF LAND UNLESS THEY MAINTAIN OPENNESS; DO NOT CONFLICT WITH THE PURPOSES OF INCLUDING LAND IN THE GREEN BELT; AND CONTRIBUTE TO THE ACHIEVEMENT OF THE OBJECTIVES FOR THE USE OF LAND IN GREEN BELTS.**~~

~~**IN THE CASE WHERE AMENITY ON A SITE WITHIN THE GREEN BELT OR ON A SITE ADJACENT TO THE GREEN BELT IS LOST AS A RESULT OF DEVELOPMENT ON THAT SITE, PLANNING OBLIGATIONS MAY BE USED TO PROVIDE FOR OFFSETTING BENEFITS ON LAND IN THE GREEN BELT.**~~

### **Reason**

~~4.12 The carrying out of engineering and other operations, and the making of material changes in the use of land are inappropriate development unless they~~

~~maintain openness and do not conflict with the strategic roles of including land in the Green Belt.~~

~~4.13 The objectives for the use of land in Green Belts are:~~

- ~~1. to provide opportunities for access to the open countryside for the urban population~~
- ~~2. to provide opportunities for outdoor sport and outdoor recreation near urban areas~~
- ~~3. to retain attractive landscapes, and enhance landscapes, near to where people live~~
- ~~4. to improve damaged and derelict land around towns~~
- ~~5. to secure nature conservation interest, and~~
- ~~6. to retain land in agricultural, forestry and related uses.~~

~~4.14 Any large scale development or redevelopment of land within the Green Belt should as far as possible contribute to the achievement of the objectives for the use of land in Green Belts.~~

~~4.15 Planning obligations may be used to offset the loss of or impact on any amenity present on a site prior to development. Obligations to provide for offsetting benefits on land in the Green Belt may also be used where amenity on a site adjacent to the Green Belt is lost as a result of development on that site.~~

## Visual Amenity

~~**GC3 WHERE DEVELOPMENT IS ACCEPTABLE IN PRINCIPLE UNDER POLICIES GC1 AND GC2, THE VISUAL AMENITIES OF THE GREEN BELT SHOULD NOT BE INJURED BY PROPOSALS FOR DEVELOPMENT WITHIN OR CONSPICUOUS FROM THE GREEN BELT. DEVELOPMENT PROPOSALS WHICH IT IS CONSIDERED WILL CAUSE SUCH INJURY BY REASON OF THEIR SITING, MATERIALS OR DESIGN WILL BE REFUSED.**~~

### Reason

~~4.16 Planning Policy Guidance Note 2 Green Belts (January 1995) indicates that although developments in the Green Belt may not prejudice its main purpose they may cause injury to the Green Belt by reason of inappropriate siting, materials or design. Such developments will not be permitted.~~

## Major Developed Sites

~~**GC4 MAJOR DEVELOPED SITES IN THE GREEN BELT ARE IDENTIFIED ON THE PROPOSALS MAP. PLANNING PERMISSION WILL BE GRANTED**~~

**FOR LIMITED INFILLING OR REDEVELOPMENT PROPOSALS WITHIN THESE SITES PROVIDED THEY ARE IN ACCORDANCE WITH POLICY GC3 AND MEET THE FOLLOWING CRITERIA;**

**INFILLING SHOULD:**

- 1. HAVE NO GREATER IMPACT ON THE PURPOSES OF INCLUDING LAND IN THE GREEN BELT THAN THE EXISTING DEVELOPMENT**
- 2. NOT EXCEED THE HEIGHT OF THE EXISTING BUILDINGS**
- 3. NOT LEAD TO A MAJOR INCREASE IN THE DEVELOPED PROPORTION OF THE SITE**

**REDEVELOPMENT SHOULD:**

- 1. HAVE NO GREATER IMPACT THAN THE EXISTING DEVELOPMENT ON THE OPENNESS OF THE GREEN BELT AND THE PURPOSES OF INCLUDING LAND IN IT, AND WHERE POSSIBLE HAVE LESS**
- 2. CONTRIBUTE TO THE ACHIEVEMENT OF THE OBJECTIVES FOR THE USE OF LAND IN GREEN BELTS**
- 3. NOT EXCEED THE HEIGHT OF EXISTING BUILDINGS**
- 4. NOT OCCUPY A LARGER AREA OF THE SITE THAN THE EXISTING BUILDINGS UNLESS THIS WOULD ACHIEVE A REDUCTION IN HEIGHT WHICH WOULD BENEFIT VISUAL AMENITY**

**SUPPLEMENTARY PLANNING GUIDANCE WILL BE PREPARED AS APPROPRIATE TO GUIDE THE CONSIDERATION OF PROPOSALS ON THE MAJOR DEVELOPED SITES IN THE GREEN BELT IDENTIFIED ON THE PROPOSALS MAP. PROPOSALS FOR DEVELOPMENT ON MAJOR DEVELOPED SITES SHOULD BE ACCOMPANIED BY A TRAVEL PLAN.**

**Reason**

4.17 The following sites are identified as Major Developed Sites:

1. Mereside, Alderley Park, Alderley Edge
2. Refuge House, Alderley Road, Wilmslow
3. Radbroke Hall, Peover
4. Booths Hall, Knutsford
5. Stamford Lodge, Wilmslow
6. Langley Works, Langley

- 4.18 These sites have been designated on the basis of their scale and character, and by reference to the circumstances outlined in Annex C to PPG2 Green Belts (January 1995). They remain subject to development control policies for the Green Belt. However, infilling or redevelopment which meets the criteria in policy GC4 above is not inappropriate development. Limited infilling at sites in continuing use may help to secure jobs and prosperity without further prejudicing the Green Belt. In this context, infilling means the filling of small gaps between built development. Any development should respect the character and appearance of the historic parklands and buildings.
- 4.19 The complete or partial redevelopment of Major Developed Sites, whether redundant or in continuing use, may offer the opportunity for environmental improvement without adding to their impact on the openness of the Green Belt and the purposes of including land within it. Development Briefs have been prepared for Alderley Park, Stamford Lodge and Langley Works, and any development at these sites should be in accordance with the approved Briefs. For Stamford Lodge any redevelopment should be for B1 uses, research related development, educational/institutional uses, training and leisure uses and should be located within the development envelope shown in the approved Development Brief. For Langley Works any redevelopment should be for employment uses (B1, B2 and B8), tourism and leisure related uses and affordable housing. At Alderley Park development should be related to pharmaceutical research and development and associated activities. Other Briefs will be prepared where necessary. More detailed guidance is provided in PPG2 Green Belts (January 1995) at Annex C: Future of Major Developed Sites in the Green Belt.

Employees travelling to and from Major Developed Sites in the Green Belt do so principally by private motor car. A Travel Plan would encourage a reduction in car usage, particularly single occupancy journeys, and increases in walking, cycling and the use of public transport.

## Countryside Beyond the Green Belt

~~**GC5 DEVELOPMENT IN THE OPEN COUNTRYSIDE BEYOND THE GREEN BELT WILL NOT NORMALLY BE PERMITTED UNLESS IT IS ESSENTIAL FOR AGRICULTURE, FORESTRY, OUTDOOR RECREATION OR FOR OTHER USES APPROPRIATE TO A RURAL AREA.**~~

### **Reason**

~~4.20 In the interests of preserving the countryside for its landscape, ecological and recreational value, and protecting the best and most versatile agricultural land, new development in the open countryside will continue to need careful control. Proposals will be subject to policies for the Areas of Special County Value (see Environment Section) and for the Jodrell Bank Zone (see Policy GC14) where applicable.~~

**GC6 OUTSIDE THE GREEN BELT, AREAS OF SPECIAL COUNTY VALUE AND JODRELL BANK ZONE, THE FOLLOWING DEVELOPMENT WILL NORMALLY BE ALLOWED:**

1. **NEW DWELLINGS IN THE OPEN COUNTRYSIDE IF THEY ARE REQUIRED FOR A PERSON ENGAGED FULL TIME IN AGRICULTURE, FORESTRY OR OTHER RURAL ENTERPRISE APPROPRIATELY LOCATED IN THE COUNTRYSIDE, AND A LOCATION IN THE COUNTRYSIDE IS ESSENTIAL FOR THE EFFICIENT WORKING OF THE ENTERPRISE. WHEREVER POSSIBLE, SUCH DWELLINGS SHOULD BE SITED WITHIN, AND DESIGNED IN RELATION TO, A NEARBY GROUP OF DWELLINGS OR A FARM/BUILDING COMPLEX. THESE PRINCIPLES APPLY TO NEW DWELLINGS PROVIDED FOR IN POLICIES GC1 AND GC5**
2. **APPROPRIATE SMALL INDUSTRIES, COMMERCIAL BUSINESSES, ENTERPRISES AND THE DEVELOPMENT OF SMALL SCALE WORKSHOP UNITS ON FARMS WHERE THEY WOULD CONTRIBUTE TO THE GROWTH AND DIVERSIFICATION OF THE RURAL ECONOMY**
3. **THE EXPANSION OF EXISTING INDUSTRIAL OR WAREHOUSING PREMISES PROVIDED THAT THE PROPOSAL IS NOT LIKELY TO LEAD TO THE ESTABLISHMENT OF A LARGE SCALE INDUSTRIAL DEVELOPMENT IN THE COUNTRYSIDE**
4. **DEVELOPMENT OF OPEN LAND USES OF A COMMERCIAL RECREATION NATURE**
5. **AGRICULTURAL BUILDINGS**
6. **ALL PROPOSALS WILL BE SUBJECT TO THERE BEING:**
  - i. **NO CONFLICT WITH INTERESTS OF ACKNOWLEDGED IMPORTANCE IN RELATION TO LANDSCAPE, ECOLOGY, RECREATION AND AGRICULTURE**
  - ii. **NO ADVERSE IMPACT ON EXISTING RESIDENTIAL AMENITY**
  - iii. **NO ADVERSE IMPACT ON VISUAL AMENITIES**
  - iv. **NO CONFLICT WITH HIGHWAY SAFETY**
  - v. **CONFORMITY WITH DEVELOPMENT CONTROL POLICIES.**

#### **Reason**

- 4.21 Whilst the intention is still to restrict development in the countryside, the limitation on development in the Countryside Beyond the Green Belt and outside the Areas of Special County Value and Jodrell Bank Zone is less severe. Safeguarded land is protected from development by Policy GC7.

### **Safeguarded Land**

~~**GC7 LAND BETWEEN THE URBAN LIMITS AND THE INNER BOUNDARY OF THE GREEN BELT SHOWN ON THE PROPOSALS MAP AT:**~~

~~(A) — HANDFORTH HALL, HANDFORTH AND~~

~~(B) — ADLINGTON ROAD, WILMSLOW~~

~~IS DESIGNATED AS SAFEGUARDED LAND.~~

~~ON SAFEGUARDED LAND:~~

~~(I) — POLICIES RELATING TO DEVELOPMENT IN THE COUNTRYSIDE  
WILL APPLY; BUT~~

~~(II) — NO DEVELOPMENT WHICH WOULD PREJUDICE ITS LATER  
COMPREHENSIVE DEVELOPMENT WILL BE PERMITTED~~

### **Reason**

~~4.22 The safeguarded land comprises land lying between the urban limits and the inner edge of the Green Belt that may be required to serve development needs in the longer term ie well beyond the plan period. It is not allocated for development at the present time, and it may only be allocated in the future within the strategic planning context and following the guidance for the assessment of development sites contained in PPG3 Housing (2000). For the time being, the areas are treated as countryside as stated in paragraphs 4.7 and 4.8, but subject to the additional restriction that nothing will be permitted that would prejudice comprehensive development in the future. That would not rule out, for example, its use as open space. Access to the safeguarded land at Handforth Hall will be from Coppice Way, across the amenity area.~~

## **Reuse of Buildings**

**GC8 THE REUSE AND ADAPTATION OF EXISTING BUILDINGS IN THE COUNTRYSIDE FOR COMMERCIAL, INDUSTRIAL, INSTITUTIONAL, RECREATIONAL USES OR AS HOLIDAY ACCOMMODATION WILL NOT BE PERMITTED UNLESS;**

- 1. THERE IS NO MATERIALLY GREATER IMPACT THAN THE PRESENT USE ON THE OPENNESS OF THE COUNTRYSIDE**
- 2. THE BUILDING IS OF PERMANENT AND SUBSTANTIAL CONSTRUCTION CAPABLE OF BEING CONVERTED WITHOUT MAJOR OR COMPLETE RECONSTRUCTION**
- 3. THE FORM, BULK, AND GENERAL DESIGN OF THE BUILDING IS IN KEEPING WITH ITS SURROUNDINGS**
- 4. THE PROPOSAL RESPECTS LOCAL BUILDING STYLES AND MATERIALS. THE EXTENSION OF REUSED BUILDINGS AND THE ASSOCIATED USES OF SURROUNDING LAND MUST NOT REDUCE THE OPENNESS OF THE COUNTRYSIDE. WITHIN THE GREEN BELT SUCH PROPOSALS MUST NOT CONFLICT WITH THE PURPOSES OF INCLUDING LAND IN IT.**

## Reason

4.23 Considerable change has occurred in the rural areas and in the methods and type of agricultural production. The reuse or adaptation of existing rural buildings may help to reduce demands for new buildings in the countryside, encourage new enterprises and provide new jobs. The above policy includes detailed criteria to ensure that the proposal does not cause significant harm to the character and appearance of the surrounding countryside.

## Reuse of Buildings for Residential Purposes

**GC9 WHERE AN EXISTING BUILDING IS NOT SUITABLE FOR A BUSINESS USE, THE REUSE AND ADAPTATION OF EXISTING BUILDINGS IN THE COUNTRYSIDE FOR RESIDENTIAL PURPOSES WILL BE ALLOWED PROVIDED THAT:**

- 1. THE CRITERIA IN GC8 ARE MET**
- 2. THE PROPOSAL WOULD NOT RESULT IN ISOLATED RESIDENTIAL DEVELOPMENT, UNLESS THE CRITERIA IN GC1 ARE SATISFIED**
- 3. ANY CURTILAGE WOULD NOT ADVERSELY AFFECT THE CHARACTER OF THE COUNTRYSIDE.**

## Reason

4.24 In considering planning applications for residential conversions, the applicant will need to demonstrate that either the property is not suitable for non-residential use or every reasonable attempt has been made to secure a non-residential use. In the latter case, details of the marketing exercise should be submitted with the planning application. Proposals for residential conversions will be examined with particular care, given the potential number of redundant buildings. PPG7 The Countryside and the Rural Economy (February 1997) advises that generally such conversions can have a minimal economic impact. Reference will be made to Annex G of PPG7 in considering applications for residential conversions.

## Extensions to Residential Institutions

**GC10 IN THE COUNTRYSIDE WHERE EXTENSIONS ARE PROPOSED TO AN EXISTING RESIDENTIAL INSTITUTION OR AS PART OF THE CONVERSION OF AN EXISTING BUILDING TO INSTITUTIONAL USE, THE FOLLOWING CRITERIA WILL APPLY:**

- 1. EXTENSIONS SHOULD BE WELL RELATED TO THE EXISTING BUILDING IN TERMS OF SCALE, FORM AND DESIGN**
- 2. EXTENSIONS SHOULD NOT EXCEED THE HEIGHT OF THE EXISTING BUILDING.**

3. **EXTENSIONS SHOULD NOT LEAD TO A MAJOR INCREASE IN THE DEVELOPED PROPORTION OF THE SITE (LARGE SCALE EXTENSIONS OF MORE THAN ABOUT 30% OF THE FLOORSPACE OF THE ORIGINAL BUILDINGS ARE LIKELY TO BE UNACCEPTABLE)**
4. **EXTENSIONS SHOULD NOT ADVERSELY AFFECT THE CHARACTER AND APPEARANCE OF THE COUNTRYSIDE**
5. **THE USE OF THE EXTENSION SHOULD BE ANCILLARY TO THE USE OF THE EXISTING BUILDING**
6. **CONSTRUCTION OF SEPARATE NEW BUILDINGS WITHIN THE GROUNDS WILL NOT NORMALLY BE ACCEPTABLE**

**WITHIN THE GREEN BELT, PROPOSALS SHOULD HAVE NO GREATER IMPACT ON THE PURPOSES OF INCLUDING LAND IN IT THAN THE EXISTING DEVELOPMENT.**

#### **Reason**

- 4.25 Policy guidance for existing Major Developed Sites provides criteria against which proposals for limited infilling may be judged. However, this will only apply to sites specifically identified by local planning authorities. For non-specified sites similar criteria are required to control incremental extensions and the intensification of residential institutional use which could otherwise destroy the character of the original building, reduce the openness of the countryside or have an adverse effect on the setting of the buildings or the surrounding area. The conversion of existing outbuildings directly related to the main building will normally be acceptable where these are worthy of retention. For proposals within the Green Belt it will be necessary to ensure that the purposes of including land in the Green Belt (as set out in paragraph 4.10 above) are not compromised compared with existing development.

### **Replacement Dwellings**

~~**GC11 PROPOSALS TO REBUILD OR REPLACE AN EXISTING DWELLING IN THE COUNTRYSIDE WILL BE ALLOWED PROVIDED THAT ALL OF THE FOLLOWING CRITERIA ARE MET:**~~

- ~~1. **THE NEW DWELLING IS NOT MATERIALLY LARGER THAN THE DWELLING IT REPLACES AND IS LOCATED ON THE SAME FOOTPRINT AS THE EXISTING DWELLING**~~
- ~~2. **THE NEW DWELLING BY VIRTUE OF ITS SITING, CURTILAGE, DESIGN, EXTERNAL APPEARANCE AND ACCESS WOULD HAVE NO MATERIALLY GREATER IMPACT ON THE TRADITIONAL CHARACTER AND OPENNESS OF THE COUNTRYSIDE THAN THE EXISTING DWELLING**~~
- ~~3. **THE NEW DWELLING DOES NOT INCLUDE ANY ADDITIONAL FREESTANDING BUILDINGS, E.G. GARAGES, WHICH WOULD HAVE**~~

**~~AN ADVERSE IMPACT ON THE TRADITIONAL CHARACTER AND OPENNESS OF THE COUNTRYSIDE~~**

- ~~4. EXISTING LANDSCAPE FEATURES ARE RETAINED AND APPROPRIATE ADDITIONAL LANDSCAPING CARRIED OUT, AND~~
- ~~5. THE REBUILDING OR REPLACEMENT WOULD NOT PERPETUATE ISOLATED DEVELOPMENT AWAY FROM SERVICES SUCH AS SHOPS AND SCHOOLS AND PUBLIC SERVICES.~~

**Reason**

- ~~4.26 Planning Policy Guidance Note 2 Green Belts (January 1995) indicates that the replacement of existing dwellings need not be inappropriate, providing the new dwelling is not materially larger than the dwelling it replaces.~~
- ~~4.27 The Borough Council considers that there are a number of other concerns which need to be addressed when dealing with replacement dwelling proposals in the Countryside. These are reflected in the above policy criteria which provide the necessary safeguards to prevent the replacement of existing dwellings with those which reduce the openness and are harmful to the traditional, local character of the Countryside ("the Countryside" means both the Green Belt and the Countryside beyond the Green Belt).~~
- ~~4.28 In exercising the necessary strict control, it will normally be a requirement to remove permitted development rights to extend the new dwelling. Proposals should also lead to an enhancement in the appearance of the local environment.~~

## **Alterations and Extensions to Houses**

**GC12 ALTERATIONS AND EXTENSIONS TO EXISTING HOUSES IN THE COUNTRYSIDE MAY BE GRANTED FOR UP TO 30% OF THE ORIGINAL FLOOR SPACE PROVIDING THE SCALE AND APPEARANCE OF THE HOUSE IS NOT SIGNIFICANTLY ALTERED. EXCEPTIONS TO THE POLICY MAY BE PERMITTED WHERE:**

- 1. THE PROPOSAL LIES IN A GROUP OF HOUSES OR RIBBON OF DEVELOPMENT AND THE EXTENSION WOULD NOT BE PROMINENT**
- 2. THE EXTENSION IS TO PROVIDE BASIC AMENITIES OR AN ADDITIONAL BEDROOM OR LIVING ROOM IN A SMALL COTTAGE**
- 3. THE EXTENSION IS TO PROVIDE A CONSERVATORY OR DOMESTIC BUILDING IN THE CURTILAGE.**

**AND THE PROPOSAL WOULD NOT ADVERSELY AFFECT THE CHARACTER AND APPEARANCE OF THE COUNTRYSIDE.**

**Reason**

- 4.29 PPG2 Green Belts (January 1995) indicates that the extension or alteration of dwellings is not inappropriate in the Green Belt, provided that the proposal does not result in disproportionate additions over and above the size of the original building. The phrase 'disproportionate additions' cannot be clearly defined, as much will depend upon the circumstances of each case. However, a proposal will be considered to be 'disproportionate' if the development would result in an increase of more than 30% of the original dwelling. (The above policy also applies to the Countryside beyond the Green Belt).
- 4.30 Extensions and alterations to cottages in the Green Belt and Countryside should not result in the provision of large houses of suburban appearance, out of character with their rural setting and reducing the supply of smaller rural houses.
- 4.31 In order to minimise impact, the proposed development will need to respect the design of the existing property, adjoining properties and the setting of the dwelling.

## Agricultural Land

~~GC13 DEVELOPMENT OF GREENFIELD LAND, INCLUDING THE BEST AND MOST VERSATILE AGRICULTURAL LAND (GRADES 1, 2 AND 3A) WILL NOT BE PERMITTED UNLESS OPPORTUNITIES HAVE BEEN ASSESSED FOR ACCOMMODATING DEVELOPMENT ON PREVIOUSLY DEVELOPED SITES AND ON LAND WITHIN THE BOUNDARIES OF EXISTING URBAN AREAS. WHERE DEVELOPMENT OF AGRICULTURAL LAND IS UNAVOIDABLE, APPLICANTS SHOULD SEEK TO USE AREAS OF POORER QUALITY LAND IN PREFERENCE TO THAT OF HIGH QUALITY, EXCEPT WHERE OTHER SUSTAINABILITY CONSIDERATIONS SUGGEST OTHERWISE.~~

### Reason

- ~~4.32 The most important economic resource in the countryside is high quality farmland. Whilst the land quality of the Plan area is predominantly Grade 3, there are substantial and important areas of Grade 2 land for example to the south of Chelford Road, west of Henbury.~~
- ~~4.33 Notwithstanding the recent efforts to limit food production to reduce surpluses, it remains necessary to protect the highest quality agricultural land as a national resource for the longer term.~~
- ~~4.34 In accepting some loss of good quality agricultural land to development it is important to minimise the amount of land taken out of agricultural use at any one time. This will enable existing agricultural activities to continue and thus maintain the nature and appearance of the land for as long as possible.~~
- ~~4.35 Sustainability considerations might include, for example, the importance of the land for biodiversity, the quality and character of the landscape, its amenity value or heritage interest, accessibility to infrastructure, workforce and markets, and the protection of natural resources, including soil quality. Some~~

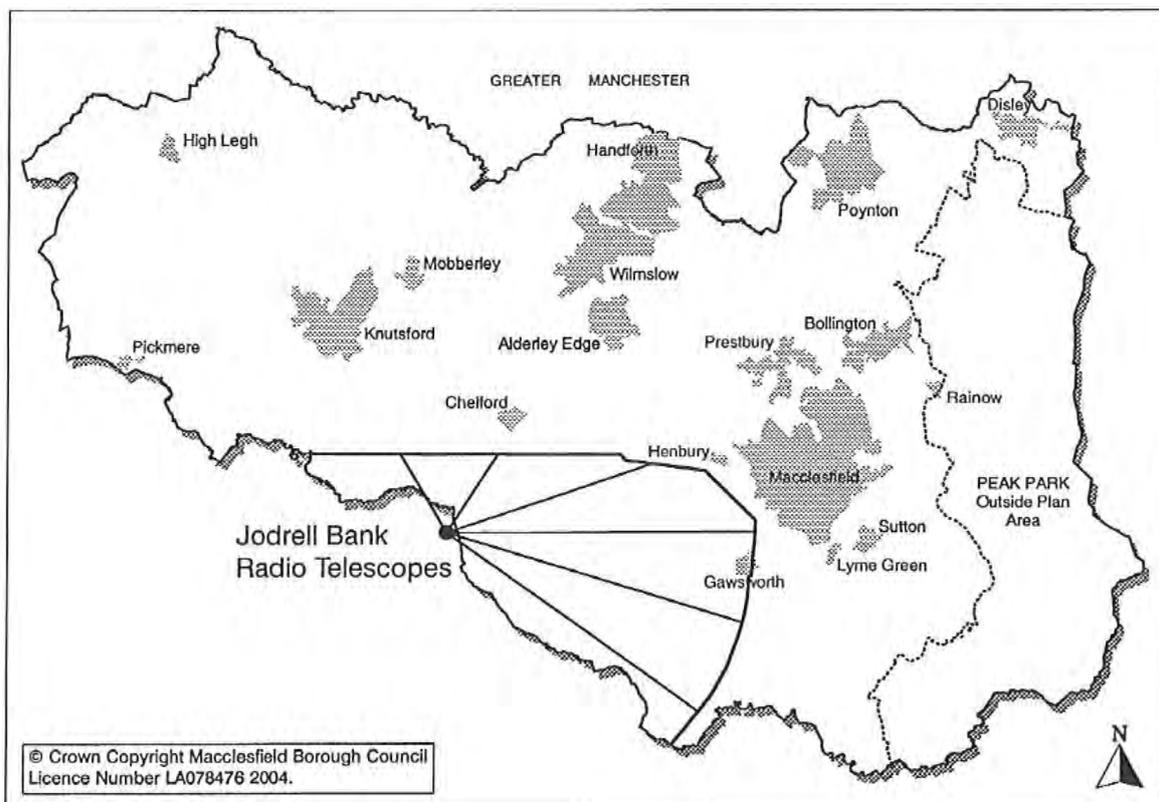
of these qualities may be recognised by a statutory wildlife, landscape, historic or archaeological designation, such as a National Park or Site of Special Scientific Interest. Where soil or agricultural quality is a consideration, the Borough Council will seek advice from DEFRA and from other relevant bodies such as English Nature, the Countryside Agency or English Heritage, as appropriate.

## Jodrell Bank

**GC14 WITHIN THE JODRELL BANK RADIO TELESCOPES CONSULTATION ZONE, AS DEFINED ON THE PROPOSALS MAP, NO DEVELOPMENT WILL BE PERMITTED WHICH WOULD IMPAIR THE EFFICIENCY OF THE RADIO TELESCOPES.**

### Reason

4.36 The Borough Council has been directed to consult the University of Manchester on a wide range of planning applications within the zone defined on the Proposals Map. This policy is in accordance with the Town and Country Planning (Jodrell Bank Radio Telescope) Direction (1973) and aims to ensure that the telescopes retain their ability to receive radio emissions from space with a minimum of interference from electrical equipment.



**Map7: Jodrell Bank Safeguarding Zone**

## Monitoring

4.37 The following will be monitored:

1. changes in national and regional planning policy
2. the need to release unallocated land
3. the re-use of buildings in achieving diversification of the rural economy
4. development of agricultural land
5. impact of development on the appearance of the countryside
6. success in controlling development in accordance with the policies
7. any other material considerations.

## 5. Recreation and Tourism

### Background to the Proposals

- 5.1 This Chapter sets out the policies and proposals for Recreation and Tourism in the Borough Local Plan area. In doing so, full account has been taken of Planning Policy Guidance Note 17 Sport and Recreation which was published in July 2002. To meet the demands for playing fields, athletics facilities and local open spaces, additional areas of land have been allocated for these purposes.
- 5.2 To ensure that levels of recreation facilities provision are maintained and where possible improved upon, the Local Plan contains policy guidance aimed at protecting existing public and private open spaces from development. This is particularly important within the existing built up areas where there are considerable pressures for other forms of development. Where new development does take place a satisfactory range of open spaces/amenity areas must be provided as part of the overall scheme. Residential schemes, in particular, must include appropriate play spaces.
- 5.3 Walking, cycling and, to a lesser extent, horse riding are recreational pursuits which can be enjoyed by the bulk of the population. A network of "greenways" linking the built-up areas to the countryside and the linking of existing linear routes such as the Middlewood Way would be desirable to achieve. Proposals are set out which contribute to this objective.
- 5.4 The Macclesfield Canal, which runs north-south through the eastern part of the Local Plan area, the Peak Forest Canal in the Disley area and the Bridgewater Canal at Agden/Little Bollington form part of the "Cheshire Ring" of canals. The Macclesfield Canal is regarded as one of the most scenic canals in England. The "Cheshire Ring" is heavily used for cruising, walking and other recreation. These activities need to respect conservation and landscape restraint policies. In the light of these constraints the canal network is seen as an important resource in contributing to the quiet enjoyment of the countryside.
- 5.5 Tourism can have beneficial effects for local employment and income generation. However, the provision of attractions and facilities must respect the established constraints relating to the Green Belt, Areas of Special County Value, the open countryside and the Jodrell Bank Zone. Policies and proposals for improvements to tourism services and facilities, and particularly for the provision of a range of varying types of tourist accommodation from hotels to caravan and camping sites, are made in the light of the prevailing constraint policies.

### Environmental Appraisal

- 5.6 Recreation and Tourism policies rank second highest of all policy areas in terms of sustainability. This is due to the fact that the policies protect and

enhance existing environmental resources such as open spaces and water resources, for example parks, play areas and canals. Policies also promote the creation of new open spaces and greenways therefore providing new recreational resources for the future. The policies have a positive impact on the quality of life in terms of open space provision, access to the countryside, use of school facilities for recreation and the promotion of tourism. Where development, particularly tourism, is to be permitted, it is necessary to meet criteria which ensure that the attractive features people visit are not harmed. The capacity of the environment to accommodate new development has been the prime concern in preparing the Local Plan policies and proposals.

## Recreation

### Open Space

**RT1 AREAS OF RECREATIONAL LAND AND OPEN SPACE AS SHOWN ON THE PROPOSALS MAP WILL BE PROTECTED FROM DEVELOPMENT. REDEVELOPMENT OF A BUILDING FOOTPRINT WHICH DOES NOT HARM THE INTEGRITY OF THE OPEN SPACE WILL NORMALLY BE PERMITTED. OPEN SPACE USES WILL BE ENHANCED AS APPROPRIATE. ADDITIONAL OR REPLACEMENT EDUCATIONAL BUILDINGS MAY BE PERMITTED PROVIDED THAT THE INTEGRITY OF THE OPEN SPACES IS NOT HARMED.**

#### Reason

5.7 The Proposals Map to the Borough Local Plan identifies those areas of recreational land and open space which it is intended will be protected from other forms of development. The Council recognises that there is and will continue to be a demand for further recreational provision during the Plan period. This demand stems from a number of sources. For example, the current unsatisfied requirement for sports pitch use notably in Macclesfield, Poynton and Knutsford; and, more generally, the anticipated increase in demand arising from the expected increase in the population and higher participation rates. Existing facilities therefore form an important resource which must be retained for the benefit of the community. They also form the basis of an effort to provide a range of recreational activities which are accessible to all residents and visitors. Appendix 6 contains a list of the open spaces shown on the Proposals Map. In a number of cases the open space allocation on the Proposals Map includes buildings, particularly school buildings, largely because it is impractical to exclude them. The policy permits redevelopment of a building footprint where the integrity of the open space is not harmed. The reference to a building relates to a permanent structure. The open spaces identified are also important for their amenity value contributing to the character of the townscape.

**RT2 INCIDENTAL OPEN SPACES/AMENITY AREAS IN RESIDENTIAL AREAS WILL NORMALLY BE PROTECTED FROM DEVELOPMENT AND ENHANCED AS APPROPRIATE.**

5.8 In many residential areas there is a deficiency of incidental open space which is important for children's play. The alternative of "the street" is unacceptable. Accessible and safe play spaces are important elements in residential areas. This policy covers areas too small to be shown on the Proposals Map.

**RT3 THE BOROUGH COUNCIL WILL SEEK THE RETENTION AND CONTINUED USE OF RECREATIONAL FACILITIES ASSOCIATED WITH REDUNDANT EDUCATIONAL ESTABLISHMENTS OR OTHER PREMISES. DEVELOPMENT WHICH WOULD LEAD TO THE LOSS OF SUCH FACILITIES WILL NOT NORMALLY BE PERMITTED.**

5.9 Indoor and outdoor recreational facilities associated with redundant educational establishments or other premises could be put to beneficial use to serve the needs of the community for recreational pursuits. This is especially so pending the disposal of redundant sites by the Education Authority. Schemes for the reuse of redundant school sites and buildings or other premises should wherever possible include the retention of recreational facilities for continued use by the public.

~~**RT4 THE DUAL USE OF EXISTING SCHOOL SPORTS AND RECREATION FACILITIES AND THE PROVISION FOR THIS IN PROPOSALS FOR NEW SCHOOLS WILL BE ENCOURAGED.**~~

**Reason**

~~5.10 Sport England supports the dual use of educational sports and playing field facilities as making fuller use of limited public resources. The Borough Council seeks to encourage this. The layout and design of sites and buildings for new educational establishments should be flexible enough to provide for the dual use of facilities.~~

**RT5 THE BOROUGH COUNCIL MINIMUM STANDARDS FOR OPEN SPACE PROVISION ARE AS FOLLOWS:**

- 1. 2.43 HECTARES OF OUTDOOR PLAYING SPACE PER 1,000 POPULATION.**
- 2. 0.8 HECTARES OF AMENITY OPEN SPACE PER 1,000 POPULATION.**

**AND THAT SUCH OPEN SPACE SHOULD:**

- 3. BE CONVENIENTLY AND SAFELY ACCESSIBLE FOR THE INTENDED USERS**
- 4. BE SATISFACTORILY INTEGRATED WITH SURROUNDING DEVELOPMENTS**
- 5. AND IN THE CASE OF AMENITY OPEN SPACES RESPECT NATURAL FEATURES**
- 6. AND THAT IN ANY DEVELOPMENT PROPOSALS THE BOROUGH COUNCIL WILL SEEK TO SECURE THE PROVISION OF OUTDOOR**

## **PLAYING SPACE AND AMENITY OPEN SPACE BY PLANNING OBLIGATIONS.**

### **Reason**

5.11 To ensure a minimum provision of open space. Development Control Policies provide specific standards for developments of new housing. The outdoor playing space minimum standard is based upon the National Playing Fields Association Standard.

### **RT6 SITES LISTED IN TABLE 1 ARE ALLOCATED FOR RECREATIONAL PURPOSES. WITHIN NEW DEVELOPMENTS OPEN SPACE SHOULD BE PROVIDED IN ACCORDANCE WITH THE BOROUGH COUNCIL'S STANDARDS.**

### **Reason**

5.12 Increasing leisure time brings new demands for additional and more varied recreational facilities. The allocated sites will increase both formal provision, particularly for playing fields and athletics, and informal provision in areas of new development and on the edge of the towns. Where agricultural land is taken every effort should be made to ensure that the land could revert back to agriculture if needed.

5.13 Redevelopment schemes present opportunities for creating new areas of open space which can add variety and enhance the local urban environment. These areas would also be accessible to a large number of people. The Borough Council will aim to take advantage of any such opportunities which arise.

5.14 In setting out policies and proposals to protect existing open space and provide new facilities, reference has been made to the recommended minimum standard for outdoor playing space set out by the National Playing Fields Association.

<b>Formal Recreation</b>		
<b>Bollington</b>		(ha) Size
1	Land at Bollington Road for playing fields	2.2
<b>Handforth</b>		
2	Land at Dairy House Lane for golf course and playing fields	100
<b>Knutsford</b>		
3	Land adjacent to Booths Mere/Longridge for playing fields	2.4
4	Land at Manchester Road for playing fields	3.0
<b>Macclesfield</b>		
5	Land between Anderton Lane, Henbury and Whirley Road, Whirley for a golf course	45.0
6	Land between London Road and the Macclesfield Canal for playing fields and informal recreation	41.0
<b>Poynton</b>		
7	Land at London Road North for playing fields	6.0
<b>Informal Recreation</b>		
<b>Alderley Edge</b>		
8	Land to the north of The Ryleys Farm and east of the proposed A34 by-pass road for informal recreation and amenity open space	7.3
<b>Bollington</b>		
9	Land off Hall Hill/Henshall Road for children's play area and informal recreation	5.6
<b>Handforth</b>		
10	Land to the north of Handforth Hall and west of the proposed A34 by-pass road for amenity open space	2.6
<b>Macclesfield</b>		
11	Land adjoining southern boundary of East Tytherington Business Park for informal recreation and amenity open space	3.7
12	Land off Henbury Rise, Henbury for children's play area	1.3
13	Land fronting Victoria Road, Parkside Hospital for informal recreation	1.4
14	Land between Chester Road and "The Flowerpot" for 'greenway'/informal recreation	1.8
15	Land to the south of Moss Lane for informal recreation/amenity open space	7.0
16	Land at Exchange Street for town square	0.3
<b>Mobberley</b>		
17	Land to the south of Town Lane and east of Townfield Road, Mobberley for children's play area and informal recreation	0.6
<b>Poynton</b>		
18	Land at Adlington Storage Depot, Hope Green for amenity open space	0.1

**Table 1: Sites Allocated for Additional Recreational Facilities**

## **Cycleways, Bridleways and Footpaths**

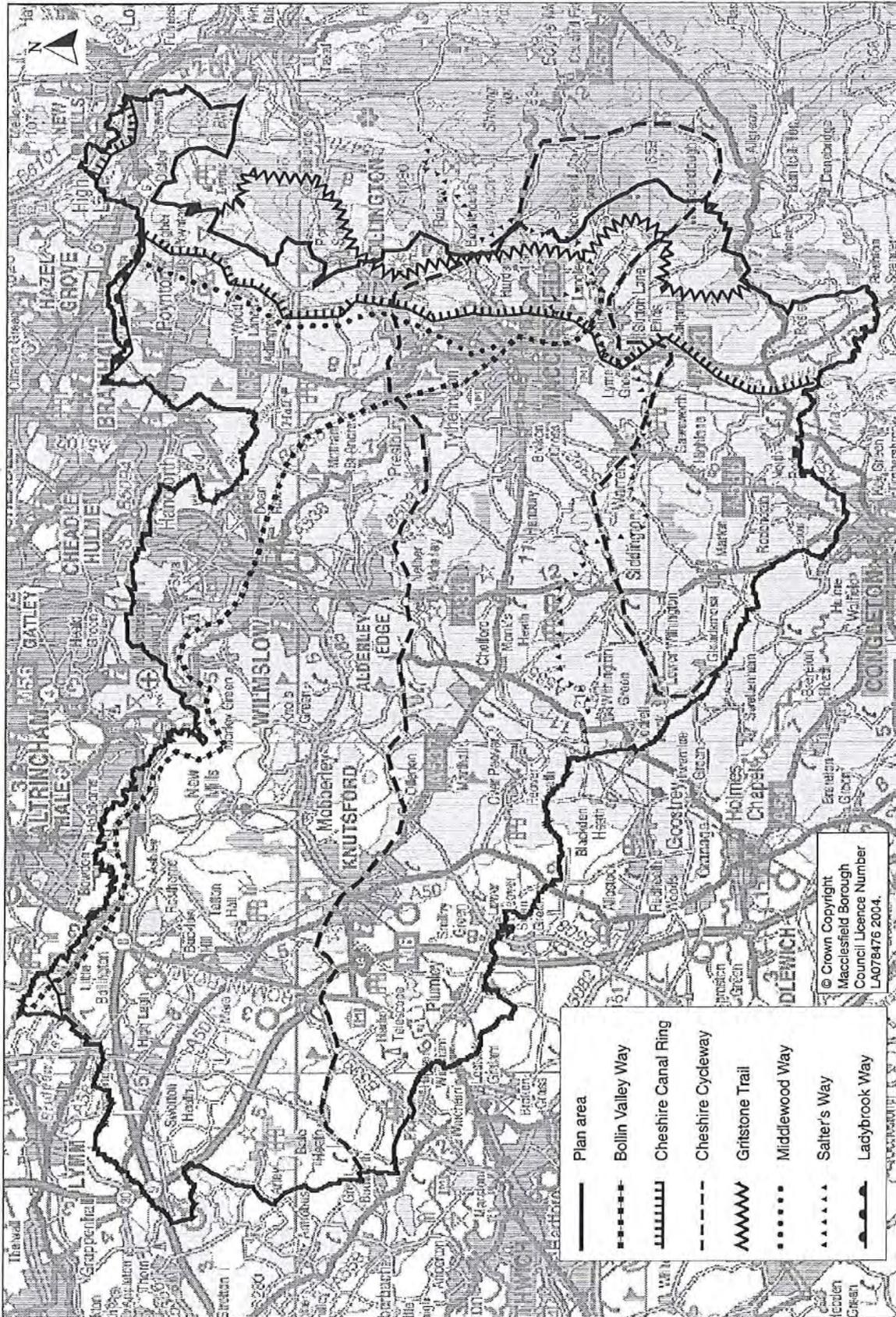
**RT7 THE BOROUGH COUNCIL WILL SEEK TO CREATE A NETWORK OF CYCLEWAYS, BRIDLEWAYS AND FOOTPATHS.**

**MAJOR ELEMENTS WILL BE:**

- 1. THE CREATION OF THE "MACCLESFIELD WAY" FORMING A CIRCULAR ROUTE AROUND MACCLESFIELD**
- 2. THE FURTHER DEVELOPMENT OF A ROUTE ALONGSIDE THE RIVER BOLLIN**
- 3. THE CREATION OF ROUTES ALONGSIDE THE RIVER DEAN, BOLLINGTON AND THE RIVER DANE**
- 4. THE CREATION OF LINKS WITH EXISTING ROUTES AND BETWEEN MAJOR VISITOR ATTRACTIONS**
- 5. THE CONTINUATION WITHIN THE BOROUGH OF RECREATION ROUTES PROPOSED BY ADJOINING AUTHORITIES**

### **Reason**

- 5.15 The utilisation of the linear parks such as along the River Bollin and the Middlewood Way would benefit from being linked to one another and to adjoining residential areas. Similarly, the creation of links between major visitor attractions would be desirable. These would improve accessibility to the wider countryside and also help to disperse visitors throughout the countryside without causing unnecessary disturbance or damage. Cycleways, bridleways and footpaths provide a safe, attractive means of access to these recreational areas and to other open spaces as well as being recreational facilities in their own right. In development schemes, developers will be expected to contribute to the creation of recreational routes. (see also NE10).



Map 8: Major Recreational Routes

**RT8 ENCOURAGEMENT WILL BE GIVEN FOR THE PUBLIC TO GAIN ACCESS TO WIDER AREAS OF COUNTRYSIDE FOR INFORMAL RECREATIONAL PURPOSES. PROPOSALS WILL BE SUBJECT TO GREEN BELT, COUNTRYSIDE AND CONSERVATION POLICIES.**

**Reason**

5.16 The Borough Council has produced a Countryside Recreation Strategy which emphasises that the countryside of the Local Plan area is an important informal recreation resource valued by the majority of the population. It is also an area within which people live and work. Demand for countryside recreation is increasing. Improving and extending opportunities for the public to use and enjoy the countryside, including extensive land and water areas owned by United Utilities and other land owned for public purposes, will go some way to meeting the demand. However, a considerable proportion of the Plan area is designated as statutory Green Belt and/or Area of Special County Value. It is, therefore, important to afford appropriate protection to the countryside and to ensure, as far as possible, that conflicts of interest are minimised.

**RT9 THE TIPPING AREA OF DANES MOSS TIP IS ALLOCATED FOR OUTDOOR RECREATION AND WILL BE PROGRESSIVELY ACHIEVED AS RESTORATION PROCEEDS.**

**Reason**

5.17 Landfill operations will still continue at Danes Moss during the Plan period. The after use of Danes Moss for recreational use is important to achieve given the large acreage of the site. Any further recreational use must have regard to the areas of nature conservation importance. It will be important to promote public access in the form of footpaths across the site to link in with the canal towpath and other public rights of way without harming nature conservation interests.

## **Canals and Water Recreation**

**RT10 THE BOROUGH COUNCIL WILL ENCOURAGE THE RECREATIONAL USE OF THE MACCLESFIELD, PEAK FOREST AND BRIDGEWATER CANALS AND OTHER AREAS OF WATER SUCH AS RIVERS, RESERVOIRS AND FORMER MINERAL EXTRACTION SITES. PROPOSALS WILL BE SUBJECT TO GREEN BELT, COUNTRYSIDE AND CONSERVATION POLICIES**

**Reason**

5.18 The Macclesfield Canal was designated in 1975 as the country's first canal conservation area. The canal follows one of the most scenically attractive routes in the country. The Peak Forest canal runs across the north eastern tip of the Plan area and joins with the Macclesfield Canal at Marple Junction, which is just outside the Borough boundary. Only a short stretch of the Bridgewater Canal falls within the Plan area, running through the parishes of Agden and Little Bollington. The value of the canals as a recreational resource

is recognised, but so too is the environmental quality they possess. Proposals to increase the recreational use of the canals will therefore be closely scrutinised against those policies aimed at protecting the environment. In addition to the river valleys there are a number of reservoirs and former mineral working sites within the Plan area. These offer opportunities for the development of quiet water based recreational pursuits. Proposals will need to maintain the ecological value of water areas and certain types of recreational use may need to be strictly controlled or even excluded. Dingle Bank Quarry, Withington is likely to become available for recreational use in the later part of the Plan period. Supplementary Planning Guidance will be prepared to guide the after use of the area.

**RT11 THE BOROUGH COUNCIL WILL SEEK THE RETENTION OF EXISTING CANAL MOORING BASINS. ANY DEVELOPMENT WHICH WOULD PREJUDICE THE RETENTION OF MOORING BASINS WILL NOT NORMALLY BE PERMITTED. NEW MOORING BASINS MAY BE PERMITTED PROVIDED THAT:**

- 1. THERE IS NO CONFLICT WITH THE GREEN BELT, COUNTRYSIDE AND CONSERVATION POLICIES OF THE LOCAL PLAN**
- 2. THE SCALE AND CHARACTER AND LOCATION OF THE DEVELOPMENT IS APPROPRIATE**
- 3. THERE IS NO HARM TO THE CHARACTER OF THE AREA**
- 4. THERE IS NO ADVERSE IMPACT ON EXISTING RESIDENTIAL AMENITY**
- 5. DEVELOPMENT CONTROL POLICIES ARE MET**

**Reason**

5.19 There is considerable demand for water-based recreational use of the Macclesfield Canal. A lack of mooring facilities leads to congestion in existing basins and an undesirable increase in linear mooring. It is vital therefore to retain and maintain existing mooring basis. The policy provides criteria against which proposals for additional mooring facilities will be judged.

**Indoor Recreation**

~~**RT12 THE PROVISION OF NEW OR EXTENDED INDOOR RECREATIONAL FACILITIES WILL NORMALLY BE PERMITTED PROVIDED THE SCALE, DESIGN AND MATERIALS ARE IN KEEPING WITH THE SURROUNDINGS AND THERE IS NO CONFLICT WITH OTHER POLICIES IN THE LOCAL PLAN.**~~

**Reason**

~~5.20 In order to provide a wide range of recreational facilities it is important to make the best use of existing indoor provision and where appropriate allow additional provision to be made.~~

## **Tourism**

~~RT13 THE BOROUGH COUNCIL WILL ENCOURAGE IMPROVEMENTS TO SERVICES AND FACILITIES ASSOCIATED WITH EXISTING TOURIST ATTRACTIONS AND THE PROVISION OF NEW TOURIST ATTRACTIONS BASED ON THE CHARACTER OF THE PLAN AREA PROVIDED THAT:~~

- ~~1. THERE IS NO CONFLICT WITH THE GREEN BELT, COUNTRYSIDE AND CONSERVATION POLICIES OF THE LOCAL PLAN~~
- ~~2. THE SCALE AND CHARACTER AND LOCATION OF THE DEVELOPMENT IS APPROPRIATE~~
- ~~3. THERE IS NO HARM TO THE CHARACTER OF THE AREA~~
- ~~4. THERE IS NO ADVERSE IMPACT ON EXISTING RESIDENTIAL AMENITY~~
- ~~5. DEVELOPMENT CONTROL POLICIES ARE MET~~

### **Reason**

~~5.21 The Local Plan area has a number of tourist attractions. Visitors are attracted to the area by the natural beauty of the countryside, the characterful settlements, the attractiveness of the stately homes and gardens, and the canal network. Many of the proposals dealing with the environment, conservation, Green Belt and the town centres will increase the attractiveness of the area. Proposals to improve existing tourist attractions can help to contribute to the enjoyment of a visit and to make best use of existing resources. Proposals will be judged against measures to safeguard the environment.~~

~~5.22 Tourism is important in attracting economic investment, and in providing local incomes and diversifying the rural economy. New tourist attractions therefore could be encouraged. However, policies to protect the Green Belt, Areas of Special County Value and the open countryside, and the restraint to development in the Jodrell Bank Zone will be paramount. Tourism proposals which conflict with these policies will not normally be permitted. Subject to the restrictions of the above policy, the siting of new tourism developments in, or close to the main settlements of the Plan area could help to make facilities accessible by walking, cycling and public transport. In turn, this will help to reduce pollution and energy consumption and assist those who do not have access to a car to reach such facilities.~~

## Visitor Accommodation

~~RT14 VISITOR ACCOMMODATION WILL BE ENCOURAGED WITHIN THE BUILT-UP AREAS PROVIDED THAT;~~

- ~~1. THE SCALE AND CHARACTER AND LOCATION OF THE DEVELOPMENT IS APPROPRIATE~~
- ~~2. THERE IS NO HARM TO THE CHARACTER OF THE AREA~~
- ~~3. THERE IS NO ADVERSE IMPACT ON EXISTING RESIDENTIAL AMENITY~~
- ~~4. THERE IS NO CONFLICT WITH HIGHWAY SAFETY~~
- ~~5. DEVELOPMENT CONTROL POLICIES ARE MET~~

### Reason

~~5.23 For the Local Plan area to benefit fully from the advantages of tourism, sufficient accommodation should be provided for visitors. However, there will also be a requirement to respect the environmental protection and restraint policies of the Local Plan. New hotels and other serviced accommodation should, therefore, be confined to the main settlements of the Plan area.~~

~~RT15 THE FOLLOWING SITE IS ALLOCATED FOR VISITOR ACCOMMODATION SUBJECT TO SATISFYING THE CRITERIA IN POLICY RT14:~~

~~— WITHIN THE SHOPPING ALLOCATION AT CONGLETON ROAD, MACCLESFIELD~~

### Reason

~~5.24 Within the shopping allocation at Congleton Road sufficient space exists to accommodate an hotel.~~

~~RT16 THE ESTABLISHMENT OF NEW SITES FOR TOURING CARAVANS AND TENTS IN THE OPEN COUNTRYSIDE MAY BE PERMITTED WHERE:~~

- ~~1. THERE WILL BE NO SERIOUSLY DAMAGING EFFECTS ON THE CHARACTER OF THE AREA, INCLUDING VISUAL AMENITY~~
- ~~2. THE ROAD SYSTEM AND ACCESS TO IT ARE ADEQUATE FOR THE NEEDS OF THE TRAFFIC LIKELY TO USE THE SITE, AND~~
- ~~3. SATISFACTORY INFRASTRUCTURE CAN BE MADE AVAILABLE.~~

### Reason

~~5.25 Hitherto, planning policies have imposed restrictions on the establishment of recreational transit caravan sites in Areas of Special County Value for Landscape and the provision of camping sites is restricted outside the main~~

~~settlements. The Peak Park Fringe Area of Special County Value, in particular, is an important resource for tourism purposes. There may well be certain locations, for example, disused quarries, which might accommodate touring caravans or tents without detriment to the landscape. Additionally, new sites for camping and touring caravans in relation to existing major visitor attractions may be acceptable subject to the environmental safeguards listed above.~~

**RT17 THE REUSE OR ADAPTATION OF EXISTING RURAL BUILDINGS FOR RECREATIONAL OR TOURISM PURPOSES WILL NORMALLY BE PERMITTED SUBJECT TO THE CRITERIA SET OUT IN POLICY GC8 AND THE APPROVAL OF PROPOSALS FOR SHORT TERM HOLIDAY ACCOMMODATION WILL NORMALLY INCLUDE CONDITIONS OR BE THE SUBJECT OF LEGAL OBLIGATIONS TO RESTRICT THE OCCUPANCY OF THE PREMISES.**

#### **Reason**

5.26 The reuse or adaptation of rural buildings for short stay holiday accommodation, such as camping barns, may be acceptable in rural areas subject to certain safeguards. These include the effect on visual amenity and neighbouring properties, and the adequacy of available services for the development. It will be necessary to ensure that such proposals are for genuine holiday purposes and will not lead to permanent residential occupancy.

#### **Golf Courses**

~~**RT18 PROPOSALS FOR NEW GOLF COURSES, OR EXTENSIONS TO EXISTING GOLF COURSES, WILL NORMALLY BE ALLOWED EXCEPT:**~~

- ~~1. ON THE BEST AND MOST VERSATILE AGRICULTURAL LAND (WHICH INCLUDES GRADES 1, 2 AND 3A OF THE MINISTRY OF AGRICULTURE, FISHERIES AND FOOD'S AGRICULTURAL LAND CLASSIFICATION)~~
- ~~2. ON SITES OF NATURE CONSERVATION IMPORTANCE~~
- ~~3. ON A SITE OF ARCHAEOLOGICAL IMPORTANCE~~
- ~~4. IF THEY WOULD HARM AREAS OF LANDSCAPE VALUE INCLUDING HISTORIC PARKLAND~~

~~**PROPOSALS FOR NEW COURSES OR EXTENSIONS TO EXISTING COURSES WILL BE PARTICULARLY WELCOMED WHERE THEY USE DERELICT OR VACANT LAND, OR MAINTAIN THE OPEN CHARACTER OF LAND AROUND OR BETWEEN TOWNS. WHERE NEW GOLF COURSES ARE CREATED, PUBLIC RIGHTS OF WAY SHOULD BE SAFEGUARDED.**~~

~~PROPOSALS INVOLVING SIGNIFICANT ASSOCIATED DEVELOPMENT WILL NOT NORMALLY BE ALLOWED.~~

~~DETAILS OF EXISTING AND PROPOSED CONTOURS, TREES AND OTHER SITE FEATURES INCLUDING PUBLIC RIGHTS OF WAY SHOULD BE SUBMITTED WITH THE APPLICATION.~~

~~PARKING PROVISION MUST BE SATISFACTORY TO THE LOCAL HIGHWAY AUTHORITY.~~

#### **Reason**

~~5.27 There is considerable demand for golf courses and they may be considered as being a suitable alternative use for agricultural land. In particular, use of land around or between towns as a golf course can provide that land with added protection from the threat of urban development. However, adequate safeguards are required to avoid the cumulative loss of agricultural land and to ensure that proposals do not compromise environmental protection objectives. To enable proper consideration of proposals supporting information will be sought regarding the extent of earthworks or building associated with schemes. If best and most versatile agricultural land is used this should not affect its reversibility, without loss of quality. A minimum of 150 parking spaces is normally required for an 18 hole golf course.~~

~~**RT19 IT IS PROPOSED THAT APPROXIMATELY 100 HECTARES OF LAND AT DAIRY HOUSE LANE, HANDFORTH BE ALLOCATED FOR OUTDOOR RECREATION, INCLUDING A GOLF COURSE, PLAYING FIELDS AND ADDITIONAL TENNIS FACILITIES. EXISTING FARM BUILDINGS SHOULD BE REUSED FOR A SMALL SCALE CLUB HOUSE AND ANCILLARY USES. PROPOSALS SHOULD INCLUDE SUBSTANTIAL AREAS OF LANDSCAPING AND THE CREATION OF AREAS OF NATURE CONSERVATION INTEREST.**~~

#### **Reason**

~~5.28 Established policy guidance on the appropriate locations for large scale outdoor recreational developments such as golf courses includes the Green Belt corridor between Handforth and Bramhall. Land at Dairy House Lane, Handforth forms part of this corridor. Policy RT18 and Proposal RT19 develop this guidance further. RT19 proposes a specific area of land for a golf course and other outdoor recreational facilities. The proposal will meet the demand for additional playing facilities as well as preserving this strategically important area of Green Belt. Since the area is devoid of woodland and sites of nature conservation interest, any proposals should make up this deficiency.~~

## Monitoring

5.29 The following will be monitored:

1. changes in national and regional planning policy
2. changes in the provision of open space
3. implementation of new open spaces and the enhancement of existing open space
4. implementation of cycleways, bridleways and footpaths
5. provision of tourism facilities and visitor accommodation
6. success in controlling development in accordance with the policies
7. any other material considerations

## 6. Housing and Community Uses

### Background to the Proposals

- 6.1 The housing strategy is to maintain a wide range of good quality housing which will meet local requirements. The housing stock is diverse in type and condition. Over 70% of the houses are privately owned and range from pre 1840 mill workers terraces to large detached houses in low density sylvan settings. The public sector comprises traditional Council estates, Manchester City overspill estates, tower blocks, elderly persons accommodation and Registered Social Landlord schemes.
- 6.2 The Cheshire Replacement Structure Plan requires that a net addition of about 4,500 new dwellings should be provided between 1996 and 2011. This figure includes dwellings to be built on previously used land and through the conversion of buildings. (About means 50 houses either side of 4,500 houses). Table 2 shows the progress in achieving the housing requirement in 2003. Windfall sites historically have come forward at a high rate and this is expected to continue. No allowance has been made for 'slippage' of housing sites. The Council will plan, monitor and manage the release of housing sites to ensure that the housing requirement is provided. The existing commitments include a 5 year allowance for housing on small sites (1-4 houses) which have planning permission.

<b>Structure Plan Allocation</b>	<b>4,500</b>
Completions	2,894
Existing Commitments	1,595
Allocations (Table 3)	60
Windfalls	0
<b>Total</b>	<b>4,549</b>

**Table 2: Structure Plan Housing Requirement (1996-2011) and position at April 2003**

- 6.3 PPG3 Housing was published in March 2000. The Local Plan policies are based upon the revised PPG3. The broad thrust of PPG3 is achieving higher densities on sites without compromising the environment and encouraging the development of brownfield sites in preference to greenfield sites. New housing should be in sustainable locations with good access to public transport and local facilities.

### Provision of Affordable Housing

- 6.4 PPG3 requires that Local Plan policies should define what the authority considers to be affordable in the Local Plan area in terms of the relationship between local income levels and house prices or rents for different types of households; and that definitions should be framed to endure for the life of the Plan, for instance through reference to the level of local incomes and their relationship to house prices or rents, rather than to a particular price or rent.

The Local Plan adopts the definition of affordable housing given in Circular 6/98 as "encompassing both low cost market and subsidised housing (irrespective of tenure, ownership - whether exclusive or shared - or financial arrangements) that will be available to people who cannot afford to rent or buy houses generally available on the open market". In order to reflect changes in local income, rents, house prices and other critical variables over the life of the Local Plan, and to provide detailed guidance as to what may be regarded as affordable for the application of Local Plan policies, the Borough Council will refine this definition to reflect local conditions through the periodic review of its Local Housing Needs survey. This will be published as Supplementary Planning Guidance.

- 6.5 Other policies deal with retaining the existing housing stock, seeking improvements to the housing environment in older housing areas, protecting residential amenities and controlling development in the low density housing areas. Detailed policies controlling new housing development and development in residential areas are to be found in the Development Control Chapter.
- 6.6 Churches, community halls and other social provision are normally found in predominately residential areas and town and district centre locations. There appears to be a demand for new provision. Any new provision in principle can be located in predominately residential areas, including new housing developments, mixed use areas and in town and district centres where it would be regarded as a use appropriate to a town centre. In the light of these broad locations no specific allocations are made.
- 6.7 Sites which have the benefit of planning permission are treated as commitments and are listed in Appendix 7. Further details are shown in the Housing Land Availability Statement.

## Environmental Appraisal

- 6.8 Housing policies promote sustainability through the concentration of new development within or immediately adjacent to urban areas. This results in an efficient use of existing urban land resources, and the associated short journeys to workplaces, schools and community facilities promotes the conservation of energy resources. Infill housing sites often lead to the relocation of bad neighbour uses therefore improving the residential environment. Policies for existing housing areas encourage the retention of existing housing resources, trees and ground cover. The overall amount of new housing to be provided is a reflection of environmental capacity. Past building rates and market demands would mean building on significantly larger amounts of greenfield land. It is partly for this reason that the much lower housing policy figure was adopted.

## Phasing Policy

~~H1 1. PLANNING PERMISSION WILL BE GRANTED FOR SUFFICIENT HOUSING TO ENSURE THAT THE STRUCTURE PLAN HOUSING~~

~~REQUIREMENT OF ABOUT 4,500 NET NEW HOMES WILL BE ACHIEVED BY THE YEAR 2011.~~

~~2. PREVIOUSLY DEVELOPED SITES (OR BUILDINGS FOR REUSE OR CONVERSION) SHOULD BE DEVELOPED BEFORE GREENFIELD SITES EXCEPT WHERE THEY PERFORM SO POORLY IN RELATION TO THE CRITERIA LISTED IN POLICY H5 AS TO PRECLUDE THEIR USE FOR HOUSING BEFORE A PARTICULAR GREENFIELD SITE.~~

### **Reason**

~~6.9—The housing requirement for the Borough is far less than market demand owing in part to its reduction in the Cheshire Replacement Structure Plan by 40% below the previous Structure Plan requirement. Houses have been built at an annual rate well above that needed to provide this number; and by April 2003 over 64% of the requirement had been built. About another 36% had been granted planning permission. If houses continue to be built at this rate and without intervention, the Structure Plan requirement will be exceeded. It will therefore be necessary to restrict the supply of new housing. Supplementary Planning Guidance will be prepared to plan, monitor and manage the supply of new housing. The matter will be kept under review, taking account of any changes in the strategic context. PPG3 Housing (March 2000) requires the release of housing sites over the Plan period to be managed. Previously developed sites will be developed before greenfield sites except where they perform so poorly in relation to the criteria of PPG3 as to preclude their use for housing before a particular greenfield site. In determining planning applications regard will also be had to the provisions of other policies in the Plan, notably Policies H2, H3, H5 and H6 and the Development Control policies.~~

## **Environmental Quality on Housing Developments**

~~H2 NEW RESIDENTIAL DEVELOPMENT SHOULD CREATE AN ATTRACTIVE, HIGH QUALITY LIVING ENVIRONMENT BY:~~

- ~~1. CREATING PLACES AND SPACES WITH THE NEEDS OF PEOPLE IN MIND~~
- ~~2. CREATING AN ATTRACTIVE PLACE WHICH HAS ITS OWN DISTINCT IDENTITY BUT RESPECTS AND ENHANCES LOCAL CHARACTER AND CONNECTS WELL WITH THE WIDER LOCALITY~~
- ~~3. CREATING SAFE DESIGNS AND LAYOUTS~~
- ~~4. PROVIDING AN APPROPRIATE MIX OF DWELLING SIZE, TYPE AND AFFORDABILITY WHICH MEET THE CHANGING COMPOSITION OF HOUSEHOLDS AND THE NEEDS OF SPECIFIC GROUPS~~
- ~~5. GIVING PRIORITY TO THE NEEDS OF PEDESTRIANS RATHER THAN THE MOVEMENT AND PARKING OF VEHICLES~~

- ~~6. HAVING REGARD TO ANY IMMEDIATE NEIGHBOURING BUILDINGS, STREETS AND SPACES~~
- ~~7. INCLUDING SUFFICIENT OPEN SPACE AND RECREATION PROVISION~~
- ~~8. GREENING THE RESIDENTIAL ENVIRONMENT BY THE RETENTION AND PLANTING OF TREES, LANDSCAPING AND OTHER GREENING.~~

#### **Reason**

~~6.10 New housing should be well designed and should contribute to improving the quality of life. New development cannot be viewed in isolation from its landscape and its surroundings. Windfall housing sites should also meet the criteria in Policy H5 and have regard to Open Space and Development Control policies.~~

## **Making the Best Use of Land**

### **H3 NEW RESIDENTIAL DEVELOPMENT:**

- ~~1. SHOULD BE AT A DENSITY BETWEEN 30 AND 50 DWELLINGS PER HECTARE NET~~
- ~~2. AND ACHIEVE HIGHER DENSITY AT LOCATIONS WITH GOOD PUBLIC TRANSPORT SUCH AS TOWN, DISTRICT AND LOCAL CENTRES OR AROUND MAJOR TRANSPORT NODES ALONG GOOD QUALITY PUBLIC TRANSPORT CORRIDORS~~
- ~~3. SHOULD NOT COMPROMISE THE QUALITY OF THE ENVIRONMENT.~~

#### **Reason**

~~6.11 PPG3 Housing seeks to make more efficient use of land without compromising the quality of the environment. Local Planning Authorities should avoid densities of less than 30 houses per hectare net and encourage development between 30 and 50 houses per hectare net. They should seek greater intensity of development at places with good transport accessibility such as city, town, district and local centres or around major transport nodes along good quality public transport corridors. The Borough Council will therefore encourage housing development to make more efficient use of land (for example between 30-50 dwellings per hectare net) without compromising the quality of the environment or the character and appearance of the neighbourhood. Higher densities can be achieved without compromising the quality of the environment by reducing the size of houses. In turn this will provide a closer match with the requirements to accommodate smaller households and produce affordable housing.~~

~~6.12 Developments at lower densities will only be acceptable provided there are good, particular reasons. This approach will allow a lower density in an area where this is an important and critical part of the character, for example in~~

those areas identified under Policy H12 Low Density Housing Areas. The Council will also rely on Policy H13 Protecting Residential Areas, Policy H2 Environmental Quality in Housing Developments, which seeks to create attractive, high quality living environments, Policy BE1 Design Guidance and Policy DC1 New Build.

## Housing Sites in the Urban Area

### ~~H4 — THE SITES SHOWN IN TABLE 3 ARE ALLOCATED FOR HOUSING~~

#### ~~Reason~~

~~6.13 — Development of these sites will be subject to all relevant policies of the Plan, including Policies H1, H2, H8 and the Development Control policies.~~

		Site Size (Hectares)	Approx Total No. of Houses
<b>Macclesfield</b>			
1	EARS Garage, Buxton Road	0.2	10
<b>Bollington</b>			
2	Cumberbirch Builders Yard	0.3	5
3	Lowther Street	0.2	10
<b>Wilmslow</b>			
4	Beddells Lane	0.9	25
5	Parkway	0.15	5
<b>Knutsford</b>			
6	Town Lane, Mobberley	0.6	5
Total			60

**Table 3: Housing Allocations April 2003**

### ~~H5 — PROPOSALS FOR THE DEVELOPMENT OF WINDFALL HOUSING SITES WILL BE ASSESSED AGAINST THE FOLLOWING CRITERIA:~~

- ~~1. THE LOCATION AND ACCESSIBILITY OF THE SITE TO JOBS, SHOPS AND SERVICES BY MODES OTHER THAN THE CAR, AND THE POTENTIAL FOR IMPROVING SUCH ACCESSIBILITY~~
- ~~2. THE CAPACITY OF EXISTING AND POTENTIAL PHYSICAL AND SOCIAL INFRASTRUCTURE~~
- ~~3. THE ABILITY TO BUILD COMMUNITIES TO SUPPORT NEW PHYSICAL AND SOCIAL INFRASTRUCTURE AND TO PROVIDE SUFFICIENT DEMAND TO SUSTAIN APPROPRIATE LOCAL SERVICES AND FACILITIES~~
- ~~4. THE PHYSICAL AND ENVIRONMENTAL CONSTRAINTS ON DEVELOPMENT OF LAND, INCLUDING THE LEVEL OF CONTAMINATION, STABILITY AND FLOOD RISK, TAKING INTO~~

~~ACCOUNT THAT SUCH RISK MAY INCREASE AS A RESULT OF CLIMATE CHANGE~~

~~5. WHETHER THE SITE IS ALLOCATED FOR ANY OTHER PURPOSE IN THE LOCAL PLAN.~~

**Reason**

~~6.14 Windfall housing sites should make an effective use of land by the re-use of previously developed land and by conversion and re-use of existing buildings in preference to the development of greenfield sites. Sites should have ready access by non-car modes and should improve such accessibility. The criteria of Policy H5 should be considered in addition to all other relevant policies of the Local Plan, including Policies H1, H2, H3, H8, BE1, RT1, RT2 and the Development Control policies, in particular DC1.~~

## **Town Centre Housing**

**H6 WITHIN TOWN, DISTRICT AND LOCAL CENTRES, HOUSING AREAS WILL BE RETAINED AS SHOWN ON THE PROPOSALS MAP AND NEW RESIDENTIAL DEVELOPMENT OR THE CHANGE OF USE TO RESIDENTIAL (PARTICULARLY ABOVE SHOPS) WILL BE PERMITTED PROVIDED THE FOLLOWING CRITERIA ARE MET:**

- 1. A SATISFACTORY HOUSING ENVIRONMENT CAN BE CREATED TAKING INTO ACCOUNT THE DESIGN, LAYOUT, AMENITY SPACE AND PARKING OPPORTUNITIES**
- 2. THE PROPOSAL PROVIDES A SATISFACTORY LEVEL OF AMENITIES FOR THE PROSPECTIVE OCCUPIERS. (IN TERMS OF NOISE/POLLUTION LEVELS, NEIGHBOURLINESS, LIGHTNING, PRIVACY AND OVERLOOKING)**
- 3. THE PROPOSAL DOES NOT MATERIALLY HARM ADJOINING OR NEARBY USES**
- 4. THE PROPOSAL DOES NOT CONFLICT WITH OTHER PROPOSALS OF THE PLAN.**

**Reason**

6.15 Conversions of buildings to housing can bring into use vacant commercial buildings and upper floors above shops. This will bring life back to the streets outside shopping hours. Town centres provide the opportunity for building housing at higher densities and for devising innovative design solutions. As they provide good accessibility to public transport and opportunities for walking and cycling, there should be a reduced need to provide off-street private parking to serve town centre housing. Subject to achieving satisfactory living conditions, the Council will apply its Development Control standards in a flexible manner

## Renewal of Planning Permission

~~H7 IN CONSIDERING APPLICATIONS FOR THE RENEWAL OF PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT, REGARD WILL BE HAD TO THE CRITERIA IN POLICY H5, AND THE AVAILABILITY OF PREVIOUSLY DEVELOPED SITES AND EMPTY OR UNDERUSED BUILDINGS AND THEIR SUITABILITY FOR HOUSING USE. PREVIOUSLY DEVELOPED SITES OR BUILDINGS FOR REUSE OR CONVERSION WILL BE DEVELOPED BEFORE GREENFIELD SITES. WHERE THE CRITERIA ARE MET THE NEW DEVELOPMENT SHOULD BE OF HIGH QUALITY AND MAKE THE BEST USE OF LAND.~~

### Reason

~~6.16 Issues of sustainability may mean that some sites now no longer meet the requirements of housing policy guidance as outlined in PPG3 Housing (March 2000).~~

## Provision of Affordable Housing

~~H8 UNTIL SUCH TIME AS THE NEED FOR AFFORDABLE HOUSING CEASES, THE COUNCIL WILL NEGOTIATE FOR THE PROVISION OF AFFORDABLE HOUSING:~~

- ~~1. IN DEVELOPMENTS OF 25 OR MORE DWELLINGS OR ON RESIDENTIAL SITES OF 1 HECTARE OR MORE, IRRESPECTIVE OF THE NUMBER OF DWELLINGS; AND~~
- ~~2. IN SETTLEMENTS IN RURAL AREAS WITH A POPULATION OF 3,000 OR FEWER, THE COUNCIL WILL NEGOTIATE FOR A PROPORTION OF AFFORDABLE HOUSING TO BE PROVIDED ON EVERY HOUSING PROPOSAL, WHERE JUSTIFIED BY REFERENCE TO AN ASSESSMENT OF HOUSING NEEDS AND THE AVAILABLE SUPPLY OF LAND FOR HOUSING; AND~~
- ~~3. THE COUNCIL WILL NEGOTIATE FOR THE PROVISION OF 25% OF THE DWELLINGS AS AFFORDABLE HOUSING OTHER THAN IN CIRCUMSTANCES COVERED BY CRITERION 2, WHERE THE NUMBER OF AFFORDABLE DWELLINGS TO BE PROVIDED WILL BE DETERMINED HAVING REGARD TO INDIVIDUAL CIRCUMSTANCES AND THE MATTERS COVERED IN CRITERION 4; AND~~
- ~~4. THE COUNCIL WILL TAKE INTO ACCOUNT THE SITE SUITABILITY, ECONOMICS OF PROVISION, THE NEED TO ACHIEVE A SUCCESSFUL HOUSING DEVELOPMENT AND SITE SIZE; AND~~
- ~~5. THE COUNCIL WILL ALSO SEEK TO MEET THE NEED FOR AFFORDABLE HOUSING THROUGH:~~
  - ~~• BRINGING VACANT HOUSING UNITS BACK INTO USE, FOR EXAMPLE ABOVE SHOPS AND OFFICES;~~

- ~~CONVERSIONS OF LARGER HOUSES INTO UNITS MORE SUITED TO SMALLER HOUSEHOLD SIZES AND OF FORMER OFFICE OR OTHER BUILDINGS INTO FLATS; AND~~
- ~~MAKING FULL AND EFFECTIVE USE OF LAND WITHIN URBAN AREAS, PARTICULARLY VACANT AND DERELICT LAND.~~

## **Reason**

~~6.17 PPG3 Housing (March 2000) and Circular 6/98 Planning and Affordable Housing recognise that a community's need for affordable housing is a material consideration which should be taken into account in formulating Development Plan policies and in deciding planning applications involving housing. As a result of high house prices, a number of people cannot afford to buy a house. At the same time the stock of Council housing is reducing due to tenants purchasing their homes and limited new house building. The Council has historically been unable to meet the need for affordable housing. The Borough consequently has a backlog of unmet affordable housing demand, evidenced by the size of the waiting lists for council houses and registered social landlord housing, and there continues to be newly arising need for affordable housing. This need includes both general housing need and housing for special needs, for example for older people. Owing to the heavy reliance on windfall sites for the provision of housing generally and because, by its very nature, windfall development is unpredictable both in size and location, the Plan does not define the number of affordable homes which will be provided on individual sites. Rather, it seeks to meet the need for affordable housing, in part, through negotiation with developers. Policy H8 provides the framework for such negotiations. However, because the level of provision from allocated sites and from windfalls is unlikely to fulfill the need, the Plan also seeks to promote affordable housing by other means, including, for example, refurbishment, the encouragement of property conversions and flats over shops. The need for affordable housing will continue to be met through both social housing and through low cost private sector provision.~~

## **Affordable Housing**

### **H9**

1. **ON HOUSING SITES WHERE AN ELEMENT OF AFFORDABLE HOUSING IS TO BE PROVIDED AND THE APPLICANT IS A REGISTERED SOCIAL LANDLORD PLANNING PERMISSION WILL NORMALLY BE GRANTED SUBJECT TO:**
  - i. **A CONDITION RESTRICTING THE OCCUPATION OF THE HOUSES TO PERSONS WHO MEET THE OBJECTIVES OF THE REGISTERED SOCIAL LANDLORD**
  - ii. **SATISFYING DEVELOPMENT CONTROL CRITERIA**
2. **WHERE THE APPLICANT IS NOT A REGISTERED SOCIAL LANDLORD PLANNING PERMISSION MAY BE GRANTED FOR THE WHOLE SCHEME:**

- i. **PROVIDING THE APPLICANT ENTERS INTO A LEGAL AGREEMENT WHEREBY:**
    - a. **THERE ARE SECURE ARRANGEMENTS TO ENSURE THAT THE BENEFITS OF THE AFFORDABLE HOUSING WILL BE ENJOYED BY SUBSEQUENT OCCUPIERS AS WELL AS THE INITIAL OCCUPIERS**
    - b. **75% OF THE GENERAL MARKET HOUSING ON THE SITE CANNOT BE OCCUPIED UNTIL THE AFFORDABLE HOUSING ELEMENT HAS BEEN BUILT AND ALLOCATED IN ACCORDANCE WITH THE OCCUPANCY CRITERIA**
  - ii. **SUBJECT TO A CONDITION RESTRICTING THE OCCUPATION OF THE HOUSING TO:**
    - a. **FIRSTLY, A RESIDENT OF THE BOROUGH WHOSE HOUSING NEED WOULD NOT GENUINELY BE MET OTHERWISE.**
    - b. **SECONDLY, A PERSON EMPLOYED IN THE BOROUGH, OR SEEKING WORK IN THE BOROUGH WHO CANNOT CONTINUE TO WORK OR TAKE UP AN OFFER OF EMPLOYMENT BECAUSE OF A LACK OF AFFORDABLE HOUSING, AND**
    - c. **THIRDLY, A PERSON WITH LOCAL CONNECTIONS WHO BECAUSE OF SPECIAL CIRCUMSTANCES NEEDS TO LIVE IN THE LOCALITY AND IS PREVENTED FROM DOING SO BECAUSE OF A LACK OF AFFORDABLE HOUSING.**
- 3. SUBJECT TO SATISFYING DEVELOPMENT CONTROL CRITERIA**

**Reason**

6.18 It is essential that where affordable housing is provided it remains for that purpose in perpetuity and benefits those it is intended to assist. Affordable housing is defined in Circular 6/98 Planning and Affordable Housing and includes housing accommodation meeting a social need, low cost, shared equity or low cost rented accommodation. There is a need to provide for such housing and the Borough Council considers that new housing schemes should incorporate a reasonable mix and balance of house types including affordable housing.

**Affordable Housing in Rural Areas**

~~H10 EXCEPTIONALLY, IN RURAL AREAS PLANNING PERMISSION MAY BE GRANTED FOR AFFORDABLE HOUSING ON LAND THAT WOULD NOT NORMALLY BE RELEASED FOR DEVELOPMENT, PROVIDED THAT ALL OF THE FOLLOWING CRITERIA ARE MET:~~

- ~~1. THE SCHEME WOULD MEET A GENUINE LOCAL HOUSING NEED THAT WOULD NOT OTHERWISE BE MET, SUPPORTED BY A HOUSING NEEDS SURVEY~~
- ~~2. THE SCHEME IS UNDERTAKEN BY A REGISTERED SOCIAL LANDLORD~~
- ~~3. THE OCCUPATION OF THE DWELLINGS SHALL BE LIMITED TO THOSE PERSONS WHO MEET THE OBJECTIVES OF A REGISTERED SOCIAL LANDLORD~~
- ~~4. THE SITE IS LOCATED IN OR ADJOINING AN EXISTING VILLAGE AND IS OF A SCALE AND CHARACTER APPROPRIATE TO THE LOCATION.~~

### **Reason**

~~6.19 The provision of affordable housing is required for those persons who have a specific need to live in a particular village and who cannot compete in the open housing market in the village. Since the release of such sites is an exception to the normal policy of restricting new housing in the countryside, it is intended that the housing will be provided by a Registered Social Landlord. This provides the best guarantee that the benefits of affordable housing are passed onto subsequent occupiers. In the rural areas, the purchase grant scheme to help extended home ownership will not apply. Affordable housing is not likely to be provided on rural exceptions sites in locations close to large settlements. In those situations, rural needs will have to be met in the larger settlements. Particular attention will need to be paid to the siting and design of such schemes to ensure that they are satisfactorily integrated into the village framework.~~

## **Existing Housing Stock**

### **H11 THE BOROUGH COUNCIL WILL NORMALLY SEEK TO RETAIN EXISTING HOUSING AND WILL**

- 1. ENCOURAGE THE REFURBISHMENT OF UNSATISFACTORY HOUSING RATHER THAN CLEARANCE**
- 2. AND PROMOTE ENVIRONMENTAL IMPROVEMENTS IN OLDER HOUSING AREAS.**

6.20 Throughout the Borough, and particularly in the rural area, the high house prices mean that small houses are frequently at a premium for low income earners. Such low cost market housing is an important part of the housing sector and should be retained. In the older housing areas and on the large Council Estates refurbishment rather than clearance is the most sustainable approach. Environmental improvements in housing areas will be promoted as and when resources permit. The Borough Council's urban renewal policies and programme are set out in the Housing Strategy.

## Low Density Housing Areas

**H12 WITHIN THE LOW DENSITY HOUSING AREAS, DEFINED ON THE PROPOSALS MAP, NEW HOUSING DEVELOPMENT WILL NOT NORMALLY BE PERMITTED UNLESS THE FOLLOWING CRITERIA ARE MET:**

- 1. THE PROPOSAL SHOULD BE SYMPATHETIC TO THE CHARACTER OF THE ESTABLISHED RESIDENTIAL AREA, PARTICULARLY TAKING INTO ACCOUNT THE PHYSICAL SCALE AND FORM OF NEW HOUSES AND VEHICULAR ACCESS**
- 2. THE PLOT WIDTH AND SPACE BETWEEN THE SIDES OF HOUSING SHOULD BE COMMENSURATE WITH THE SURROUNDING AREA**
- 3. THE EXISTING LOW DENSITY SHOULD NOT BE EXCEEDED IN ANY PARTICULAR AREA**
- 4. EXISTING HIGH STANDARDS OF SPACE, LIGHT AND PRIVACY SHOULD BE MAINTAINED**
- 5. EXISTING TREE AND GROUND COVER OF PUBLIC AMENITY VALUE SHOULD BE RETAINED.**

**AND**

- 6. IN PRESTBURY BOTH THE NEW HOUSING PLOTS(S) AND THE REMAINING PLOT SHOULD BE APPROXIMATELY 0.4 HECTARES (1 ACRE)**
- 7. IN THE EDGE, ALDERLEY EDGE, BOTH THE NEW HOUSING PLOT(S) AND THE REMAINING PLOT SHOULD BE APPROXIMATELY 0.3 HECTARES (0.7 ACRE)AND**
- 8. IN POYNTON PARK, POYNTON**
  - i. ALONG THE WEST SIDE OF ANGLESEY DRIVE, THE EXISTING REAR BUILDING LINE SHOULD BE MAINTAINED, AND**
  - ii. ALONG SOUTH PARK DRIVE, THE EXISTING FRONTAGE BUILDING LINE SHOULD BE MAINTAINED.**

### **Reason**

6.21 Pressures for new development in the low density housing areas are of a scale that the low density high quality characters of the established residential areas are seriously threatened. The criteria above are designed to ensure that any new development is in keeping with the character of the areas and does not cumulatively harm the existing high quality residential areas.

The following areas are defined as low density housing areas:

## Macclesfield

1. Prestbury Village

## Wilmslow

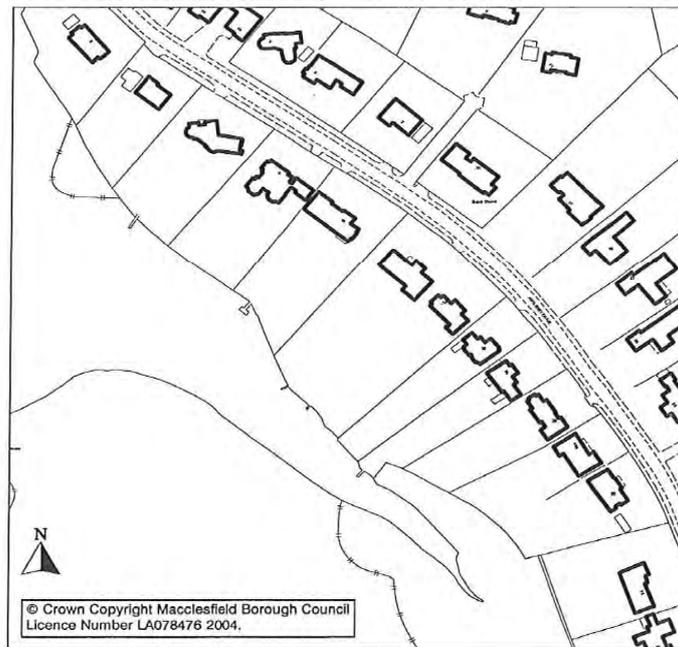
2. The Edge, Alderley Edge
3. Manchester Road/Bollin Hill, Wilmslow
4. Macclesfield Road/Daveylands, Fletsand Road, Wilmslow

## Knutsford

5. Legh Road area

## Poynton

6. Poynton Park area, including part of Towers Road.



Map 9: Anglesey Drive, Poynton

## Protecting Residential Areas

~~H13 DEVELOPMENT WHICH WOULD ADVERSELY AFFECT THE CHARACTER OF A HOUSING AREA OR THE AMENITIES OF THE OCCUPIERS OF ADJOINING OR NEARBY HOUSES WILL NOT NORMALLY BE PERMITTED.~~

### Reason

~~6.22 The Borough Council is concerned to protect and enhance the character and amenities of housing areas. Any non residential uses should be appropriate in~~

scale and should not adversely affect residential amenity. Uses which would create unacceptable noise, safety or health impacts or generate excessive traffic will not be acceptable.

## Community Uses

### School and Community Uses

~~C1 APPROXIMATELY 0.3 HECTARES OF LAND AT THE REAR OF RUGBY DRIVE, EAST TYTHERINGTON, IS ALLOCATED FOR COMMUNITY PURPOSES (CLASS D1) TOGETHER WITH CAR PARKING TO SERVE VISITORS TO THE MIDDLEWOOD WAY.~~

#### Reason

~~6.23 There is a need to provide a site for community facilities for the East Tytherington area. Additional car parking for visitors to the Middlewood Way is also required. This site is the most suitable in the area for community uses.~~

### Hospitals

~~C2 THE SITE OF THE MACCLESFIELD DISTRICT GENERAL HOSPITAL, AS SHOWN ON THE PROPOSALS MAP, IS ALLOCATED FOR HEALTH PURPOSES AND PLANNING PERMISSION WILL NORMALLY BE GRANTED FOR HEALTH AND RELATED DEVELOPMENTS. ACCESS VIA FIELDBANK ROAD WILL BE IMPROVED.~~

#### Reason

~~6.24 The Health Authority's development programme is to concentrate general hospital provision on the existing site at Victoria Road. There is sufficient land within the site to accommodate foreseeable needs. Rosemount Clinic and the Jocelyn Solly Unit are to be retained in health uses by the Health Authority and are also shown on the Proposals Map.~~

### Primary Health Care

~~C3 DEVELOPMENT OF A NEW PRIMARY HEALTH CARE CENTRE SHOULD MEET THE FOLLOWING CRITERIA:~~

- ~~1. IT SHOULD BE LOCATED IN MACCLESFIELD TOWN CENTRE. IF A SUITABLE SITE OR BUILDING SUITABLE FOR CONVERSION IS NOT AVAILABLE THEN A SITE ON THE EDGE OF THE TOWN CENTRE SHOULD BE CONSIDERED, FOLLOWED BY AN OUT OF CENTRE SITE IN A LOCATION WHICH HAS GOOD ACCESS BY A CHOICE OF MEANS OF TRANSPORT.~~
- ~~2. THE DESIGN AND SCALE OF THE CENTRE SHOULD RESPECT THE CHARACTER OF THE AREA.~~

~~3. THE PROPOSAL SHOULD NOT CONFLICT WITH OTHER POLICIES OF THE LOCAL PLAN.~~

~~4. DEVELOPMENT CONTROL POLICIES SHOULD BE COMPLIED WITH.~~

### **Reason**

~~6.25 To provide guidance on the location of a primary health care centre and assist the provision of primary health care facilities within Macclesfield.~~

### **Monitoring**

6.26 The following will be monitored:

1. changes in national and regional planning policy
2. rate of housing development, particularly windfall sites and use of previously developed land or by reuse of existing buildings
3. implementation of housing sites and community uses
4. variety and density of new housing and associated car parking provision
5. provision of affordable housing
6. changes in housing environment
7. success in controlling development in accordance with the policies
8. any other material considerations.

## 7. Employment

### Background to the Proposals

- 7.1 The Borough economy is characterised by a broad range of industries and services, with particular strengths in pharmaceuticals, financial and business services, and Information Technology. Locational benefits such as proximity to Manchester Airport and the motorway network, and a high quality environment have reinforced the Borough's economic advantages. This has been complemented by a well qualified and entrepreneurially minded workforce, which in turn has generated a thriving small business sector. The relative buoyancy of the local economy is reflected in an unemployment rate which has consistently remained amongst the lowest in the North West Region.
- 7.2 Proximity to Greater Manchester, together with the high rates of car ownership, encourages commuting which has contributed to growing congestion on key routes. This creates pollution, safety issues and cost for business. The retention of employment sites close to residential areas can contribute to reducing commuting and encourages journeys to work on foot, cycle and by public transport. Also major employers are to be encouraged to develop Travel Plans to reduce car dependency.
- 7.3 Employment restraint policies have consistently been applied to the northern half of the Borough both to protect the environment of the towns, and to support the urban regeneration strategies of the Greater Manchester Local Authorities. This approach is reiterated in the Cheshire Replacement Structure Plan and the Unitary Development Plans covering Greater Manchester.
- 7.4 Many smaller manufacturing firms and service industries have difficulties in acquiring land or modern premises. This has been compounded by a lack of land which is immediately available for development. Major constraints include the length of time it can take to develop employment land as a result of fluctuating market conditions, ownership constraints and the cost of providing the necessary infrastructure. Given continuing restrictions on Local Authority resources, heavy reliance will continue to be placed on the private sector to facilitate the opening up of the sites for employment development.
- 7.5 The balance of employment allocations for the Borough is set by the Cheshire Replacement Structure Plan. A significant number of jobs are, or have been, provided on rural sites. New employment opportunities which can play an important role in the rural economy can be created by recycling rural employment sites, subject to the application of relevant rural development and Green Belt policies and having regard to the principles of sustainable development. Proposals for the reuse or redevelopment of rural employment sites, which are likely to have significant transport implications, should be accompanied by a Travel Plan. Policies seek to ensure that, subject to strategic restraint, a range and choice of sites is made available for development. This is achieved in the Local Plan through land allocations, retention of existing employment areas where appropriate, a flexible approach

towards employment uses on new and existing sites, and the encouragement of infrastructure improvements, including partnership arrangements, to secure site development.

- 7.6 Other policies in the Plan seek the improvement of existing employment areas through appropriate environmental and operational measures, the protection of residential amenity and relocation of businesses where this is jeopardised and restrictions on the storage of hazardous substances. Rural employment policies and office development in the town centres are covered respectively in the Green Belt and Countryside Chapter and the Town Centre Chapters.

## Environmental Appraisal

- 7.7 Employment uses by their very nature tend to be less sustainable than some other land uses. However, the employment policies do have a positive impact overall in terms of sustainability. New employment areas are located near existing employment areas with the resulting concentration of uses creating energy savings. Positive impacts on the environment include the protection of existing natural features, the creation of new open spaces and green ways, tree planting and the creation of woodland belts in new employment areas. Policies for existing employment areas encourage the retention and enhancement of existing employment resources such as the reuse of redundant mills. Employment areas in the main towns will be retained thereby encouraging local employment opportunities and reducing the need to travel long distances to work. Employment areas are largely well related to the existing and proposed primary route network thereby ensuring good access and minimal disturbance to residential areas. Sustainability levels are tempered by the effect of some employment uses on environmental components such as air and water.

## Employment Land Policies

~~E1 BOTH EXISTING AND PROPOSED EMPLOYMENT AREAS WILL NORMALLY BE RETAINED FOR EMPLOYMENT PURPOSES. PLANNING PERMISSION FOR NEW DEVELOPMENT WILL NORMALLY BE GRANTED IN ACCORDANCE WITH POLICIES E3-E5, ON A SCALE APPROPRIATE TO THE SIZE AND CHARACTER OF THE AREA. LARGE SCALE WAREHOUSING WILL NOT NORMALLY BE PERMITTED~~

### Reason

- ~~7.8 To ensure that employment land is retained for B1, B2 and B8 purposes, thereby providing a choice of employment land in the Borough. Wherever possible the Borough Council will encourage the provision of small industrial units. Large scale warehousing is defined as 10,000 sq.m and over. Large scale warehousing is not permitted because it would also reduce the amount of employment land available. In addition, the links from a number of employment areas to the motorway are unacceptable for large scale warehousing.~~

~~7.9 The majority of employment sites are shown on the Proposals Map, though some smaller sites are not. In the countryside there are a number of employment sites which are not shown on the Proposals Maps. A significant number of jobs are, or have been, provided on these sites. Six large sites in the Green Belt are designated as Major Developed Sites and there is a specific policy in the Green Belt Chapter. The remainder are, or have been, important employment sites and are an important part of the stock of employment land and buildings. When the occupier of a rural employment site ceases operations then, subject to the application of relevant rural development and Green Belt policies, the opportunity may exist for it to be reused or redeveloped for employment purposes. Where appropriate, Development Briefs will be required in order to demonstrate the suitability of a rural employment site for reuse or redevelopment.~~

**E2 ON EXISTING AND PROPOSED EMPLOYMENT LAND, PROPOSALS FOR RETAIL DEVELOPMENT WILL NOT BE PERMITTED. PROPOSALS FOR BUSINESSES WHERE THERE IS AN ELEMENT OF MIXED RETAIL AND BUSINESS USE MAY BE PERMITTED IF THE RETAIL ELEMENT IS ANCILLARY TO THE OTHER USE(S) AND HAVING REGARD TO:**

- 1. WHETHER SUITABLE SITES AND PREMISES ARE AVAILABLE ELSEWHERE; AND**
- 2. THE QUANTITATIVE AND QUALITATIVE SUPPLY OF EMPLOYMENT LAND IN THE AREA.**

7.10 Retailing is not permitted because it would reduce the amount of employment land available and provision is made elsewhere for retailing. Proposals for businesses where there is an element of mixed retail and B1, B2 and B8 use will be considered on their merits taking account of the criteria set out above.

## **B1 (Business)**

**E3 PROPOSALS FOR CLASS B1 USES ON A SCALE APPROPRIATE TO THE SIZE AND CHARACTER OF THE AREA, WILL NORMALLY BE PERMITTED ON THE FOLLOWING EMPLOYMENT AREAS:**

### **MACCLESFIELD**

- 1. TYTHERINGTON BUSINESS PARK**
- 2. LYME GREEN BUSINESS PARK**
- 3. HURDSFIELD ROAD (1 HA)**

### **KNUTSFORD**

- 4. UP TO 10 HECTARES OF THE PROPOSED PARKGATE EXTENSION ALLOCATION**

### **WILMSLOW**

**5. UP TO 20 HECTARES AT STANLEY GREEN INDUSTRIAL ESTATE**

**6. RIVERSIDE WORKS**

**POYNTON**

**7. UP TO 2 HECTARES OF ADLINGTON INDUSTRIAL ESTATE**

**Reason**

7.11 To provide guidance on the location of new B1 Businesses which cover the following categories:

B1(a) Offices

B1(b) Research and Development

B1(c) 'Light' Industrial

Tytherington Business Park is earmarked principally for high quality development. A Development Brief has been produced to guide site development. In addition, a Landscape Master Plan has been agreed with the Developer as part of the outline planning permission. This will be used to guide development on further phases. At Parkgate Industrial Estate, Knutsford, Adlington Industrial Estate and Stanley Green Industrial Estate, Handforth, it is necessary to restrict the amount of B1(a) offices to ensure that a wide range of employment uses are available in the location. This is achieved by restricting the amount of land available at each Industrial Estate which may be used for B1(a). Undeveloped land (about 6 hectares) fronting the A34 at Stanley Green, Handforth is regarded as suitable for "flagship" developments and will be reserved for such schemes.

**Industry**

**E4 GENERAL INDUSTRY (B2) WAREHOUSING (B8) HIGH TECHNOLOGY B1 (b) AND LIGHT INDUSTRY B1(c) WILL NORMALLY BE PERMITTED ON THE FOLLOWING EMPLOYMENT AREAS:**

**MACCLESFIELD**

**1. HURDSFIELD INDUSTRIAL ESTATE**

**2. FENCE AVENUE**

**3. HEAPY STREET/ GUNCO LANE**

**4. BOLLINGTON (7 SMALL SITES)**

**5. HURDSFIELD ROAD (1 HECTARE)**

**6. LYME GREEN BUSINESS PARK**

**7. TYTHERINGTON BUSINESS PARK**

**WILMSLOW/HANDFORTH**

**8. BROWNS YARD**

**9. DEANWAY INDUSTRIAL ESTATE**

**10. STANLEY GREEN INDUSTRIAL ESTATE (UP TO 29 HECTARES)**

**CHELFORD**

**11. IRLAMS DEPOT**

**KNUTSFORD**

**12. UP TO 10 HECTARES PARKGATE INDUSTRIAL ESTATE AND  
PROPOSED PARKGATE EXTENSION**

**13. STANLEY ROAD**

**14. ILFORDS, MOBBERLEY**

**15. LONGRIDGE INDUSTRIAL ESTATE**

**16. SITE ADJOINING LIBRARY, KING STREET**

**POYNTON**

**17. POYNTON ESTATE**

**18. ADLINGTON INDUSTRIAL ESTATE (UP TO 14 HECTARES)**

**DISLEY**

**19. BOWATER DRUMS**

**B1 OFFICES WILL NORMALLY BE PERMITTED ON THESE  
EMPLOYMENT AREAS WHERE THEY ARE ANCILLARY TO THE MAIN  
INDUSTRIAL USE.**

**Reason**

- 7.12 To ensure that a range of manufacturing/industrial job opportunities are maintained in order to encourage continued strengthening and diversification of the local economy. Special provision for B1(a) offices is made under Policies E3 and E6-E9. B2 and B8 uses may be appropriate on Tytherington Business Park subject to meeting the high environment and design standards required in accordance with the Development Brief and Landscape Master Plan agreed with the Developer as part of the outline permission.

## Special Industries

**E5 SPECIAL INDUSTRIES (OPEN STORAGE AND BAD NEIGHBOUR USES) WILL NORMALLY BE PERMITTED IN SPECIFIC AREAS AT:**

1. LYME GREEN EMPLOYMENT AREA (E6) SEE ALSO POLICY T10
2. ADLINGTON INDUSTRIAL ESTATE (1.6 HECTARES)

**PROVIDING THIS DOES NOT ADVERSELY AFFECT THE OPERATION OR AMENITY OF NEIGHBOURING USES.**

### Reason

7.13 To make provision for bad neighbour uses.

## New Employment Land Allocations

### Macclesfield

~~E6 APPROXIMATELY 22 HECTARES OF LAND TO THE WEST OF LYME GREEN BUSINESS PARK IS ALLOCATED FOR EMPLOYMENT PURPOSES, AS SPECIFIED IN POLICIES E3-E5.~~

~~PLANNING PERMISSION WILL NORMALLY BE GRANTED PROVIDED THE FOLLOWING CRITERIA ARE MET:~~

- ~~1. PART OF THE LAND SHOULD BE MADE AVAILABLE FOR:
  - ~~i. THE EXPANSION AND RELOCATION OF LOCAL FIRMS~~
  - ~~ii. OPEN STORAGE AND THE RELOCATION OF BAD NEIGHBOUR USES WHERE THIS WOULD NOT ADVERSELY AFFECT THE OPERATION OR AMENITY OF NEIGHBOURING USES~~~~
- ~~2. ACCESS IS TAKEN FROM THE PROPOSED DISTRIBUTOR ROAD (SEE ALSO POLICY T10)~~
- ~~3. EXISTING TREES, WATER COURSES AND NATURAL HABITATS ARE RETAINED AND ENHANCED AS APPROPRIATE~~
- ~~4. NECESSARY INFRASTRUCTURE, OPEN SPACE (POLICY RT6 - SITE 15) AND STRUCTURAL PLANTING IS PROVIDED.~~

~~AND THE BOROUGH COUNCIL WILL SEEK TO ENTER INTO PLANNING OBLIGATIONS TO SECURE APPROPRIATE CONTRIBUTIONS TO THE CONSTRUCTION OF THE PROPOSED DISTRIBUTOR ROAD, NECESSARY INFRASTRUCTURE, OPEN SPACE AND STRUCTURAL PLANTING.~~

## **Reason**

- ~~7.14 A Development Brief has been approved (November 1999) to guide the development of this employment site and other land within the South Macclesfield Development Area. The various elements of the Development Area will be treated as a package and implemented in accordance with the Master Plan to be drawn up in conjunction with the chosen developer.~~
- ~~7.15 The Macclesfield area supports a vigorous small business sector which plays an important role in providing a diverse range of local job opportunities. The Council will continue to encourage and support local enterprise. The Council will encourage the provision of a range of unit sizes and types appropriate to the needs of local businesses.~~
- ~~7.16 Open storage uses include builders merchants, plant or machinery suppliers, car repair shops, or any other uses involving significant outside storage. Within this category, there is scope to make provision for lorry parking and the centralisation of the Borough Council's depot facilities.~~
- ~~7.17 It is intended that the proposed distributor road across the Moss will be provided in a single phase. This will ensure that the whole of the land allocated for employment purposes in this area will be available for development.~~
- ~~7.18 The area as a whole is presently characterised by a strong pattern of water courses, hedgerow trees and associated habitats. These provide a structure or framework of existing features which it is desirable to retain and incorporate into the development of the area. In particular, an opportunity exists to create structural landscaping within which the various developments can be set. It is intended that significant amounts of additional tree planting should be carried out both to soften the impact of development and as part of creating a strategic network of woodlands.~~
- ~~7.19 To ensure a satisfactory environment in the development of the employment area the possibility of relocating existing businesses to less prominent locations within the employment area will require investigation.~~
- ~~7.20 The Council will seek to co-ordinate and channel available public and private expenditure to secure appropriate development opportunities in accordance with the employment strategy aims.~~

## **E7 APPROXIMATELY 1 HECTARE OF LAND AT HURDSFIELD ROAD IS ALLOCATED FOR MIXED USES, AS SPECIFIED IN E11 AND ANY SCHEME MUST:**

- 1. MAKE PROVISION FOR AN EXTENSION TO THE RIVER BOLLIN WALKWAY**
- 2. INCORPORATE AN ATTRACTIVE LANDSCAPED FRONTAGE TO HURDSFIELD ROAD**
- 3. BE OF A HIGH QUALITY DESIGN**

## Reason

- 7.21 These adjoining sites are located in a prominent location at an entrance to the town centre, and a high quality of development is required. The River Bollin traverses the sites and any development will be required to allow for the continuation of the Bollin Walkway.

## Knutsford

~~E8 APPROXIMATELY 11 HECTARES OF LAND ADJOINING PARKGATE INDUSTRIAL ESTATE, AS SHOWN ON THE PROPOSALS MAP, IS ALLOCATED FOR EMPLOYMENT PURPOSES, AS SPECIFIED IN POLICIES E3-E5. PROPOSALS SHOULD PROVIDE FOR AN ELEMENT OF ACCOMMODATION FOR SMALL BUSINESSES. PLANNING PERMISSION WILL NORMALLY BE GRANTED PROVIDED THE FOLLOWING CRITERIA ARE MET:~~

- ~~1. A NEW ACCESS ROAD VIA MOBBERLEY ROAD SHOULD BE PROVIDED BEFORE ANY DEVELOPMENT IS CONSTRUCTED~~
- ~~2. THE STRUCTURAL PLANTING IS CARRIED OUT ON ADJOINING LAND~~
- ~~3. EXISTING WETLANDS ARE RETAINED IN A LANDSCAPE STRUCTURE.~~

~~AND THE BOROUGH COUNCIL WILL SEEK TO ENTER INTO PLANNING OBLIGATIONS TO SECURE THE PROVISION OF THESE CRITERIA.~~

## Reason

- ~~7.22 Additional land over and above the unimplemented allocation in the Knutsford Local Plan (9 hectares) has been allocated to provide for local employment needs well beyond the end of the Plan period. It will also facilitate the viable development of land north of the railway.~~
- ~~7.23 Integral to the provision of a new access road from Mobberley Road is the construction of a tunnel underneath the railway in order to service land to the north and to provide access to the existing estate. The latter will provide an opportunity to relieve vehicular conflict and danger on the current access via Parkgate Lane. Given the infrastructure costs associated with the provision of a tunnel, a partnership arrangement with the private sector will be secured.~~
- ~~7.24 The developer will be required to create woodlands on the adjoining land. Existing wetland habitats should be incorporated into the layout.~~
- ~~7.25 Phasing of development will ensure that essential infrastructure is implemented. Development should initially commence on land to the south of the railway line. No development should be occupied north of the railway until the tunnel is completed.~~

## Poynton

~~E9 APPROXIMATELY 2.8 HECTARES OF LAND AT ADLINGTON INDUSTRIAL ESTATE IS ALLOCATED FOR EMPLOYMENT PURPOSES, AS SPECIFIED IN POLICY E4 AND PROPOSALS SHOULD PROVIDE FOR AN ELEMENT OF ACCOMMODATION FOR SMALL BUSINESSES.~~

~~ALL DEVELOPMENT WILL BE REQUIRED TO SATISFY DEVELOPMENT CONTROL POLICIES. IN PARTICULAR A TEN METRE PLANTING MARGIN WILL BE REQUIRED ON LAND BEYOND THE WESTERN EDGE OF THE ALLOCATION (POLICY RT6, SITE 18), AND EXISTING TREES AND PONDS SHOULD BE RETAINED AND ENHANCED AS APPROPRIATE.~~

### Reason

~~7.26 The preferred route of the proposed Poynton Bypass will traverse part of the existing estate and will necessitate the relocation of some firms. There is an opportunity to extend the estate into land which, because of severance by the new road, will no longer serve a strategic Green Belt function. The detailed route is still to be finalised and the boundary of the employment land allocation will be re-examined in the light of further details.~~

~~7.27 The allocation reflects the employment restraint policies of the Structure Plan and provides for a range of employment opportunities commensurate with the size and character of the area.~~

## Improvements to Existing Employment Areas and Mixed Use Areas

~~E10 THE BOROUGH COUNCIL WILL ENCOURAGE THE IMPROVEMENT OF EXISTING EMPLOYMENT AREAS AND MIXED USE AREAS BY REFURBISHMENT AND REDEVELOPMENT OF PREMISES, AND IMPROVEMENTS TO ACCESS, THE ENVIRONMENT, AND GENERAL OPERATIONAL NEEDS SUCH AS CAR PARKING AND VEHICULAR CIRCULATION.~~

~~7.28 Improvements to the quality and attractiveness of employment areas and mixed use areas are necessary to accommodate the needs of modern firms. It is also important that employment areas should make a positive contribution to the environment. Encouragement will be given to the private sector to make provision for operational needs, landscaping etc, when submitting planning applications.~~

## Mixed Use Areas – Macclesfield / Bollington

~~E11 WITHIN MIXED USE AREAS A RANGE OF USES MAY BE PERMITTED INCLUDING:~~

- ~~1. B2 GENERAL INDUSTRY~~

2. **B1 OFFICES AND COMMERCIAL USES**
3. **SMALL SCALE WAREHOUSING AND STORAGE**
4. **RETAILING**
5. **VISITOR ACCOMMODATION AND TOURIST ATTRACTIONS**
6. **HOUSING AND OPEN SPACE**

**PROVIDED THAT THE NEW USE DOES NOT:**

1. **CONFLICT WITH OTHER PROPOSALS OF THE PLAN**
2. **MATERIALLY HARM ADJOINING OR NEARBY USES**
3. **AND IN THE CASE OF HOUSING, A SATISFACTORY HOUSING ENVIRONMENT CAN BE CREATED.**

### **Reason**

- 7.29 Mixed use areas comprise several of the older industrial areas where many of the buildings are no longer suitable for their original purpose. In Macclesfield they comprise the Dams Valley area to the south west of the town centre, Hurdsfield Road (see E7), the Green Street area, Brook Street and Macclesfield Canal area, and in Bollington they comprise the Clarence Mill and Adelphi Mill. Such areas often have poor access to the main road network, car parking is frequently inadequate and industry sometimes adjoins housing areas. By today's standards, the areas and buildings are not necessarily suitable for their original manufacturing purpose. A wide range of new uses may be permitted in such areas.
- 7.30 Policies for mixed use areas within town centres are detailed in the town centre chapters.

### **Redundant Mills**

~~**E12 THE BOROUGH COUNCIL WILL ENCOURAGE THE REUSE OF REDUNDANT MILLS BY:**~~

- ~~1. **PERMITTING A MIX OF USES COMPATIBLE WITH THE LOCAL PLAN POLICY FOR THE AREA**~~
- ~~2. **PERMITTING A RANGE OF USES WITHIN THE MILL ITSELF AS APPROPRIATE**~~
- ~~3. **ENCOURAGING CAR PARKING EITHER ON THE GROUND FLOOR OR ON ADJOINING LAND OR, WHERE NEITHER IS POSSIBLE, RELAXING THE CAR PARKING REQUIREMENT WHERE THIS DOES NOT ADVERSELY AFFECT RESIDENTIAL AMENITY AND ROAD SAFETY**~~

**~~4. GIVING PRIORITY TO ENVIRONMENTAL AND PHYSICAL IMPROVEMENTS IN THE VICINITY WHICH WILL ASSIST THE SUCCESSFUL CONVERSION OF THE MILL.~~**

**Reason**

~~7.31 Textile and other mills are both an important part of the Borough's heritage and significant townscape features. Several are listed for their architectural or historic importance. A number of mills are standing empty or are only partly used. New uses need to be found both to make effective use of the underused floor space and to secure the long term future of the buildings. The policy is designed to encourage new uses. Several of the mills are located in mixed use areas where a range of uses is already permitted. In other areas such as housing areas, housing would be the appropriate use. In some circumstances, a mix of uses in the building such as housing and offices may be possible, subject to amenity criteria, thereby allowing joint use of car parking spaces.~~

## Employment in Housing Areas

**~~E13 PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR NEW EMPLOYMENT DEVELOPMENT AND LARGE SCALE EXPANSION AND ALTERATION OF EXISTING INDUSTRIAL, OFFICE AND WAREHOUSING PREMISES WHICH WOULD ADVERSELY AFFECT RESIDENTIAL AMENITY.~~**

**Reason**

~~7.32 Within housing areas the main concern is safeguarding residential amenity and there may be some businesses adjacent to residential properties whose operations lead to environmental problems. However there may also be opportunities for small scale B1 Business Use which provide job opportunities for local residents, providing amenity criteria can be satisfied.~~

**E14 THE BOROUGH COUNCIL WILL ENCOURAGE THE RELOCATION OF BUSINESSES WHICH CREATE AN UNACCEPTABLE LEVEL OF NUISANCE TO NEIGHBOURING DWELLINGS ARISING FROM NOISE, SMELL, SAFETY OR TRAFFIC GENERATION. INFILL HOUSING WILL BE ENCOURAGED ON SUCH SITES.**

**Reason**

7.33 This policy largely applies to the Macclesfield and Bollington area, where backstreet industrial activities have outgrown their premises or an intensification of use has taken place. Land in the Development Area south of Moss Lane is allocated for businesses relocating from housing areas. (See Policy E6)

## Hazardous Substances

**~~E15 THE BOROUGH COUNCIL WILL NOT NORMALLY GRANT CONSENT FOR THE STORAGE OF NEW, OR THE EXPANSION OF EXISTING~~**

**~~HAZARDOUS SUBSTANCES IN CLOSE PROXIMITY TO HOUSING AND OTHER SENSITIVE USES WHERE THIS WOULD SIGNIFICANTLY INCREASE THE RISK TO LIFE OR HEALTH OF MEMBERS OF THE PUBLIC.~~**

**Reason**

~~7.34 Where applications are made to store hazardous substances, usually on industrial premises, the Borough Council will ensure that life or health is not threatened by the use. Consultations with the Health and Safety Executive will be made before determining applications.~~

**~~E16 NON HAZARDOUS DEVELOPMENT IN THE VICINITY OF HAZARDOUS INSTALLATIONS WILL NOT NORMALLY BE ALLOWED IF, IN THE VIEW OF THE LOCAL PLANNING AUTHORITY:~~**

- ~~1. THE AREA IS ALREADY SUBJECT TO SIGNIFICANT RISK LEVELS FROM PLANNED HAZARDOUS DEVELOPMENT AND,~~
- ~~2. IF THE NUMBER OF PEOPLE AFFECTED BY THE EXISTING AND FUTURE RISK LEVELS WOULD BE SIGNIFICANTLY INCREASED.~~

**Reason**

~~7.35 A small number of companies already store hazardous substances. Sensitive uses include homes, schools, playgroups, community halls etc.~~

## **Chelford Market**

**~~E17 THE SITE OF THE PRESENT CATTLE MARKET IN CHELFORD WILL BE RETAINED IN ITS PRESENT USE AND IS SHOWN AS AN EMPLOYMENT AREA ON THE PROPOSALS MAP.~~**

**Reason**

~~7.36 The Chelford Cattle Market is an important feature of the agricultural economy of the area. The retention of this facility reflects the needs of the agricultural community. Whilst the site of the market causes certain problems, discussions have so far failed to find an alternative site.~~

## Monitoring

7.37 The following will be monitored:

1. Change in national and regional planning policy
2. Progress in implementing land allocations
3. Take up of employment land and buildings
4. Changes in the economic position
5. Success in controlling development in accordance with the policies
6. Any other material considerations.

## 8. Transport

### Background to the Proposals

- 8.1 An efficient transport system is of prime importance to the functioning of the local economy. At the same time, it is equally important to ensure that the environmental and safety aspects of transport proposals are taken into consideration, and that they are complimentary to other policies of the Plan. Transportation and land use planning need to be co-ordinated, to ensure that travel needs are minimised. The Plan's strategy seeks to provide the framework for a balanced and co-ordinated approach which fully addresses environmental issues by encouraging alternative means of travel and seeks to reduce the need for travel particularly by car. This is in accordance with PPG13 Transport (March 2001), RPG13 Regional Planning Guidance for the North West (2003), which incorporates the Regional Transport Strategy and the Local Transport Plan (2000).
- 8.2 The Local Plan policies are in accordance with the Government transport objectives, and the Local Transport Plan (2000), which seek:
1. to promote accessibility to everyday facilities for all, especially those without a car;
  2. to improve safety for all travellers;
  3. to promote the integration of all forms of transport and land use planning, leading to a better, more efficient transport system;
  4. to contribute to an efficient economy and to support sustainable economic growth in appropriate locations; and
  5. to protect and enhance the environment.
- 8.3 Cheshire County Council have overall responsibility for the maintenance and construction of roads in the Borough, except for motorways and trunk roads which are the responsibility of the Department for Transport (DfT).
- 8.4 Bus services are operated by private companies with County Council co-ordination and subsidy, rail services and taxis by private operators. The Borough Council's direct involvement extends only to the operation of a 'special needs' scheme and the licensing of taxis. Its main role is to use its influence to persuade controlling organisations to adopt policies for the benefit of the Local Plan area.
- 8.5 Major traffic problems currently include peak hour congestion in and around the town centres, through-traffic using town centre roads and roads in housing areas, and poor links to the motorway network to the south and west.
- 8.6 The policies and proposals provide the planning context, together with the Structure Plan, for the Cheshire Local Transport Plan. The Local Plan and the

Local Transport Plan are therefore consistent with each other. They embrace new road proposals and improvements, traffic management, pedestrian and cycling routes, access for the disabled, public transport and lorry parking. Car parking and pedestrian priority policies are, in the main, detailed in the Town and District Centre Chapters. A number of road schemes have been reviewed by the South East Manchester and West Midlands to the North West Conurbations Multi Modal Studies, which have examined their continued relevance in relation to the possibility of encouraging other modes of transport. The Studies have considered among other things the opportunities for the provision of new public transport routes and they have explored the possibilities of new heavy rail stations. The South East Manchester Study has recommended that the road schemes in the Borough should mainly be built, but generally to a lower standard. The recommendations of the Studies will be the subject of detailed consideration and investigation by the Highway Authority, who will revise the Local Transport Plan accordingly. Until such time as the Highway Authority formally approve the findings of the studies, the Borough Council will retain the existing road schemes in the Local Plan, with the exception of the A523 Poynton to Macclesfield Improvement, over which there is insufficient certainty both in terms of route and timescale. The Borough Council will seek the implementation of the schemes recommended in the Studies once these have been approved by the Highway Authority. These will be incorporated into the Plan at the next review but, in the meantime, the recommendations of the Studies and any reviews of the Local Transport Plan will be taken into account as material considerations in the making of planning decisions.

## Environmental Appraisal

- 8.7 Sustainable transport policies include traffic management, cycling, walking and public transport, which all have a positive impact on environmental components such as energy, air quality and the effective use of land resources. Relief roads, traffic calming and pedestrian priority measures will create an improved urban environment for the future in terms of reduced traffic congestion and reduced levels of air and noise pollution. Proposals for new road building are not based on increasing capacity, but on reducing congestion and providing relief to communities which currently suffer the adverse effects of heavy traffic. Policies for Manchester Airport seek to mitigate the noise impact on the surrounding villages and countryside.

## Integrated Transport Policy

~~T1 THE BOROUGH COUNCIL WILL SEEK TO ENHANCE THE INTEGRATION OF MODES OF TRANSPORT, ENCOURAGE THE USE OF PUBLIC TRANSPORT AND ENSURE THAT A BALANCE IS MAINTAINED BETWEEN SAFETY AND MOVEMENT AND THE NEED TO PROTECT AND ENHANCE THE NATURAL AND BUILT ENVIRONMENT. PROPOSALS FOR NEW TRANSPORTATION SCHEMES WILL BE JUDGED AGAINST THE FOLLOWING CRITERIA:~~

- ~~1. SIGNIFICANT INTEGRATION WITHIN AND IMPROVEMENTS TO THE TRANSPORT SYSTEM ARE ACHIEVED~~
- ~~2. NON-ESSENTIAL TRAFFIC IS DISCOURAGED FROM RESIDENTIAL AREAS~~
- ~~3. SAFETY IS IMPROVED FOR PEDESTRIANS, CYCLISTS AND ROAD USERS~~
- ~~4. NOISE, CONGESTION AND POLLUTION ARE REDUCED IN RESIDENTIAL OR SHOPPING AREAS~~
- ~~5. PROTECTION AND ENHANCEMENT OF THE ENVIRONMENT.~~
- ~~6. THE EXTENT TO WHICH IT INTEGRATES WITH LAND USE.~~

**Reason**

~~8.8 In considering new transportation schemes the Borough Council will seek to enhance the integration of modes of transport and ensure that a balance is maintained between safety and movement and the need to protect and enhance the natural and built environment. Any improvements to the transport system in the Borough must take into account their wider impact and bring benefits not only in terms of access and movement, but also in respect of the environment in which they are situated.~~

~~T2 THE BOROUGH COUNCIL WILL SUPPORT THE PROVISION OF PUBLIC TRANSPORT THROUGH THE FOLLOWING MEASURES:~~

- ~~1. ENCOURAGING PUBLIC TRANSPORT LINKS WITH NEW DEVELOPMENT~~
- ~~2. MAINTAINING BUS ACCESS TO MACCLESFIELD, WILMSLOW AND KNUTSFORD TOWN CENTRES~~
- ~~3. DEVELOPING (IN PARTNERSHIP WITH CHESHIRE COUNTY COUNCIL) A BUS INTERCHANGE FACILITY WITH CENTRALISED BUS INFORMATION IN MACCLESFIELD TOWN CENTRE (SEE ALSO MACCLESFIELD TOWN CENTRE CHAPTER)~~
- ~~4. TRAFFIC MANAGEMENT TO FACILITATE THE EFFICIENT MOVEMENT OF PUBLIC TRANSPORT SUCH AS BUS PRIORITY MEASURES~~
- ~~5. ENSURE THAT TAXI STANDS ARE CONVENIENT TO MAJOR SOURCES OF DEMAND~~
- ~~6. SPECIAL NEEDS TRANSPORT TO BE SUPPORTED SUCH AS THE DIAL- A-RIDE SCHEME~~

- ~~7. THE IMPROVEMENT OF PUBLIC TRANSPORT ACCESS TO AND THE IMPROVEMENT OF EXISTING RAILWAY STATIONS AND RETENTION OF ASSOCIATED CAR PARKING~~
- ~~8. ENCOURAGE THE PROVISION OF PRIVATE SIDINGS AND FACILITIES FOR LOADING AND UNLOADING RAIL-BORNE FREIGHT WHERE APPROPRIATE~~
- ~~9. CREATING AND IMPROVING MULTIMODAL PUBLIC TRANSPORT INTERCHANGES AT MACCLESFIELD RAILWAY STATION, AND OTHER LOCATIONS WHERE APPROPRIATE~~

**Reason**

~~8.9 Public transport plays a vital role in the efficient movement of people and goods and helps in reducing the volume of road traffic.~~

~~**T3 THE BOROUGH COUNCIL WILL SEEK TO IMPROVE CONDITIONS FOR PEDESTRIANS BY:**~~

- ~~1. IMPROVING THE EXISTING FOOTPATH NETWORK~~
- ~~2. CREATING ROUTES BETWEEN THE TOWN CENTRES, CAR PARKS AND TRANSPORT INTERCHANGES~~
- ~~3. CREATING ROUTES THROUGH HOUSING AND EMPLOYMENT AREAS~~
- ~~4. EXTENDING THE RIVER BOLLIN WALKWAY PARTICULARLY IN MACCLESFIELD~~
- ~~5. CREATING PEDESTRIAN ROUTES BETWEEN EXISTING AND NEW OPEN SPACES AND THE COUNTRYSIDE~~
- ~~6. CREATING SAFER ROUTES TO SCHOOL~~

~~WHERE NEW DEVELOPMENT IS PROPOSED, APPROPRIATE PROVISION FOR PEDESTRIANS WILL BE REQUIRED.~~

**Reason**

~~8.10 To improve the safe and convenient movement of pedestrians. This policy should be read in conjunction with the Recreation and Tourism Policies~~

~~**T4 WHERE APPROPRIATE, THE BOROUGH COUNCIL WILL NEGOTIATE FOR ADEQUATE PROVISION FOR PEOPLE WITH RESTRICTED MOBILITY IN DETERMINING:**~~

- ~~1. SITE LAYOUTS~~
- ~~2. THE RELATIONSHIP BETWEEN BUILDINGS AND THEIR CAR PARKING AREAS~~

~~3. PUBLIC ACCESS POINTS, PARTICULARLY TO SHOPS AND OTHER SERVICES AND FACILITIES~~

~~4. PEDESTRIAN PRIORITY SCHEMES.~~

**Reason**

~~8.11 The Borough Council is concerned to ensure that the disabled, and those with restricted mobility, will be able to function as independent members of society. The Council is alive and alert to the needs of the disabled. Careful planning can cater for their needs as part of new development proposals.~~

~~**T5 DEVELOPMENT PROPOSALS WILL MAKE PROVISION FOR CYCLISTS IN ACCORDANCE WITH POLICY IMP2. IN PARTICULAR:**~~

~~1. THE DESIGN, LOCATION AND ACCESS ARRANGEMENTS OF DEVELOPMENT SHOULD PROMOTE CYCLING; AND~~

~~2. THE FOLLOWING SHOULD BE PROVIDED:~~

~~a. CONVENIENT, SAFE AND SECURE CYCLE PARKING, AND CYCLE STORAGE FACILITIES AT TRANSPORT INTERCHANGES~~

~~b. CONVENIENT, SAFE AND SECURE CYCLE PARKING IN TOWN CENTRES~~

~~c. CYCLE ROUTES AND CYCLE PRIORITY MEASURES, INTEGRATED WITH OTHER ACTIVITY TO PROMOTE PERSONAL SAFETY~~

~~d. CONTRIBUTIONS TO THE NATIONAL AND LOCAL CYCLE NETWORKS AND LINKS TO THEM.~~

**Reason**

~~8.12 Cycling can make an important contribution to an integrated transport system. Existing schemes include the Middlewood Way, Moss Lane to Congleton Road Link and the cycleways at Parkside in Macclesfield. But the Council is aware of parts of the Borough where facilities and road conditions are not conducive to safe and convenient cycling. The Council is therefore committed to encouraging cycling through the provision of facilities associated with new developments, and where the need arises from them. This will be implemented through conditions and planning obligations under the terms of Policy IMP1 and IMP2, and following the guidance of PPG13 Transport (2001). Where opportunities exist or arise for providing improved facilities, these will be identified in the Cycling Strategy, which the Council is developing with a view to promoting a comprehensive network of safe and convenient cycle routes. This policy should be read in conjunction with the Recreation and Tourism Policies.~~

## Highway Improvements and Traffic Management

~~T6 THE BOROUGH COUNCIL WILL SUPPORT OTHER HIGHWAY IMPROVEMENT SCHEMES WHICH REDUCE ACCIDENTS AND TRAFFIC HAZARDS. WHERE NEW DEVELOPMENT IS PROPOSED, DEVELOPERS SHOULD PROVIDE FOR SAFE AND CONVENIENT ACCESS TO THE HIGHWAY NETWORK AND WHERE APPROPRIATE, MAKE CONTRIBUTIONS TOWARDS NECESSARY OFF SITE HIGHWAY IMPROVEMENTS.~~

### Reason

~~8.13 It is important that new development should not exacerbate existing highway conditions, and where possible improvements should be achieved, if necessary through the use of legal agreements.~~

**T7 LAND ALONG THE ROUTES OF THE FOLLOWING ROAD SCHEMES WILL BE SAFEGUARDED FROM OTHER DEVELOPMENT.**

#### **MOTORWAY AND TRUNK ROADS**

- 1. A556 (M) M6 TO M56 LINK**
- 2. A523 POYNTON BYPASS/MANCHESTER AIRPORT EASTERN LINK ROAD (MAELR) EASTERN SECTION**
- 3. A6 (M) STOCKPORT NORTH-SOUTH BYPASS**
- 4. M6 WIDENING SCHEME**
- 5. MAELR WEST**

#### **NON-TRUNK ROAD**

- 6. A34 ALDERLEY EDGE & NETHER ALDERLEY ENVIRONMENTAL BYPASS.**

### Reason

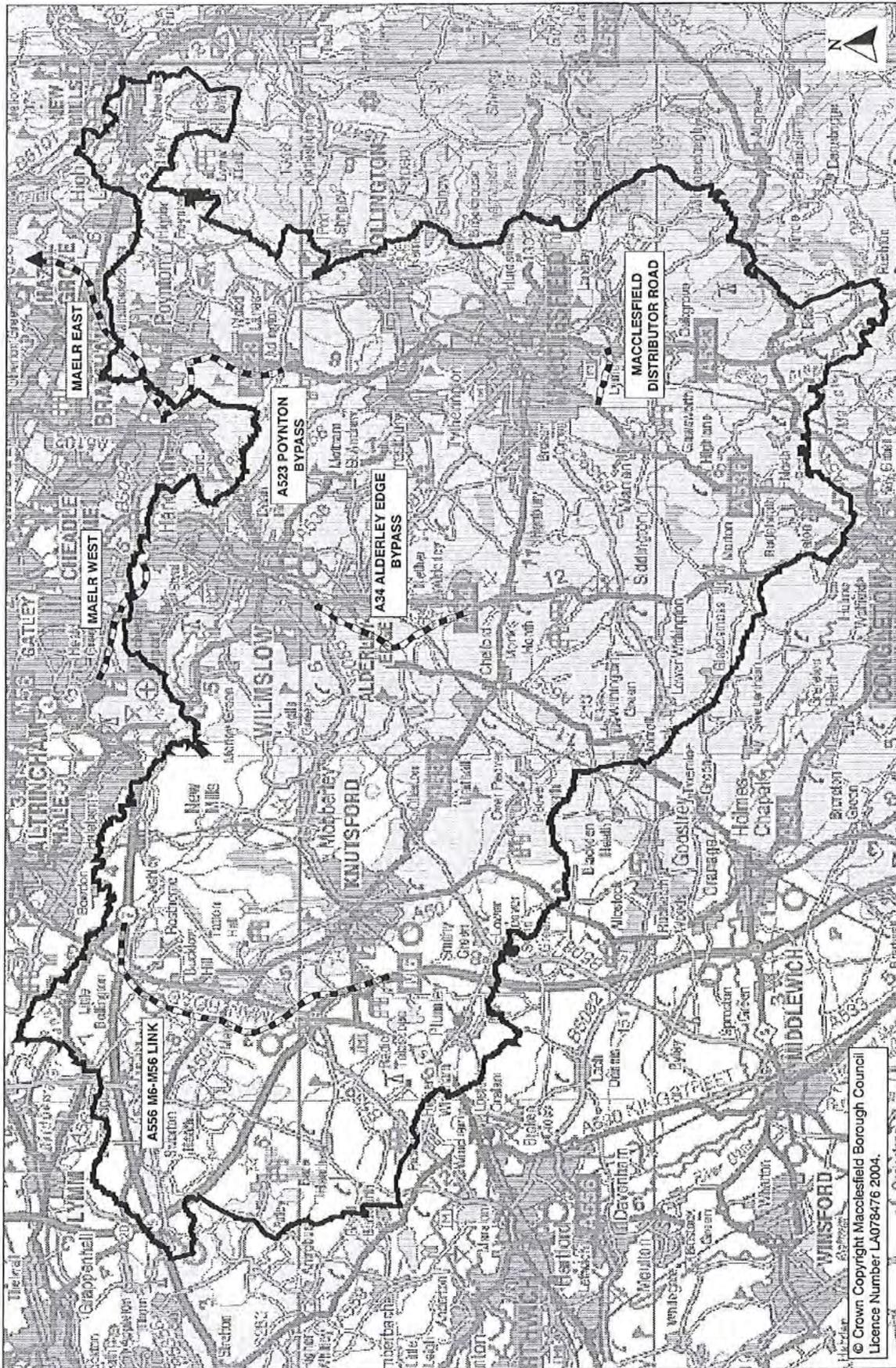
8.14 All the schemes (except the Alderley Edge Bypass) listed in Policy T7 are subject to investigation as part of the South East Manchester or West Midlands to the North West Conurbations Multi Modal Studies. The Findings of the Studies will have a significant bearing on the likelihood of the roads being constructed during the Plan period.

8.15 A bypass for Alderley Edge and Nether Alderley is the main priority for road building in the Local Transport Plan. Cheshire County Council has approved the principle of the bypass though no route for the bypass is safeguarded. However, the Local Plan Proposals Map shows the latest published route. If necessary, a separate Public Inquiry will be held to deal with the provision of the bypass.

~~T8 THE COUNCIL WILL SEEK TO INTRODUCE TRAFFIC MANAGEMENT MEASURES AND ENVIRONMENTAL IMPROVEMENTS ON AND ADJACENT TO THE ROADS WHICH WILL BE RELIEVED OF HEAVY TRAFFIC AS A RESULT OF THE NEW ROAD SCHEMES REFERRED TO IN POLICIES T7.~~

**Reason**

~~8.16 To maximise the benefits of the new roads for local residents in respect of the environment, safety and convenience~~



Map 10: Proposed Road Improvements

~~**T9 THE BOROUGH COUNCIL WILL SUPPORT AND WHERE APPROPRIATE IMPLEMENT TRAFFIC MANAGEMENT AND TRAFFIC CALMING MEASURES TO ACHIEVE ENVIRONMENTAL IMPROVEMENTS, TO IMPROVE ROAD SAFETY AND TO REDUCE ON STREET PARKING PROBLEMS IN RESIDENTIAL AREAS, SHOPPING AREAS, TOWN AND VILLAGE CENTRES AND EMPLOYMENT AREAS.**~~

**Reason**

~~8.17 Significant improvements in road safety and environmental conditions can be achieved by relatively small scale highway improvements. In particular residential areas can benefit from removing non-essential traffic and reducing traffic speeds.~~

~~**T10 A DISTRIBUTOR ROAD BETWEEN THE A523(T) (LONDON ROAD) AND A536 (CONGLETON ROAD) IN MACCLESFIELD IS PROPOSED AS PART OF THE LOCAL PLAN (POLICIES E5, E6, S3 and T14). ACCESS FROM THESE DEVELOPMENTS TO THE A523(T) WILL BE SUBJECT TO CONSIDERATION OF A TRAFFIC IMPACT ASSESSMENT (TIA) BY THE HIGHWAYS AGENCY FOR ANY DEVELOPMENT OF S3, E5, E6 AND/OR T14.**~~

**Reason**

~~8.18 This road link is an essential part of the southern development area and will improve access around the southern part of Macclesfield to the benefit of the wider community. The Highways Agency is an executive agency of the Department for Transport, which is the highway authority for the A523 Trunk Road. Subject to any analysis of any Traffic Impact Assessment (TIA) required under Policy T10 the Highways Agency may seek the attachment of appropriate planning conditions relating the commencement or occupancy of a development to the prior carrying out of any highway improvements deemed necessary. The Highways Agency may also direct or advise refusal of the proposal or, if before the Secretary of State, object to the proposal if it considers that the traffic impact of the development cannot be safely accommodated on the Trunk Road. Cheshire County Council as local highway authority will be involved in the TIA.~~

**T11 THE BOROUGH COUNCIL WILL SUPPORT THE FOLLOWING IMPROVEMENTS TO THE STRATEGIC HIGHWAY NETWORK:**

- 1. LINKS BETWEEN MACCLESFIELD AND THE M6 MOTORWAY IN PARTICULAR VIA THE A536 (TO CONGLETON)**
- 2. A523 SOUTH OF THE MACCLESFIELD INNER RELIEF ROAD**

**Reason**

8.19 It is important for the economic wellbeing of Macclesfield that good links with the national motorway network are achieved. The Macclesfield Silk Road joins the existing highway network south of Macclesfield town centre. The traffic

position is being considered as part of the wider Macclesfield Transportation Study and further Traffic Impact Assessments are being carried out.

~~**T12 LAND WILL BE SAFEGUARDED AS APPROPRIATE FROM DEVELOPMENT WHICH WOULD PREJUDICE THE FOLLOWING LOCAL TRANSPORT SCHEMES:**~~

- ~~1. A537 (MONKS HEATH TO BIRTLES BRIDGE) IMPROVEMENT~~
- ~~2. THE JUNCTION OF MOSS LANE AND CONGLETON ROAD, MACCLESFIELD~~
- ~~3. A50/A5033 IMPROVEMENT, KNUTSFORD.~~

**Reason**

~~8.20 These are local schemes which embrace highway improvements, new road links and the provision of cycle and pedestrian routes. The status of the above schemes varies.~~

**T13 EXISTING PUBLIC CAR PARKS, AS LISTED IN APPENDIX 9 WILL NORMALLY BE RETAINED FOR CAR PARKING. WHERE DEVELOPMENT PROPOSALS REQUIRE THE LOSS OF PUBLIC CAR PARKING SPACES, THESE MUST BE REPLACED ON SITE OR NEARBY AS PART OF THE DEVELOPMENT OR AN AGREED ALTERNATIVE TRANSPORTATION FACILITY BE PROVIDED TO MITIGATE THE LOSS.**

**Reason**

8.21 Car parks serving town centres, local shopping areas, housing, commercial areas and stations are essential to the wellbeing of the Borough and the convenience of its residents. Evidence shows that all existing public car parking is well used.

8.22 Policies relating specifically to town centre car parking and provision of car parking as part of new developments can be found in the Town Centre Chapters and the Development Control Policies Chapter. Maximum car parking standards based upon Regional Planning Guidance (RPG13) are to be found in Appendix 10. Additional car parking standards will be issued as Supplementary Planning Guidance. If policies to encourage other modes of travel are successful, agreed transport facilities may be provided as an alternative to replacement car parking, where appropriate and consistent with national and local car parking standards.

## **Lorry Parking**

~~**T14 IT IS PROPOSED TO PROVIDE A LORRY PARK WITHIN THE OPEN STORAGE USES AREA AT THE PROPOSED EMPLOYMENT LAND ALLOCATION, WEST OF LYME GREEN BUSINESS PARK, MACCLESFIELD. SEE ALSO POLICY T10 REGARDING THE DISTRIBUTOR ROAD.**~~

## Reason

~~8.23 A safe and secure site for lorry parking is required in Macclesfield. This site is close to the primary route network and would not harm the environment or residential amenities. See Policy E6.~~

### **T15 ELSEWHERE PLANNING PERMISSION FOR THE PARKING OF LORRIES (OTHER THAN AS PART OF INDUSTRIAL OR COMMERCIAL PREMISES) WILL ONLY BE PERMITTED WHERE:**

- 1. THE SITE IS NOT SITUATED IN A PREDOMINANTLY RESIDENTIAL AREA**
- 2. THE PROPOSAL WOULD NOT BE VISUALLY INTRUSIVE**
- 3. APPROPRIATE VEHICULAR ACCESS CAN BE PROVIDED, WITHOUT DIRECT ACCESS THROUGH A RESIDENTIAL AREA.**
- 4. THE AMENITY OF NEIGHBOURING PROPERTIES IS NOT ADVERSELY AFFECTED.**

## Reason

~~8.24 The Borough Council is aware of the potential conflict between lorry parking and residential property.~~

### **~~T16 NO NEW MOTORWAY SERVICE AREAS WILL BE PERMITTED ADJACENT TO THE M6 WITHIN THE PLAN AREA.~~**

## Reason

~~8.25 The Borough Council considers that the open and attractive character of the Green Belt adjacent to the M6 is such that a new motorway service area would be unacceptable. An expanded Knutsford Service Area will adequately deal with demand on this length of the M6.~~

## Roadside Facilities

**~~T17 OUTSIDE THE MAIN SETTLEMENTS WITHIN THE PLAN AREA, PLANNING PERMISSION FOR ROADSIDE FACILITIES SUCH AS PETROL FILLING STATIONS, SHOPS, CAFES AND RESTAURANTS, OR EXTENSIONS TO EXISTING PREMISES WILL ONLY BE PERMITTED IN EXCEPTIONAL CIRCUMSTANCES. CLEAR EVIDENCE OF THE NEED FOR SUCH FACILITIES AND THE LACK OF ALTERNATIVE SITES WITHIN URBAN AREAS WILL BE REQUIRED TO SUPPORT ANY PLANNING APPLICATION.~~**

**~~ADDITIONALLY, DEVELOPMENTS WHICH HAVE AN ADVERSE VISUAL IMPACT, DO NOT PROVIDE FOR SAFE ACCESS ONTO THE HIGHWAY NETWORK OR WHICH HAVE AN ADVERSE EFFECT ON RESIDENTIAL PROPERTIES WILL NOT BE PERMITTED.~~**

## Reason

~~8.26 Much of the Plan area is designated Green Belt, Areas of Special County Value for Landscape or contains attractive open countryside. Roadside facilities can often have an adverse impact on such areas and will only be acceptable in the case of proven need and the provisions of environmental safeguards.~~

## Manchester Airport

8.27 Manchester Airport lies astride the northern boundary of the Plan area. It therefore has a significant impact and influence on the Borough and it is the aim of the Plan to ensure that an appropriate balance is achieved between the economic benefits associated with the Airport and the adverse environmental conditions which it creates.

8.28 The land within the Plan area adjacent to the Airport is designated Green Belt, and the policies of the Plan seek to protect it from all but essential development. Manchester Airport is a major international hub airport for northern Britain. Part of the Second Runway lies within the Plan area and is shown on the proposals map. The Manchester Airport Development Strategy to 2005 (May 1993) forms the basis of the Airport's future planning and land use requirements but is not a statutory document. The Airport's 'Long Term Business Strategy to 2015' (April 1999) also deals with future planning and out of this a new Development Strategy is expected to emerge in the near future. The Business Strategy suggests managing growth by prioritising the use of land within the core site for activities essential for the operation and the development of the Airport and moving non-essential activities gradually off-site. The Borough Council wish to play a part in developing an Airport Surface Access Strategy. This will have land-use implications. A Ground Transport Strategy was published in 1997 and it is planned to be reviewed. The new Aviation White Paper will address the future role of airports.

## Noise Considerations

8.29 Of particular concern to the Borough Council is the effect of the noise of landing and take off aircraft on properties in the vicinity of the Airport, and situated beneath the flight paths. Although opportunities for new building within the affected areas are limited because of Green Belt policies, the following policy is intended to safeguard the amenity and health of local residents. Sound proofing of existing property is subject to the provisions of the Manchester Airport Noise Insulation Grant Scheme, which is administered by the Airport Company and reviewed annually. The scheme boundary is made up of two zones, an inner and an outer zone.

### **T18 THE BOROUGH COUNCIL WILL CONTROL NEW DEVELOPMENT IN AREAS AFFECTED BY AIRCRAFT NOISE AROUND MANCHESTER AIRPORT AS FOLLOWS:**

#### **Residential Development**

1. RESIDENTIAL DEVELOPMENT WILL BE REFUSED WITHIN AREAS SUBJECT TO DAYTIME NOISE LEVELS IN EXCESS OF 72 LAEQ 16HR (0700-2300) AND/OR NIGHT TIME NOISE LEVELS IN EXCESS OF 66LAEQ 8HR (2300-0700).
2. PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR NEW DWELLINGS (INCLUDING CONVERSIONS), WITHIN AREAS SUBJECT TO DAYTIME NOISE LEVELS BETWEEN 66 AND 72 LAEQ 16HR (0700-2300) AND/OR NIGHT-TIME NOISE LEVELS BETWEEN 57 AND 66 LAEQ 8HR (2300-0700). WHERE MATERIAL CONSIDERATIONS INDICATE THAT PLANNING PERMISSION SHOULD BE GRANTED AS AN EXCEPTION TO THIS POLICY, CONDITIONS WILL BE IMPOSED TO ENSURE A COMMENSURATE LEVEL OF PROTECTION AGAINST NOISE WITHIN THE DWELLING.
3. IN AREAS SUBJECT TO DAYTIME NOISE LEVELS BETWEEN 57 AND 66 LAEQ 16HR (0700-2300), AND/OR NIGHT-TIME NOISE LEVELS BETWEEN 48 AND 57 LAEQ 8HR (2300-0700), PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT (WHICH SATISFIES OTHER PLANNING POLICIES FOR THE AREA), WILL ONLY BE GRANTED IF SOUNDPROOFING IS PROVIDED TO THE SATISFACTION OF THE LOCAL PLANNING AUTHORITY. IN ADDITION, PLANNING PERMISSION FOR NEW DWELLINGS WILL NOT NORMALLY BE GRANTED WHERE INDIVIDUAL NOISE EVENTS OR AIRCRAFT OVERFLIGHTS REGULARLY EXCEED 82 DBLA MAX (SLOW TIME WEIGHTING), SEVERAL TIMES IN ANY ONE HOUR PERIOD BETWEEN 2300 AND 0700 HOURS.
4. IN AREAS SUBJECT TO DAYTIME NOISE LEVELS BELOW 57LAEQ 16HR (0700-2300), AND/OR NIGHT-TIME NOISE LEVELS BELOW 48 LAEQ 8HR (2300-0700), BUT WHICH FALL WITHIN THE AREA OF THE AIRPORT'S SOUND INSULATION GRANT SCHEME, ANY DEVELOPMENT PERMITTED MAY BE SUBJECT TO A REQUIREMENT TO PROVIDE SOUND-PROOFING TO THE SATISFACTION OF THE LOCAL PLANNING AUTHORITY.

#### **Other Noise-Sensitive Development**

5. PLANNING PERMISSION FOR OTHER NOISE-SENSITIVE DEVELOPMENT IN THE VICINITY OF MANCHESTER AIRPORT, SUCH AS EDUCATIONAL BUILDINGS, CHURCHES, NURSING HOMES ETC, WILL ONLY BE GRANTED (SUBJECT TO OTHER RELEVANT POLICIES OF THE PLAN), WHERE THE LOCAL PLANNING AUTHORITY IS SATISFIED THAT THE PROPOSED DEVELOPMENT WOULD NOT BE SUBJECT TO NOISE LEVELS IN EXCESS OF 60 LAEQ FOR THE TIME PERIOD APPROPRIATE TO THE NOISE-SENSITIVITY OF THE USE. WHERE MATERIAL CONSIDERATIONS INDICATE THAT PLANNING PERMISSION SHOULD BE GRANTED AS AN EXCEPTION TO THIS POLICY, CONDITIONS WILL BE IMPOSED TO ENSURE A COMMENSURATE LEVEL OF PROTECTION AGAINST NOISE WITHIN THE BUILDING.

## Reason

- 8.30 To limit development to that which is compatible with noise levels in the area and to ensure that development is capable of occupation without undue nuisance from aircraft noise. The policy reflects guidance set out in PPG24 Planning and Noise (September 1994), and relates to recommended Noise Exposure Categories (NECs).

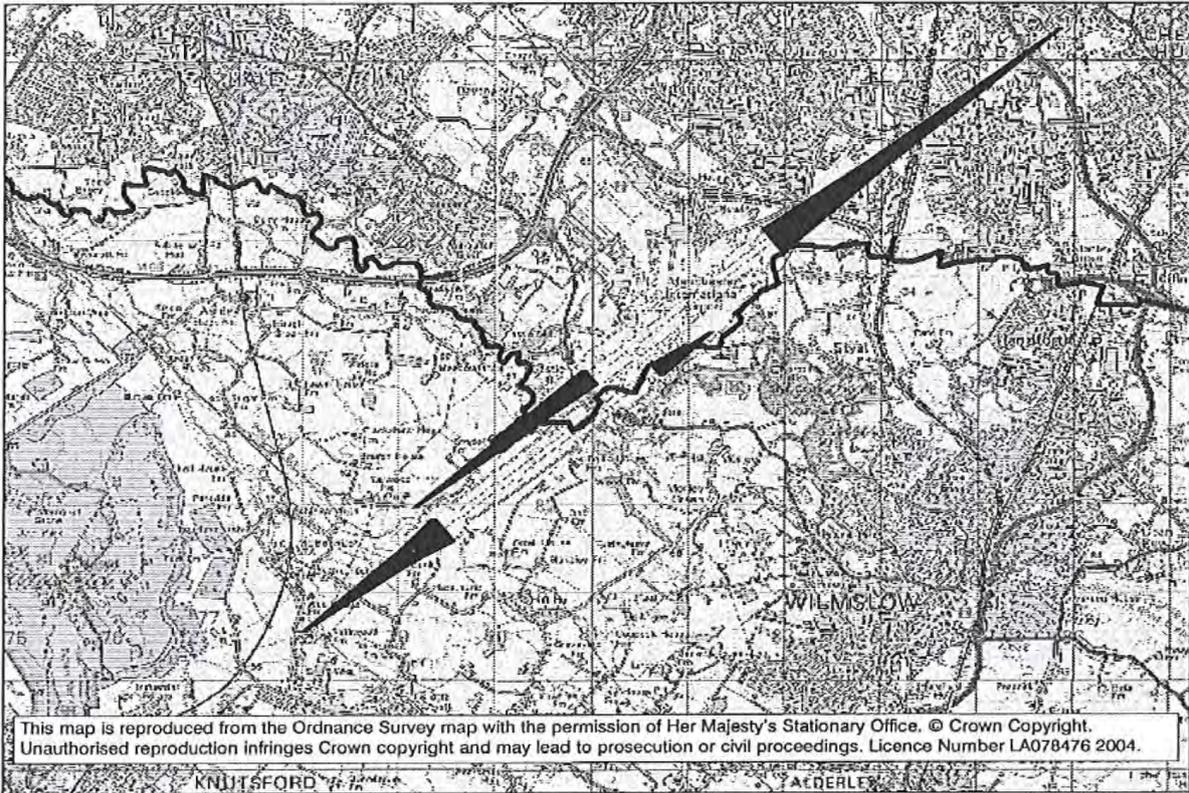
Note: Predicted noise contours are produced by the Airport Company and are used by Local Authorities whose areas are affected by aircraft noise. The type and frequency of flights and technological advancements in aircraft design will continue to have a bearing on such contours, which will be regularly reviewed by the Airport Company and relevant Local Authorities.

## Airport Operational Development

- 8.31 The Borough Council recognises that the need to ensure the safe and efficient operation of the Airport can have implications for land within the Plan area. The following policies have been formulated to ensure that only essential Airport related activities are permitted in an area of important Green Belt.

**T19 WITHIN PUBLIC SAFETY ZONES NO NEW OR REPLACEMENT DWELLINGHOUSES, MOBILE HOMES, CARAVAN SITES, OTHER RESIDENTIAL BUILDINGS OR NEW OR REPLACEMENT NON-RESIDENTIAL DEVELOPMENT WILL BE PERMITTED. THE FOLLOWING FORMS OF EXTENSION OR CHANGE OF USE MAY BE PERMITTED, SUBJECT TO COMPLIANCE WITH OTHER POLICIES OF THE LOCAL PLAN:**

- 1. AN EXTENSION OR ALTERATION TO A DWELLINGHOUSE FOR THE BENEFIT OF THE FAMILY LIVING IN IT.**
- 2. AN EXTENSION OR ALTERATION TO A PROPERTY (NOT BEING A SINGLE DWELLINGHOUSE OR OTHER RESIDENTIAL BUILDING) OR CHANGE OF USE OF A BUILDING OR OF LAND WHICH COULD NOT REASONABLY BE EXPECTED TO INCREASE THE NUMBER OF PEOPLE LIVING, WORKING OR CONGREGATING IN OR AT THE PROPERTY OR LAND.**



**Map 11: Manchester Airport – Public Safety Zones**

**Reason**

- 8.32 Public Safety Zones are areas of land at the ends of runways at the busiest airports, within which development is restricted in order to control the number of people on the ground at risk of death or injury in the event of an aircraft accident on take-off or landing.
- 8.33 Department for Transport (DFT) Circular 1/2002 Control of Development in Airport Public Safety Zones states that there is a general presumption against most kinds of new development and against certain changes of use and extensions to existing properties within Public Safety Zones. The Circular goes on to say that certain forms of development which involve a low density of people living, working or congregating may be acceptable such as long stay car parking. A Public Safety Zone has been established for Manchester Airport. The extent of the PSZ is shown in the Local Plan (Map 11).

**T20 THE BOROUGH COUNCIL WILL SEEK TO MINIMISE THE IMPACT OF THE AIRPORT WITHIN THE GREEN BELT AND DEVELOPMENT WILL NOT BE PERMITTED, EXCEPT IN VERY SPECIAL CIRCUMSTANCES, IN ACCORDANCE WITH THE BOROUGH COUNCIL'S POLICIES.**

## Reason

8.34 The provision of essential infrastructure required for the safe operation of the airport, such as navigational aids, telecommunications and security features, may amount to development in this category.

**T21 AIRPORT-RELATED DEVELOPMENT OTHER THAN THAT REFERRED TO IN POLICY T20 WILL NOT BE PERMITTED. THE BOROUGH COUNCIL WILL ENCOURAGE DEVELOPMENT TO BE LOCATED WITHIN THE AIRPORT OPERATIONAL AREA OR WITHIN NEARBY URBAN AREAS WHERE THIS IS COMPATIBLE WITH OTHER LOCAL PLAN POLICIES.**

## Reason

8.35 Activities such as aircraft maintenance, airline offices, catering facilities and car parking are inappropriate within the Green Belt and have less specific locational requirements.

## Land to the East of the Satellite Fire Station, A538, Altrincham Road

8.36 This former borrow pit to the west of Altrincham Road has been partly restored as part of the Second Runway development. The western half of the site is taken up by a satellite fire station and landscaping works. The eastern half has planning consent for an aviation viewing park. The site lies within the Green Belt and adjacent to the Bollin Valley. As such, it is an important site in respect of landscape and recreation.

**T22 THE BOROUGH COUNCIL WILL SEEK TO ENSURE THE RESTORATION OF LAND TO THE EAST OF THE SATELLITE FIRE STATION, AND THAT IT MAKES A POSITIVE CONTRIBUTION TO THE SURROUNDING LANDSCAPE. WHERE APPROPRIATE, PROPOSALS FOR INFORMAL RECREATION LINKED TO THE BOLLIN VALLEY WILL BE FAVOURABLY CONSIDERED WHERE THESE ARE COMPATIBLE WITH OTHER GREEN BELT POLICIES.**

8.37 To achieve an appropriate after use for a prominent site which does not at present make a positive contribution to the character of the Green Belt. Any footpath links to the Bollin Valley should take account of disabled access considerations.

**T23 AIRPORT OPERATIONAL AREA  
THE AIRPORT OPERATIONAL AREA IS SHOWN ON THE PROPOSALS MAP. THE DEVELOPMENT AND USES WHICH WILL BE PERMITTED WITHIN THIS AREA ARE THOSE WHICH CAN BE DEMONSTRATED TO THE SATISFACTION OF THE LOCAL PLANNING AUTHORITY TO BE NECESSARY FOR THE OPERATIONAL EFFICIENCY AND AMENITY OF THE AIRPORT. THESE SHALL INCLUDE AIRFIELD OPERATIONAL FACILITIES, AIRPORT ANCILLARY FACILITIES, TRANSPORTATION INFRASTRUCTURE AND LANDSCAPING.**

8.38 The bulk of the Operational Area is located in the City of Manchester. Part of the operational area lies within Macclesfield Borough though. This includes land at Moss Lane, Styal, the Second Runway area and the Satellite Fire Station building within the perimeter fence. The boundaries are shown on the Proposals Map.

## Woodford Aerodrome

8.39 Woodford Aerodrome lies partly within the Plan area, immediately to the west of Poynton. The adjacent aircraft factory is wholly within Stockport, but provides important employment for residents of Macclesfield Borough.

8.40 The Borough Council recognises the need to ensure the safe and efficient operation of the aerodrome for users and adjacent occupiers, and that in so doing there may be implications for development of land within the Plan area. A safeguarding zone exists over a wide area adjacent to Manchester Airport and the Woodford Aerodrome, within which the Borough Council will continue to consult with the operators in respect of development proposals, in order to comply with Government advice as set out in Circular 1/2003, Safeguarding Aerodromes, Technical Sites and Military Explosives Storage Areas.C

## Monitoring

8.41 The following will be monitored:

1. changes in national and regional planning policy
2. changes in safeguarded routes
3. implementation of road schemes
4. success of traffic management schemes
5. improvements in conditions for pedestrians, disabled and restricted mobility groups and cyclists
6. changes in transportation and aviation conditions generally
7. success in controlling development in accordance with the policies
8. any other material considerations.

## 9. Shopping

### Background to the Proposals

- 9.1 Macclesfield is the principal shopping centre in the Borough and contains a wide range of multiple and specialist/independent retailers, with a catchment area extending over much of the middle and eastern halves of the Borough. The catchments of the other main shopping centres at Wilmslow and Knutsford are limited by comparison due to the presence of larger, competing centres outside the Borough, which are within easy access for Borough residents. Both these centres rely on specialist retailing for much of their attraction, although in Wilmslow's case this function has decreased over recent years as a result of more mainstream multiple traders moving in.
- 9.2 Poynton, Alderley Edge and Handforth are smaller centres providing essentially for local needs, although Alderley Edge also contains a number of high quality specialised retailers.
- 9.3 New shopping developments at Handforth Dean, Cheadle Royal and the Trafford Centre have provided further competition for the town and district centres in the Borough. Expansion plans in Manchester City Centre may provide further competition. Shopping developments proposed in the Borough Local Plan have not come forward. However, Central Government Policy of directing new shopping and leisure developments towards town and district centres has strengthened recently. During the life of the Local Plan it is anticipated that progress should be made on developments in town centres.
- 9.4 Non-food shopping development, both in centre and out of centre, has been limited. Most activity has taken place in Macclesfield and Wilmslow town centres, generally comprising small scale schemes. Major town centre schemes did come forward during the later part of the 1980s but have not been implemented. Two non-food stores have opened at Handforth Dean.
- 9.5 A more recent trend has been towards developing cafes and themed bars, as part of improving the night time economy. Knutsford already has a large number of restaurants. In Wilmslow there has been a significant growth in the number of cafes, as part of promoting the Café Society. Macclesfield has experienced pressure for similar uses. The task of the Local Plan is to accommodate the uses without adversely affecting the vitality and viability of the town centres. Unfortunately both Macclesfield and Wilmslow have lost their independent cinemas. Efforts are being made to attract multiplex cinemas to the town centres.
- 9.6 Local shopping centres in the Borough have remained relatively buoyant, providing basic convenience goods which are essential to the less mobile sectors of the community, and top up purchases for those whose bulk shopping is done elsewhere. Nevertheless, pressures exist for changes of use of shops to services and other uses which may, if unrestricted, dilute their role and character, and disadvantage the aged and infirm. Village shops, post offices and public houses have increasingly come under threat for various

reasons. They are often critical to maintaining villages as viable communities and policies seek to protect this role.

- 9.7 Guidance in revised PPG6: Town Centres and Retail Developments (June 1996) emphasises the benefits of retail investment in town centres. It advises Local Planning Authorities to consider the need for new retail and leisure development over the lifetime of the Plan. Where such need exists, Local Planning Authorities should adopt a 'sequential' approach to identify suitable sites. The County Structure Plan Policy TCR3 specifies that, within the framework of Local Plans, comprehensive strategies for town centres will be prepared. Policies for each town and district centre are included in subsequent chapters. Proposals deal with the land use elements of the town centre strategy. Given the high level of investment already undertaken in the Borough's shopping centres and the continuing programmes of environmental improvements and traffic management/pedestrian priority schemes, established town, district and local centres will continue to be the main focus for new shopping provision. Policies will seek to ensure that the vitality and viability of town, district and local centres will be sustained, whilst also meeting those needs of customers which cannot be met in or adjoining existing centres.

## Environmental Appraisal

- 9.8 Shopping policies promote sustainability through the concentration of shopping facilities in existing town centres thus having a positive impact in terms of energy conservation through short journey lengths and the effective use of land. Local shopping policies are sustainable through protecting local shopping facilities in existing residential and employment areas, and through promoting new facilities as part of new development. This will promote energy conservation and an efficient use of land resources. Sustainability levels are tempered by the Congleton Road, Macclesfield allocation and its effect on the rural landscape. However, environmental benefits will be achieved through landscaping, new greenways and the provision of improved playing fields.

## Shopping Developments

~~S1 — PROPOSALS FOR NEW DEVELOPMENTS THAT ATTRACT MANY TRIPS, INCLUDING SHOPPING, COMMERCIAL AND PUBLIC OFFICES, ENTERTAINMENT, LEISURE AND OTHER SUCH USES SHOULD NORMALLY BE LOCATED IN THE FOLLOWING CENTRES, AND SHOULD BE ON A SCALE APPROPRIATE TO THE CHARACTER AND FUNCTION OF THE CENTRE:~~

~~MACCLESFIELD  
KNUTSFORD  
WILMSLOW  
POYNTON  
HANDFORTH  
ALDERLEY EDGE~~

## Reason

9.9 ~~The vitality and viability of town and district centres also depends on retaining and developing a wide range of attractions and amenities, and investment in leisure, entertainment, employment and other key town centre uses will be encouraged.~~

### ~~S2 PROPOSALS FOR NEW SHOPPING, LEISURE AND ENTERTAINMENT DEVELOPMENT OUTSIDE ESTABLISHED TOWN AND DISTRICT CENTRES WILL BE REQUIRED TO MEET THE FOLLOWING CRITERIA:~~

- ~~1. THERE SHOULD BE A PROVEN NEED FOR THE PROPOSAL~~
- ~~2. WHERE IT CAN BE DEMONSTRATED THAT NO SITES OR BUILDINGS ARE SUITABLE, VIABLE FOR THE PROPOSED USE OR UNLIKELY TO BECOME AVAILABLE WITHIN A REASONABLE PERIOD OF TIME WITHIN THE TOWN OR DISTRICT CENTRE, PREFERENCE WILL BE GIVEN FIRSTLY TO PROPOSALS IN EDGE OF CENTRE LOCATIONS, AND SECONDLY OUT OF CENTRE LOCATIONS, SUBJECT TO SATISFYING THE FOLLOWING TESTS:~~
  - ~~i. THERE SHOULD BE NO DEMONSTRATABLE HARM TO THE VITALITY AND VIABILITY OF EXISTING NEARBY CENTRES, INCLUDING THE TOWN OR DISTRICT CENTRE STRATEGY~~
  - ~~ii. THE PROPOSAL SHOULD BE EASILY AND SAFELY ACCESSIBLE FROM THE SURROUNDING AREA BY A CHOICE OF MEANS OF TRANSPORT~~
  - ~~iii. THE PROPOSAL SHOULD NOT HAVE AN ADVERSE EFFECT ON THE AMENITY OF THE SURROUNDING AREA~~
  - ~~iv. THE PROPOSAL SHOULD NOT CONFLICT WITH OTHER POLICIES OF THE PLAN.~~
- ~~3. IN ADDITION TO THE ABOVE, ALL RETAIL PROPOSALS OVER 2,500 SQ METRES WILL BE REQUIRED TO BE SUPPORTED BY EVIDENCE ON THE FOLLOWING:~~
  - ~~i. THE LIKELY CUMULATIVE EFFECTS TOGETHER WITH RECENTLY COMPLETED DEVELOPMENTS AND OUTSTANDING PLANNING PERMISSIONS, IN THE CATCHMENT AREAS OF EXISTING NEARBY CENTRES~~
  - ~~ii. THE LIKELY CHANGES IN TRAVEL PATTERNS OVER THE CATCHMENT AREA, INCLUDING THE PROPORTION OF CUSTOMERS LIKELY TO ARRIVE BY DIFFERENT MEANS OF TRANSPORT~~
- ~~4. FOR OUT OF CENTRE RETAIL DEVELOPMENTS, PLANNING CONDITIONS WILL BE APPLIED TO PREVENT SUBDIVISION TO SMALLER UNITS AND TO LIMIT THE RANGE OF GOODS SOLD.~~

## Reason

- ~~9.10 This policy reflects government guidance on assessing proposals for retail, leisure and other key town centre uses. Proposals should demonstrate an assessment has been made of the need for the development and should be defined in quantitative and qualitative terms, and in terms of the Plan Strategy, together with other material considerations. While need can be expressed in quantitative and qualitative terms, greater weight will be placed on quantitative need for retail provision to be defined in terms of additional floor space for the types of retail development distinguished in PPG6 (1996), which are comparison and convenience shopping. The requirement to demonstrate need should not be regarded as being fulfilled by simply showing that there is capacity (in physical terms) or demand (in terms of available expenditure within the proposal's catchment area) for the proposed development. Whilst the existence of capacity or demand may form part of the demonstration of need, the factors which may show need may differ depending on the nature and location of the proposal. Where the need for the proposal has been demonstrated, developers will also have to show compliance with a sequential approach in selecting sites for new development, ie consideration should be given to town centres first, followed by edge of centre sites, and only then out of town centre sites in locations accessible by a choice of transport means.~~
- ~~9.11 Some forms of retailing such as operators selling bulky goods may be unable to find suitable sites in or on the edge of centres. However, the sporadic siting of comparison shopping out of centres, especially along road corridors, should be avoided. Edge of centre locations will be determined by what is easy walking distance from the centre. Most shoppers for example are unlikely to wish to walk more than 200-300 metres.~~
- ~~9.12 Planning conditions will be applied as necessary to out of centre development to protect the vitality and viability of existing centres.~~

## Congleton Road Development Site

~~**S3 APPROXIMATELY 10 HECTARES OF LAND AT CONGLETON ROAD IS ALLOCATED FOR SHOPPING AND MAY INCLUDE CAR SHOWROOM AND ROADSIDE FACILITIES, AND ANCILLARY LEISURE AND RECREATIONAL USES, PROVIDING THAT THE TYPE AND SCALE OF DEVELOPMENT DOES NOT PREJUDICE THE VITALITY AND VIABILITY OF EXISTING CENTRES NEARBY.**~~

~~**ACCESS WILL BE TAKEN FROM THE PROPOSED DISTRIBUTOR ROAD (T10) AND THE BOROUGH COUNCIL WILL SEEK TO ENTER INTO PLANNING OBLIGATIONS TO SECURE THE PROVISION OF THE NECESSARY INFRASTRUCTURE, APPROPRIATE CONTRIBUTIONS TO THE CONSTRUCTION OF THE PROPOSED DISTRIBUTOR ROAD (SEE ALSO POLICY T10) AND REPLACEMENT PLAYING FIELDS (POLICY RT6 –SITE 6)**~~

## **Reason**

~~9.13 One of the Government's objectives is to ensure a wide range of shopping opportunities to which people have easy access and the maintenance of an efficient and innovative retail sector. This general allocation is intended to accommodate new forms of development which cannot be accommodated in and adjacent to the existing centres, subject to safeguarding existing centres nearby.~~

**S4 THE BOROUGH COUNCIL WILL SEEK TO MAINTAIN A LEVEL OF SHOPPING PROVISION AT LOCAL SHOPPING CENTRES COMMENSURATE WITH THE ROLE THE CENTRE SERVES IN THE COMMUNITY. IMPROVEMENTS TO LOCAL CENTRES WILL BE CARRIED OUT WHERE APPROPRIATE.**

### **LOCAL CENTRES COMPRISE:**

#### **MACCLESFIELD AREA**

1. PRESTBURY VILLAGE
2. HIGH STREET, BOLLINGTON
3. GRIMSHAW LANE, BOLLINGTON
4. TYTHERINGTON CENTRE
5. THORNTON SQUARE
6. WESTMINSTER ROAD
7. EARLSWAY, WESTON SQUARE
8. KENNEDY AVENUE
9. HURDSFIELD GREEN
10. HURDSFIELD ROAD
11. BUXTON ROAD
12. PARK LANE
13. BROKEN CROSS
14. MILL LANE

#### **WILMSLOW AREA**

15. PLUMLEY ROAD, HANDFORTH
16. TWINNIES ROAD

17. LINDOW PARADE/CHAPEL LANE

18. WOOD GARDENS, ALDERLEY EDGE

19. DEAN ROW ROAD NEIGHBOURHOOD CENTRE

**KNUTSFORD AREA**

20. TOWN LANE, MOBBERLEY

21. LONGRIDGE

22. PARKGATE LANE

23. WOODLANDS DRIVE

**POYNTON**

24. SCHOOL LANE, POYNTON

**DISLEY**

25. DISLEY VILLAGE

**Reason**

9.14 These centres provide access to important day to day shopping facilities. Some of the centres' role may inevitably change during the Plan period in response to consumer demands and changing retailing patterns. A number of centres suffer from parking difficulties and a lack of amenity features, seating etc. Improvements will be encouraged where required, including development related improvements where appropriate.

**S5 THE CHANGE OF USE FROM CLASS A1 TO ANOTHER USE OF EITHER AN INDIVIDUAL SHOP OR A SHOP IN A SMALL GROUP OF SHOPS, WILL NOT NORMALLY BE PERMITTED WHERE IT WOULD RESULT IN THE LOSS OF A SHOP WHICH SERVES THE DAY TO DAY NEEDS OF LOCAL RESIDENTS.**

**AS AN EXCEPTION, WHERE AN EXISTING SHOP IS WITHIN A RESIDENTIAL AREA AND THE BOROUGH COUNCIL IS SATISFIED THAT THE LOSS IS JUSTIFIED, A CONVERSION TO RESIDENTIAL USE ONLY WILL NORMALLY BE PERMITTED.**

**Reason**

9.15 Local shops and corner type shops are usually very important for the elderly and those with restricted mobility. In rural areas they are, along with post offices and public houses, particularly important for the local community. However, the Borough Council is unable to prevent shop closures, which can occur frequently in response to rapidly changing market conditions. However, in order to protect local shopping facilities, the Council will seek to prevent

changes of use of shops providing for day to day needs to other uses, which serve a wider area than the local community. In certain situations such as where a corner type shop is no longer a viable proposition, conversion to residential may be permitted.

~~**S6 WITHIN THE CHAPEL LANE SHOPPING AREA, AS DEFINED ON THE PROPOSALS MAP:**~~

- ~~1. PLANNING PERMISSION FOR NEW SHOPS MAY BE PERMITTED, EXCEPT WHERE A CLASS A3 USE WOULD ADVERSELY AFFECT RESIDENTIAL AMENITY~~
- ~~2. OFFICES WILL NOT NORMALLY BE ALLOWED~~
- ~~3. ENVIRONMENTAL IMPROVEMENTS AND TRAFFIC MANAGEMENT MEASURES WILL BE IMPLEMENTED~~
- ~~4. LAND AT THE REAR OF 78-88 CHAPEL LANE IS ALLOCATED FOR A CAR PARK.~~

**Reason**

~~9.16 Chapel Lane, Wilmslow has grown in popularity as a shopping centre for a wide range of uses, adversely affecting the residential character of Chapel Lane and residential amenity. There is also conflict between pedestrians, road users and on street parking. The policy proposes to resolve the conflicting interests. For the avoidance of doubt, numbers 96, 98, 100, 102 and 104 Chapel Lane are excluded from the shopping area.~~

~~**S7 PROPOSALS FOR NEW LOCAL SHOPS SHOULD NORMALLY BE LOCATED ADJACENT TO EXISTING SHOPPING AREAS OR PARADES. ELSEWHERE NEW LOCAL SHOPS WILL NOT NORMALLY BE PERMITTED UNLESS THE FOLLOWING CRITERIA ARE MET:**~~

- ~~1. THERE IS A LOCAL NEED THAT CANNOT BE MET BY EXISTING PROVISION IN THE AREA~~
- ~~2. THERE ARE NO VACANT SHOP PREMISES IN THE VICINITY THAT COULD ACCOMMODATE THE PROPOSED USE~~
- ~~3. THERE WOULD BE NO SIGNIFICANT IMPACT ON THE AMENITIES OF ANY RESIDENTIAL ACCOMMODATION IN THE NEIGHBOURHOOD (IN PARTICULAR THE ESTABLISHMENT OF SHOPS IN TERRACED PROPERTIES ADJOINING RESIDENTIAL ACCOMMODATION WILL NOT NORMALLY BE PERMITTED).~~

**Reason**

~~9.17 To provide guidance on the location of new local shops.~~

## Monitoring

9.18 The following will be monitored:

1. Changes in national and regional planning policy.
2. New trends in retailing.
3. Implementation of new proposals.
4. Changes in shopping centres and level of provision generally.
5. Success in controlling development in accordance with the policies.
6. Any other material considerations.

## 10. Macclesfield Town Centre

### Background to the Proposals

- 10.1 During the next ten years, Macclesfield Town Centre is likely to undergo considerable change. The Local Plan seeks to ensure that any changes will enhance the vitality and viability and attractiveness of the whole town centre, in accordance with PPG6 Town Centres and Retail Developments (July 1996). The Borough Council will update the Town Centre Strategy.
- 10.2 Shopping is the main activity in the town centre. Whilst retail spending has grown and is forecast to continue growing, the amount of shopping floorspace in the town centre has not grown in proportion. A number of national retailers have expressed their desire to locate in the town centre, if more floorspace is made available. It is intended to consolidate and enhance the prime shopping area by concentrating new developments. There is an opportunity to redevelop the Exchange Street area, largely for multiple shops selling comparison goods. Redevelopment opportunities exist for additional shopping to the east of Mill Street. There is a need, over the Plan period, for additional food retailing to improve the range and choice of convenience shops in the town centre. In order to maintain the viability of the prime shopping area, the establishment of Banks, Building Societies, Estate Agents etc (Class A2 of the Town and Country Planning Use Classes Order 1987) and restaurants etc (Class A3) will be strictly controlled. In addition to the Exchange Street site there are a number of sites suitable for redevelopment in the town centre, 5 of which are individually identified in the Plan, and others which fall within designated mixed use areas. Between them, these sites are capable of accommodating a range of uses, including a new cinema. New community uses currently requiring sites are a Magistrates Court and a Primary Health Care Centre. Preference will be given to a town centre location. Certain sites in the town centre also offer opportunities for housing as part of redevelopment.
- 10.3 Beyond the prime shopping area lie three secondary shopping areas. Each has developed its own speciality. It is intended to retain the shopping role of the areas but Class A2 and A3 uses will be permitted. In the Park Green area, leisure uses will be permitted, as part of improving the night time economy.
- 10.4 Large parts of the town centre are shown as mixed uses. Mixed use areas comprise a mixture of uses including offices, industry, shopping, housing and community uses. Some areas are unlikely to change in the Plan period. However in three areas - King Edward Street, Park Green and George Street - there is likely to be considerable scope for change and the Plan provides appropriate guidance. Employment uses will be retained because they provide jobs in an accessible location.
- 10.5 The main concentration of housing lies to the west of Churchill Way with only a few small groups of housing to the east. The Local Plan proposes to retain the Christ Church and Bridge Street areas as housing areas. The Local Plan

encourages further housing in the town centre, in appropriate locations. Housing in the town centre is particularly suitable for the disabled.

10.6 Considerable scope exists for improving the environment. Through traffic in Mill Street has been removed and pedestrianisation of several shopping streets has been completed. There is also considerable scope for improving open space provision. Waters Green and Park Green will be enhanced as open spaces. High standards of design will be required in new schemes and the Council's conservation enhancement work will continue.

10.7 Vehicular access in the town centre is limited. Churchill Way and The Silk Road are the main north-south distributor roads with Sunderland Street providing local access. Hibel Road and Park Lane are the east-west distributor roads. A new bus station has been built in Queen Victoria Street, providing better facilities for bus users. Conditions for pedestrians and cyclists will continue to be improved. Existing multi storey car parks at the Grosvenor Centre and Jordangate serve the western and northern approaches to the town centre respectively. The Local Plan proposes a multi storey car park at Duke Street (as part of the Exchange Street redevelopment). Car parking will be restricted elsewhere as part of the strategy of enhancing the environment and open spaces in particular. Account will be taken of Structure Plan Car Parking Policy T7.

#### 10.8 **Town Centre Strategy**

- a. To maintain and enhance the town centre role.
- b. To maintain and enhance the shopping role.
- c. To maintain and enhance the community, leisure and entertainment uses.
- d. To retain and enhance the housing environment.
- e. To control the location of non-retail uses (A2 Financial Services and A3 restaurants).
- f. To retain employment uses.
- g. To promote the regeneration of parts of the town centre.
- h. To provide access for pedestrians, cyclists and public transport.
- i. Subject to the provision of Policy T13, to maintain car parking provision.
- j. To enhance the existing open spaces and create additional outdoor open space.
- k. To improve the environment of the town centre and promote traffic calming measures.

## Environmental Appraisal

- 10.9 Macclesfield Town Centre policies attain a high sustainability level. Sustainable policies include shopping, housing and employment related policies which due to the concentration of uses in the town centre create energy savings through enabling multi-purpose journeys and short journey lengths. Redevelopment and regeneration policies encourage the re-use of existing land resources and buildings, and enhance the urban environment through the improvement of open spaces and the creation of new pedestrian routes. Pedestrian priority measures promote a sustainable urban environment through the reduction of air and noise pollution and energy conservation. The proposed River Bollin walkway will also have a positive impact on environmental resources such as water and wildlife. Sustainability levels are tempered by the provision of new car parking though the proposed sites make effective use of vacant urban land.

## Prime Shopping Area

### **MTC1 THE FUNCTION OF THE PRIME SHOPPING AREA WILL BE CONSOLIDATED AND ENHANCED.**

#### **Reason**

- 10.10 The aim is to maintain and enhance the vitality and attractiveness of the main shopping area. With improving accessibility and the development of car orientated shopping centres, town centres such as Macclesfield face considerable competition.

### **MTC2 THE BOROUGH COUNCIL WILL ENCOURAGE THE REDEVELOPMENT OF LAND TO THE NORTH AND SOUTH OF EXCHANGE STREET PRINCIPALLY FOR CLASS A1 RETAIL USES. ANY SCHEME MUST MEET THE FOLLOWING CRITERIA:**

- 1. RESPECT THE SCALE OF EXISTING DEVELOPMENT, AND IN PARTICULAR, THE SETTING OF THE HERITAGE CENTRE**
- 2. ACHIEVE A HIGH QUALITY OF URBAN DESIGN REFLECTING THE CHARACTER AND SCALE OF THE TOWN CENTRE, AND PAYING PARTICULAR ATTENTION TO THE ENHANCEMENT OF THE CHURCHILL WAY FRONTAGE**
- 3. PROVIDE PEDESTRIAN LINKS TO CASTLE STREET, DUKE STREET AND MILL STREET**
- 4. CREATE A TOWN SQUARE OR SIMILAR OUTDOOR OPEN SPACE, AS SHOWN ON THE PROPOSALS MAP**
- 5. CREATE ADDITIONAL PARKING SPACES AT DUKE STREET.**

#### **Reason**

10.11 The redevelopment of this area is important in order to rejuvenate the area and enhance the existing nature and character of the shopping core. There is a need for larger shop units for multiples and a range of retail uses. The site is suitable for comparison shopping and the existing food retailing should be incorporated. Leisure uses must be subsidiary to the prime retailing uses. The Borough Council considers that this is the prime site and will support the early redevelopment of the site. Careful attention needs to be paid to the design of the scheme and the relationship to the adjoining buildings particularly the listed Heritage Centre. Pedestrian links will build upon pedestrian flows across the town centre. Redevelopment also provides the opportunity for creating a much needed town centre open space. Additional terraced car parking should be provided at Duke Street. In considering the car parking requirements of any redevelopment of the site, regard will be had to the opportunities presented by the proximity of the allocated sites at Duke Street and to the west of Churchill Way. As far as possible, development of these sites should be integrated with respect to the provision of parking.

**MTC3 IN THE PRIME SHOPPING AREA, THE CHANGE OF USE FROM CLASS A1 TO CLASS A2, CLASS A3 AND OTHER NON-SHOPPING USES WILL NORMALLY BE ALLOWED PROVIDED THAT THE PROPOSAL WOULD NOT:**

- 1. CUMULATIVELY LEAD TO A LOSS IN THE VITALITY AND VIABILITY OF THE PRIME SHOPPING AREA**
- 2. LIE BETWEEN NOS 2 AND 82, AND NOS 3 AND 77 MILL STREET**
- 3. LEAD TO A CONCENTRATION OF NON A1 USES IN A PARTICULAR STREET OR PART OF A STREET THEREBY REDUCING THE DOMINANT SHOPPING CHARACTERISTICS.**

#### **Reason**

10.12 The amount of non retail uses in the prime shopping area is already high. Any further losses are likely to undermine the area as a whole. The policy seeks to strike a balance between permitting some non retail uses in the prime shopping area whilst seeking to both maintain and enhance its shopping function. Class A2 and A3 uses are permitted in the secondary shopping areas and in the mixed use areas.

### **Secondary Shopping Areas**

**MTC4 IN SECONDARY SHOPPING AREAS, AT GROUND FLOOR FRONTAGE LEVEL, PLANNING PERMISSION FOR CLASS A2 AND CLASS A3 USES, TOGETHER WITH OTHER USES APPROPRIATE TO A SHOPPING AREA, WILL NORMALLY BE PERMITTED PROVIDED THAT:**

- 1. THE SHOPPING CHARACTER OF EACH AREA IS MAINTAINED BY ENSURING THAT THE A1 USES DO NOT FALL BELOW 50% OF THE RETAIL FRONTAGES IN A PARTICULAR STREET**

2. **THE PROPOSAL DOES NOT LEAD TO A CONCENTRATION OF NON CLASS A1 USES IN A PARTICULAR STREET.**

**ELSEWHERE USES APPROPRIATE TO A TOWN CENTRE WILL NORMALLY BE PERMITTED.**

### **Reason**

10.13 In each street it is intended that the shopping character should be maintained by normally retaining at least 50% of the retail frontages in A1 use. Otherwise without such a limit, there is a danger that the shopping character will be lost altogether. At upper floor level a range of uses can be introduced to strengthen the town centre. In Park Green, leisure uses will be permitted.

10.14 Secondary shopping areas comprise:

1. Western part of Chestergate
2. Water Green and Church Street
3. The southern part of Mill Street, Park Green and Sunderland Street.

## **Waters Green Area**

**MTC5 THE BOROUGH COUNCIL WILL SEEK TO CONSERVE AND ENHANCE WATERS GREEN AS AN IMPORTANT OPEN SPACE AND GATEWAY TO THE TOWN CENTRE BY:**

1. **MAINTAINING THE EXISTING SCALE OF THE OPEN SPACE**
2. **CREATING AN ENVIRONMENT BETTER SUITED TO PEDESTRIANS AND CYCLISTS BY CONTROLLING THE ACCESS AND PARKING OF VEHICLES**
3. **ENCOURAGING THE REPAIR AND IMPROVEMENT OF BUILDINGS AND SHOP FRONTS**
4. **IMPROVING THE QUALITY OF STREET FURNITURE, SURFACE TREATMENT AND LANDSCAPING**
5. **CONTROLLING THE USE OF SIGNS.**

### **Reason**

10.15 Waters Green is an important historical entrance way to the town particularly from the Railway Station. Considerable scope exists for creating a public open space and improving buildings around the space.

**MTC6 THE BOROUGH COUNCIL WILL ENCOURAGE THE IMPROVEMENT OF SUNDERLAND STREET, LARGELY THROUGH THE IMPROVEMENT OF INDIVIDUAL PROPERTIES AND STREET ENHANCEMENT MEASURES.**

## Reason

10.16 To enhance the environment of this secondary shopping area.

## Redevelopment Areas

10.17 The following areas are considered suitable for redevelopment:

1. Land to the west of Churchill Way
2. Samuel Street/Park Lane
3. Duke Street
4. Bus Station, Sunderland Street
5. Macclesfield Rail Station, Waters Green

10.18 The following proposals provide guidance on the redevelopment of these important town centre sites.

### West of Churchill Way

**MTC7 PROPOSALS FOR THE REDEVELOPMENT OF THE LAND TO THE WEST OF CHURCHILL WAY SHOULD BE TO A HIGH STANDARD, PRINCIPALLY FOR LEISURE, OFFICES AND NON-FOOD RETAILING. THERE MAY ALSO BE AN OPPORTUNITY TO INCORPORATE RESIDENTIAL DEVELOPMENT IN ANY REDEVELOPMENT SCHEME. PUBLIC CAR PARKING SHOULD BE INCLUDED UNLESS ALTERNATIVE PROVISION IS MADE OR AN ALTERNATIVE TRANSPORTATION FACILITY PROVIDED IN ACCORDANCE WITH POLICY T13. PROVISION SHOULD BE MADE FOR THE RELOCATION OF THE MARKET.**

## Reason

10.19 This is a prominent vacant site fronting Churchill Way which is an important town centre distributor road. An attractive frontage to Churchill Way is required in order to link the site to the town centre. Moreover, development of the land would provide the opportunity to make the transition between the town centre and residential areas to the west. There might be an opportunity to incorporate residential development in any redevelopment scheme. Car parking should form part of any scheme, unless alternative provision can be made; and provision should be made to relocate the present market to a convenient and attractive location elsewhere in the town centre.

### Samuel Street/Park Lane

**MTC8 PROPOSALS FOR THE REDEVELOPMENT OR REUSE OF THE SITE IN SAMUEL STREET SHOULD BE PRINCIPALLY FOR CLASS A1 RETAIL USES AND/OR LEISURE USES. RESIDENTIAL USE OF UPPER FLOORS MAY BE PERMITTED IN ANY REDEVELOPMENT, PROVIDING A**

**SATISFACTORY HOUSING ENVIRONMENT CAN BE CREATED.  
REDEVELOPMENT SHOULD RESPECT THE SCALE OF ADJOINING  
DEVELOPMENT.**

**Reason**

10.20 This site is particularly suitable for bulky goods retailing due to the proximity to other retail warehouses which will encourage joint trips, and strengthen links with the town centre shopping area, and could also be used for a cinema. It could also be used for a food store in conjunction with the car park in Duke Street. The redevelopment of this site should enhance the setting of the adjacent Park Green Conservation Area and listed buildings.

**Duke Street**

**MTC9 PROPOSALS FOR THE REDEVELOPMENT OF THE DUKE STREET SITE SHOULD BE PRINCIPALLY FOR CLASS A1 RETAIL USES AND/OR LEISURE USES. REDEVELOPMENT SHOULD RESPECT THE SCALE OF ADJOINING DEVELOPMENT. REDEVELOPMENT OF THIS SITE NEEDS TO BE CONSIDERED ALONG WITH THE EXCHANGE STREET SITE AND SAMUEL STREET/PARK LANE SITE. PROVISION SHOULD BE MADE IN ANY DEVELOPMENT PROPOSALS FOR THE REPLACEMENT OF CAR PARKING DISPLACED BY THE DEVELOPMENT, TOGETHER WITH AGREED ALTERNATIVE TRANSPORTATION FACILITIES.**

**Reason**

10.21 This site is particularly suitable for comparison goods retailing and could also be used for a cinema. It could also be used for a food store in conjunction with the Samuel Street/Park Lane site. The most important consideration in determining appropriate retail formats will be the visual impact on the town centre and adjoining property. The redevelopment of the site should enhance the setting of the Christ Church Conservation Area.C

**Bus Station**

~~**MTC10 PROPOSALS FOR THE REDEVELOPMENT OF THE BUS STATION, SUNDERLAND STREET SHOULD COMPRISE A CAR PARK, SHOPPING, LEISURE, OFFICES AND OTHER USES APPROPRIATE TO A TOWN CENTRE TOGETHER WITH THE RETENTION OF THE BUS PICKING UP AND SETTING DOWN OPERATION.**~~

**Reason**

~~10.22 The Bus Station occupies a large site which is suitable for redevelopment. Scope exists for a mix of uses. Whilst a new bus station has been built in Queen Victoria Street, it may be necessary to incorporate a reduced bus picking up and setting down operation within any redevelopment scheme. The bus garaging operation could be relocated outside the town centre.~~

## **Macclesfield Rail Station**

**MTC11 THE BOROUGH COUNCIL WILL ENCOURAGE THE ENHANCEMENT OF THE RAILWAY STATION AREA, PREFERABLY BY REDEVELOPMENT FOR A NEW STATION, OFFICES, PUBLIC CAR PARKING AND BY ENVIRONMENTAL IMPROVEMENTS.**

### **Reason**

10.23 The improvement of the station and its surrounding environment is particularly desirable in view of the importance of this "gateway" to the image of the town. Redevelopment of the station for offices and a new station is regarded as the most appropriate means of securing the improvement of the area. Again the scale of development and any highway improvements will be considered in the Macclesfield Transportation Study.

## **Town Centre Mixed Uses**

10.24 Those parts of the town centre which lie outside a shopping or housing area and are not allocated for redevelopment, car parking or open space are defined as town centre mixed use areas. Town centre mixed use areas tend to lie on the edge of the town centre and the majority are in need of regeneration. In some cases selective infill redevelopment, revitalisation and refurbishment of buildings is appropriate. In other cases new uses need to be found for older buildings. The following policy provides overall guidance on the types of uses that are acceptable in principle in the mixed use areas. However more detailed policies are provided to give clearer direction on the action and preferred uses in the areas in need of regeneration.

**MTC12 WITHIN A MIXED USE AREA:**

- 1. EXISTING HOUSES WILL NORMALLY BE RETAINED**
  - 2. ELSEWHERE PLANNING PERMISSION MAY BE GRANTED FOR THE FOLLOWING USES:**
    - i. SHOPPING (CLASSES A1, A2 & A3)**
    - ii. PERSONAL AND COMMUNITY SERVICES**
    - iii. B1 OFFICES**
    - iv. HOUSING**
    - v. VISITOR ACCOMMODATION**
    - vi. AND OTHER USES APPROPRIATE TO A TOWN CENTRE**
- PROVIDED THAT:**
- i. THE AMENITY OF LOCAL RESIDENTS IS NOT HARMED**

- ii. **THE OPERATION OF OTHER USES WOULD NOT BE PREJUDICED**
- iii. **THE PROPOSAL DOES NOT MATERIALLY AFFECT THE CHARACTER OF THE AREA**
- iv. **THE PROPOSAL DOES NOT CONFLICT WITH OTHER PROPOSALS OF THE PLAN.**

#### **Reason**

10.25 To provide broad planning guidance on the types of uses that may be acceptable in mixed use areas.

### **Town Centre Regeneration Areas**

10.26 The following areas comprise mixed use areas in need of regeneration:

1. Park Green Area
2. King Edward Street Area
3. George Street Mill Area.

#### **Park Green Area**

**MTC13 THE BOROUGH COUNCIL WILL ENCOURAGE THE REUSE OF EXISTING BUILDINGS, SELECTIVE REDEVELOPMENT AND INFILLING PRINCIPALLY FOR OFFICES, CULTURAL AND COMMUNITY USES.**

#### **Reason**

10.27 To provide guidance on the development of the vacant site and the reuse of the existing County Council buildings which are important townscape features.

**MTC14 THE BOROUGH COUNCIL WILL SEEK TO CONSERVE AND ENHANCE PARK GREEN AS AN IMPORTANT OPEN SPACE AND GATEWAY TO THE TOWN CENTRE BY:**

1. **MAINTAINING THE EXISTING SCALE OF OPEN SPACE AND RETAINING TRADITIONAL BUILDINGS**
2. **CREATING AN ENVIRONMENT BETTER SUITED TO THE PEDESTRIAN AND CYCLIST BY CONTROLLING THE ACCESS AND PARKING OF VEHICLES**
3. **IMPROVING THE QUALITY OF SURFACE TREATMENT, LANDSCAPE AND STREET FURNITURE**
4. **REPLACING PARK GREEN FOUNTAIN.**

#### **Reason**

10.28 Following the pedestrianisation of the town centre, there is now scope for reducing the amount of space given over to vehicles. Through appropriate surface treatment, landscaping and improved street furniture it will be possible to recreate the "Green" at this important gateway to the town centre.

### King Edward Street Area

**MTC15 THE BOROUGH COUNCIL WILL ENCOURAGE THE REVITALISATION OF THE AREA THROUGH SELECTIVE REDEVELOPMENT AND REFURBISHMENT, PRINCIPALLY FOR SHOPPING, OFFICE AND COMMUNITY USES.**

#### Reason

10.29 This northern and western part of the town centre is still in need of further revitalisation. A mix of uses appropriate to the town centre would be appropriate but the preferred uses are for shopping, offices and community uses.

**MTC16 ANY DEVELOPMENT SHOULD PROVIDE PEDESTRIAN THROUGH ROUTES/LINKS INCLUDING THE ESTABLISHMENT OF NEW ROUTES AND THE OPENING UP OF THE OLD DISUSED PEDESTRIAN ROUTES AT THE REAR OF THE NORTH SIDE OF CHESTERGATE.**

#### Reason

10.30 The old pedestrian routes are important townscape features. Safe and attractive pedestrian access to the prime shopping area is important.

**MTC17 IN JORDANGATE AND THE MARKET PLACE CLASS A1, A2 AND A3 USES AND OTHER USES APPROPRIATE TO A TOWN CENTRE WILL BE PERMITTED AT GROUND FLOOR LEVEL.**

#### Reason

10.31 Market Place and Jordangate provide an important gateway to the shopping area and it is therefore important that shop type or complementary frontages are encouraged. Lying outside the shopping areas, there will be no restriction on A2 (Financial and Professional Services) and A3 (Food and Drink) uses.

### George Street Mill Area

**MTC18 THE BOROUGH COUNCIL WILL ENCOURAGE THE REVITALISATION OF THE AREA PRINCIPALLY BY THE RE-USE OF EXISTING BUILDINGS FOR EMPLOYMENT (B2) AND OFFICES (B1) TOGETHER WITH ENHANCEMENT OF THE RIVER BOLLIN CORRIDOR.**

#### Reason

10.32 George Street is an old industrial area on the edge of the town centre. In order to secure the retention of the old buildings a mix of new uses may be

permitted. The juxtaposition of the River Bollin and the textile mills is part of the character of the area. The Borough Council proposes to enhance the Bollin corridor as part of the wider improvements of the river.

## Housing

**MTC19 HOUSING WILL BE ENCOURAGED IN THE TOWN CENTRE BY:**

- 1. RETAINING EXISTING HOUSING AREAS, AS SHOWN ON THE PROPOSAL MAP**
- 2. THE USE OF UPPER FLOORS**
- 3. PERMITTING HOUSING WHERE A SATISFACTORY HOUSING ENVIRONMENT CAN BE CREATED.**

### Reason

10.33 New housing in the town centre will bring life back to the streets outside shopping hours. It will also provide relatively cheaper housing accommodation.

## Christ Church Housing Area

**MTC20 THE REVITALISATION OF THE AREA FOR HOUSING WILL BE ENCOURAGED. REDEVELOPMENT OF EXISTING NON-RESIDENTIAL USES WILL ONLY BE PERMITTED FOR HOUSING. FURTHER CHANGES OF USE OF HOUSES WILL NOT NORMALLY BE ALLOWED.**

### Reason

10.34 The existing terraced housing stock is important in meeting local needs for small affordable housing, particularly for those seeking a town centre location. There are a number of non- residential uses in the area and when these uses cease, redevelopment for housing will be required. Non-residential uses will not be allowed in order to protect the residential character of the area.

**MTC21 THE REUSE OF CHRIST CHURCH FOR COMMUNITY AND LEISURE PURPOSES WILL NORMALLY BE PERMITTED**

### Reason

10.35 The redundant Church is an imposing townscape feature. Community and leisure facilities are an essential part of the vitality of the town centre and will assist in retaining the Church.

## Offices

**MTC22 OFFICE DEVELOPMENT WILL BE PERMITTED IN THE TOWN CENTRE, IN THE FOLLOWING LOCATIONS:**

1. REDEVELOPMENT SITES, AS SHOWN ON THE PROPOSALS MAP
2. IN MIXED USE AREAS, PROVIDING RESIDENTIAL AMENITY AND THE CHARACTER OF THE AREA IS NOT ADVERSELY AFFECTED
3. IN UPPER FLOORS IN THE SHOPPING AREAS, PROVIDING NO HOUSING ACCOMMODATION IS DISPLACED

**AND DEVELOPMENT CONTROL CRITERIA MUST BE SATISFIED.**

#### **Reason**

10.36 B1 office uses are appropriate uses in the town centre. Office developments will support the revitalisation of the town centre and create additional employment which will have spin-off benefits for town centre shops. The policy provides guidance on appropriate locations for office development (B1).

### **Pedestrianisation**

**MTC23 ADDITIONAL PEDESTRIAN PRIORITY MEASURES WILL BE CONSIDERED FOR INTRODUCTION IN THE TOWN CENTRE. THE POSSIBLE EXTENT OF THESE MEASURES IS SHOWN ON THE PROPOSALS MAP.**

#### **Reason**

10.37 The opening of the Silk Road provides the opportunity to remove through traffic from the town centre. Pedestrian priority measures are likely to make the town centre a safer, pleasant and more attractive environment. Access for buses and the disabled will be considered at the detailed design stage.

### **Car Parking**

**MTC24 TOWN CENTRE CAR PARKS AS SHOWN ON THE PROPOSALS MAP WILL BE RETAINED FOR CAR PARKING.**

#### **Reason**

10.38 A range of car parks are needed to meet the needs of shopping and other short stay visits and provide long stay parking spaces. Measures to achieve security in car parks will be pursued. Town centre car parks are listed in Appendix 9

**MTC25 PLANNING PERMISSION WILL NORMALLY BE GRANTED FOR PROPOSALS IN THE PRIME SHOPPING AREA AND PEDESTRIANISED STREETS ONLY WHERE ALL PARKING IS PROVIDED OUTSIDE THIS ZONE OR THROUGH A CONTRIBUTION TO PUBLIC PARKING OR PUBLIC TRANSPORT WHERE APPROPRIATE.**

## **Reason**

10.39 To clarify the car parking requirement in the prime shopping area and pedestrianised streets.

**MTC26 OUTSIDE THE PRIME SHOPPING AREA AND PEDESTRIANISED STREETS, CAR PARKING SHOULD BE PROVIDED IN ACCORDANCE WITH THE COUNCIL'S CAR PARKING STANDARDS. WHERE THE FULL PROVISION CANNOT BE MET, A COMMUTED SUM PAYMENT IN LIEU OF ANY SHORTFALL WILL BE REQUIRED EITHER FOR PUBLIC PARKING PROVISION NEARBY, OR FOR PUBLIC TRANSPORT WHERE APPROPRIATE.**

## **Reason**

10.40 To clarify the car parking requirement in the remainder of the town centre. Car parking standards are set out in Appendix 10. (See Policy DC7 and paragraph 17.11).

## **River Bollin**

**MTC27 THE BOROUGH COUNCIL WILL EXTEND THE RIVER BOLLIN RECREATIONAL ROUTE THROUGH THE TOWN CENTRE AND IN PARTICULAR WILL SEEK TO:**

- 1. RETAIN THE OPEN WATERCOURSE**
- 2. RETAIN EXISTING VANTAGE POINTS**
- 3. IMPROVE THE ENVIRONMENT OF THE RIVER BOLLIN**
- 4. CREATE A CONTINUOUS WALKWAY THROUGH THE TOWN**
- 5. CREATE NEW ACCESS POINTS WHERE APPROPRIATE.**

**ANY DEVELOPMENT ALONGSIDE THE ROUTE WILL BE EXPECTED TO CONTRIBUTE TOWARDS THE PROPOSAL.**

## **Reason**

10.41 Creation of the River Bollin walkway and cycleway through the Plan area is a major recreational initiative by the Borough Council. It is important that the route continues through the town centre. Legal agreements will be sought in connection with development proposals to secure this policy.

## Monitoring

10.42 The following will be monitored:

1. The vitality and viability of the town centre
2. Progress in implementing new proposals
3. Improvements in the environment, particularly for pedestrians
4. Changes in car parking provision
5. Changes in housing provision
6. Any other material considerations.

# 11. Wilmslow Town Centre

## Background to the Proposals

- 11.1 Wilmslow Town Centre is the principal shopping, commercial and leisure centre in the north of the Borough. The town centre has developed in linear form astride the A34, the main road into Manchester from the south, and suffered from heavy flows of through traffic. Trips to nearby Manchester Airport and the M56 involve east-west movements, across the town centre. Construction of the A34 Handforth-Wilmslow Bypass has relieved the town centre of north-south through traffic and east-west movements will be monitored. Improving conditions for pedestrians is an important objective of the Local Plan.
- 11.2 Wilmslow is a relatively affluent area and as a result the shopping centre is larger than expected for a town of its size. There is a wide range of shops, including two large supermarkets, high street multiples, Hoopers department store and specialist shops. Within the shopping area there is a high proportion of non-retail uses. Any further increases could undermine the vitality of the centre. Revitalisation of the centre is an important objective. In the longer term there is likely to be scope for additional shopping schemes.
- 11.3 A number of factors have led to Wilmslow being a popular office location. Ever since the early 1970s, planning policy has sought to check the constant pressure for office developments in the town centre. The Local Plan maintains the policy of restricting the growth of large-scale offices in the town centre but seeks to ensure that any provision/renewal meets high standards of design and compatibility. As a linear town centre there is pressure to expand into the adjoining residential streets. The demand for offices also forces other lower value town centre uses into surrounding housing areas. The Local Plan seeks to prevent the outward spread of the town centre. The town centre also offers the scope for the provision of housing at more affordable prices. Encouragement will be given to new housing.

### Objectives

- a. to encourage the revitalisation of the shopping area and its consolidation within the town centre
- b. to improve conditions for pedestrians, particularly through pedestrian priority and traffic calming measures
- c. to retain town centre housing and encourage further housing
- d. to restrict the growth of large-scale offices
- e. to prevent the outward spread of town centre uses into the surrounding housing areas

- f. to control the location of Class A2 (Financial Services) and Class A3 (Restaurants).

## Environmental Appraisal

11.4 Wilmslow Town Centre policies have a positive impact overall in terms of sustainability. Sustainable policies include shopping, housing and employment related policies which concentrate uses in the town centre and therefore encourage multi-purpose journeys and short journey lengths. Pedestrianisation and improvement policies such as Bank Square help to promote a sustainable urban environment through the reduction of air and noise pollution, energy conservation and visual improvements to the urban landscape. Sustainability levels are tempered by car parking policies.

## Design Guidance

~~WTC1 ANY DEVELOPMENT IN THE TOWN CENTRE SHOULD NORMALLY CONTRIBUTE TOWARDS A VARIED AND INTERESTING STREET FAÇADE WITH ROOF HEIGHTS VARYING BETWEEN TWO AND THREE STOREYS.~~

### Reason

~~11.5 General design guidance is provided in Policy BE1. Policy WTC1 supplements the more general policy. Pressure to accommodate new developments in the town centre has contributed to a dilution of the original character of modest predominantly two-storey street frontages. Design policies together with the application of restraint policies seek to ensure that all new development reinforces or enhances that character, whilst enabling the provision of accommodation suitable for the needs of occupiers.~~

## Shopping Areas

~~WTC2 THE FUNCTION OF THE SHOPPING AREAS WILL BE CONSOLIDATED AND ENHANCED.~~

### Reason

~~11.6 The aim is to enhance and revitalise the shopping area. With the improving accessibility and the development of car orientated shopping centres, the town centre will face further competition.~~

~~WTC3 APPROXIMATELY 0.2 HECTARES BETWEEN ALDERLEY ROAD AND KINGS CLOSE, AS SHOWN ON THE PROPOSALS MAP, IS ALLOCATED FOR SHOPPING ON THE GROUND FLOOR WITH SHOPPING, OFFICES, HOUSING OR OTHER USES APPROPRIATE TO A SHOPPING AREA ON THE UPPER FLOORS. ANY SCHEME MUST MEET THE FOLLOWING CRITERIA:~~

- ~~1. ACHIEVE AN INTERESTING AND VARIED FRONTAGE TO ALDERLEY ROAD~~

~~2. PROVIDE A PEDESTRIAN LINK BETWEEN ALDERLEY ROAD AND WATER LANE~~

~~3. SHOULD RATIONALISE SERVICING FOR ADJOINING PROPERTIES.~~

**Reason**

~~11.7 To make provision for small scale additional shopping in Wilmslow. This proposal effectively carries forward a similar proposal from the adopted Local Plan. Car Parking should be provided off site, at Spring Street, or by means of a commuted sum.~~

**WTC4 IN THE SHOPPING AREAS THE CHANGE OF USE FROM CLASS A1 TO CLASS A2 AND CLASS A3 AND NON SHOPPING USES WILL BE ALLOWED PROVIDED THAT THE PROPOSAL WOULD NOT:**

- 1. CUMULATIVELY LEAD TO A LOSS IN THE VITALITY AND VIABILITY OF THE SHOPPING AREAS**
- 2. LEAD TO A CONCENTRATION OF A2, A3 AND NON-SHOPPING USES IN A PARTICULAR STREET OR PART OF A STREET, THEREBY REDUCING THE DOMINANT SHOPPING CHARACTERISTICS.**

**Reason**

11.8 The amount of non retail uses in the shopping areas is already high. Any further losses are likely to undermine the area as a whole. The policy seeks to strike a balance between permitting some non retail uses in the shopping areas whilst seeking to both maintain and enhance its shopping function.

**WTC5 THE USE OF EXISTING UPPER FLOORS WILL BE ENCOURAGED FOR HOUSING, SMALL SCALE OFFICES AND OTHER USES APPROPRIATE TO A SHOPPING AREA.**

**Reason**

11.9 Upper floors are an important resource and when they are underused their reuse will be encouraged by the Borough Council. Housing can contribute to meeting the demand for small rented or cheaper accommodation as well as encouraging the revitalisation of the shopping areas. Small scale offices up to 500m<sup>2</sup> will contribute to meeting the demand for local services.

**WTC6 THE BOROUGH COUNCIL WILL ENCOURAGE PROPOSALS FOR THE REDEVELOPMENT OF APPROXIMATELY 0.9 HECTARES OF LAND OFF GREEN LANE/ALDERLEY ROAD, AS SHOWN ON THE PROPOSALS MAP, PRIMARILY FOR SHOPPING, HOUSING, OFFICES AND PARKING. ANY SCHEME MUST MEET THE FOLLOWING CRITERIA:**

- 1. ACHIEVE AN INTERESTING AND VARIED FRONTAGE TO ALDERLEY ROAD**
- 2. RESPECT THE SETTING OF THE ADJOINING CHURCH AND HALL**

3. **MAINTAIN AN ATTRACTIVE LANDSCAPED FRONTAGE TO ALDERLEY ROAD**
4. **CONTRIBUTE TOWARDS ENHANCING GREEN LANE**
5. **SHOPPING USES SHOULD OCCUPY GROUND FLOOR FRONTAGES.**

#### **Reason**

11.10 To allow for redevelopment opportunities in the town centre. The southern section of the redevelopment area is considered to be particularly suitable for retail development, given the close proximity of an existing pedestrian link to Grove Street, via the Grove Arcade.

### **Mixed Use Areas**

**WTC7 WITHIN MIXED USE AREAS PLANNING PERMISSION MAY BE GRANTED FOR THE FOLLOWING USES:**

- i. **HOUSING**
- ii. **PERSONAL AND COMMUNITY SERVICES**
- iii. **SHOPPING**
- iv. **SMALL SCALE OFFICES**
- v. **VISITOR ACCOMMODATION**
- vi. **OTHER USES APPROPRIATE TO A TOWN CENTRE.**

**PROVIDED THAT:**

1. **THE AMENITY OF LOCAL RESIDENTS IS NOT HARMED**
2. **THE OPERATION OF OTHER USES WOULD NOT BE PREJUDICED**
3. **THE PROPOSAL DOES NOT CONFLICT WITH OTHER PROPOSALS OF THE PLAN**
4. **THE PROPOSAL DOES NOT ADVERSELY AFFECT THE CHARACTER OF THE AREA.**

#### **Reason**

11.11 To provide broad planning guidance on types of uses that may be acceptable in mixed use areas. The phrase "personal and community services" refers to uses such as medical and health services and other personal and community uses as defined in the Town and Country Planning (Use Classes Order) 1987. Small scale offices are defined as up to 500m<sup>2</sup>.

## Housing and Community Uses

**WTC8 HOUSING WILL BE ENCOURAGED IN THE TOWN CENTRE BY:**

- 1. RETAINING EXISTING HOUSING AREAS AS SHOWN ON THE PROPOSALS MAP**
- 2. THE USE OF UPPER FLOORS**
- 3. PERMITTING HOUSING WHERE A SATISFACTORY HOUSING ENVIRONMENT CAN BE CREATED**

**EXISTING COMMUNITY USES WILL NORMALLY BE RETAINED.**

### Reason

11.12 New housing will help to revitalise Wilmslow Town Centre, particularly outside shopping hours. The encouragement of housing is in line with the Government's "Living over the Shop" initiative which is a project to promote increased residential use in town centres. Existing residential properties make an important contribution to the character of the town centre and are concentrated in the vicinity of Ladyfield Street and Green Hall Mews. Policy H4 includes a housing site at the Council Offices in Parkway.

## Offices

**WTC9 WITHIN WILMSLOW TOWN CENTRE LARGE SCALE OFFICE DEVELOPMENT WILL NOT NORMALLY BE PERMITTED, EXCEPT ON ALLOCATED SITES. SMALL SCALE OFFICES WILL NORMALLY BE PERMITTED WITHIN MIXED USE AREAS, REDEVELOPMENT AREAS AND ABOVE SHOPS, PROVIDED THE FOLLOWING CRITERIA ARE SATISFIED:**

- 1. THE PROPOSAL IS SMALL SCALE, OF LESS THAN 500M2**
- 2. FULL CAR PARKING PROVISION MUST BE MET AND WHERE REQUIRED ON SITE**
- 3. THE PROPOSAL COMPLIES WITH DEVELOPMENT CONTROL POLICIES**
- 4. THE PROPOSAL DOES NOT CONFLICT WITH OTHER POLICIES OF THE PLAN, PARTICULARLY SHOPPING POLICIES.**

**AS AN EXCEPTION, PROPOSALS FOR EXISTING FIRMS WISHING TO EXTEND OR REDEVELOP FOR THEIR OWN OCCUPATION AND WITHIN THEIR OWN CURTILAGE OR ON LAND IMMEDIATELY ADJOINING, WILL NORMALLY BE PERMITTED SUBJECT TO SATISFYING DEVELOPMENT CONTROL POLICIES, AND PROVIDING THERE IS NO CONFLICT WITH OTHER PROPOSALS OF THE PLAN.**

## Reason

11.13 To comply with Structure Plan policies, pressure for speculative office development is to be restrained in order to support urban regeneration strategies in the Greater Manchester conurbation, and to avoid further housing development pressure resulting from in- commuters wishing to reside in the Wilmslow area. In order to encourage a range of small business accommodation and to give assistance to local firms and small new firms, developments should comprise smaller suites of accommodation. This will also be more in keeping with the character of the town centre.

## Environment

### Bank Square Area

**WTC10 THE BOROUGH COUNCIL WILL SEEK TO IMPROVE AND ENHANCE THE BANK SQUARE AREA AS AN IMPORTANT TOWN CENTRE OPEN SPACE BY:**

- 1. MAINTAINING AND WHERE POSSIBLE EXTENDING THE EXISTING SCALE OF THE OPEN SPACE**
- 2. CREATING AN ENVIRONMENT BETTER SUITED TO PEDESTRIANS BY ENCOURAGING PEDESTRIAN PRIORITY MEASURES AND APPROPRIATE TRAFFIC MANAGEMENT IN THE VICINITY OF BANK SQUARE**
- 3. IMPROVING THE QUALITY OF STREET FURNITURE, SURFACE TREATMENT AND LANDSCAPING.**

## Reason

11.14 Bank Square, including Sparrow Park is an important entrance way into Wilmslow Town Centre. Scope exists for expanding and enhancing the public open space in the vicinity of Bank Square and this will help to revitalise the town centre.

## Transport and Car Parking

**WTC11 PEDESTRIAN PRIORITY MEASURES WILL BE CONSIDERED FOR INTRODUCTION IN THE TOWN CENTRE.**

## Reason

11.15 Pedestrian priority measures are likely to make the town centre a safer, pleasanter and more attractive environment.

**WTC12 EXISTING TOWN CENTRE CAR PARKS AS SHOWN ON THE PROPOSALS MAP WILL BE RETAINED FOR CAR PARKING.**

## Reason

11.16 A range of car parks are needed to meet the needs of shopping and other short stay visits and to provide long stay parking spaces, particularly for rail users.

~~WTC13 LAND TO THE REAR OF SPRING STREET IS ALLOCATED FOR THE EXPANSION OF CAR PARKING PROVISION, AS SHOWN ON THE PROPOSALS MAP.~~

## Reason

~~11.17 To supplement town centre parking provision by multi-storey provision.~~

## Monitoring

11.18 The following will be monitored:

1. The vitality and viability of the town centre.
2. Progress in implementing new proposals.
3. Changes in office provision.
4. Improvements in the environment, particularly for pedestrians.
5. Changes in traffic flows.

## 12. Handforth District Centre

### Background to the Proposals

12.1 Handforth District Centre is a compact shopping area comprising of shops on Wilmslow Road and the purpose built shopping centre, The Paddock. Handforth serves the needs of the local community. Handforth has faced competition which has led to the decline in The Paddock Shopping Centre. The Plan aims to maintain Handforth's role as a local shopping centre by seeking to retain the shopping function and allow new housing where appropriate. Any redevelopment proposals for The Paddock will give scope for traffic calming and environmental improvements on Wilmslow Road which will improve Handforth District Centre as a place to shop, live and work.

#### Objectives

- a. to maintain the neighbourhood centre role
- b. to maintain and enhance the local shopping role
- c. to retain the community uses
- d. to retain and enhance the housing environment
- e. to control the location of non-retail uses (A2 Financial Services and A3 Hot Food Take-Aways)
- f. to restrict the growth of offices
- g. to promote traffic calming measures.

### Environmental Appraisal

12.2 Handforth District Centre policies attain a high level of sustainability. The sustainable policies include shopping, housing and employment related policies which due to the concentration of uses within the district centre, create energy savings by enabling multi-purpose journeys to be made and encouraging short journey lengths. Traffic management policies encourage the improvement of the urban environment through a reduction in both air and noise pollution.

### Shopping

**HDC1 IN THE SHOPPING AREA, THE CHANGE OF USE FROM CLASS A1 TO CLASS A2, CLASS A3 AND OTHER NON SHOPPING USES WILL NORMALLY BE ALLOWED PROVIDED THAT THE PROPOSAL WOULD NOT:**

- 1. CUMULATIVELY LEAD TO A LOSS IN THE VITALITY AND VIABILITY OF THE SHOPPING AREA**

2. **LEAD TO A CONCENTRATION OF NON CLASS A1 USES IN WILMSLOW ROAD AND THE PADDOCK THEREBY REDUCING THE DOMINANT RETAIL CHARACTERISTICS**
3. **HAVE AN ADVERSE IMPACT ON RESIDENTIAL AMENITY.**

#### **Reason**

12.3 The amount of non-retail uses in the shopping area is already high. The centre provides important day to day shopping facilities where any further concentrations of Class A2 and A3 uses will undermine this role.

### **Use of Upper Floors in Shopping Area**

**HDC2 WITHIN THE SHOPPING AREA ON WILMSLOW ROAD THE USE OF UPPER FLOORS WILL BE ENCOURAGED FOR HOUSING, SMALL SCALE OFFICES AND OTHER USES APPROPRIATE TO A SHOPPING AREA.**

#### **Reason**

12.4 Upper floors above shops are an important resource and where they are vacant the Borough Council will encourage their reuse. Housing can meet the demand for small rented or cheaper accommodation as well as adding to the vitality of the shopping areas. Small scale offices, under 300 square metres, will meet the demand for local services.

### **Mixed Use Area**

**HDC3 WITHIN THE MIXED USE AREA, SHOWN ON THE PROPOSALS MAP, PLANNING PERMISSION MAY BE GRANTED FOR CLASS A2 AND A3 USES, HOUSING, TOGETHER WITH OTHER USES COMMENSURATE WITH THE ROLE THE CENTRE SERVES PROVIDED THAT:**

1. **THE AMENITY OF LOCAL RESIDENTS IS NOT HARMED**
2. **THE OPERATION OF OTHER USES WOULD NOT BE PREJUDICED**
3. **THE PROPOSAL DOES NOT CONFLICT WITH OTHER PROPOSALS OF THE PLAN**
4. **THE PROPOSAL DOES NOT ADVERSELY AFFECT THE CHARACTER OF THE AREA.**

#### **Reason**

12.5 The area is characterised by a variety of uses which are appropriate within these areas and add to the vitality of the district centre. The policy provides guidance on the types of uses that may be acceptable in the mixed use area.

## Housing and Community Uses

**HDC4 IN THE DISTRICT CENTRE, PROPOSALS TO CHANGE THE USE OF, OR TO REDEVELOP LAND PRESENTLY OCCUPIED BY HOUSING SHALL NOT RESULT IN A NET LOSS OF HOUSING PROVISION, UNLESS, EXCEPTIONALLY, IT CAN BE SHOWN THAT THIS WOULD ALLOW THE DEVELOPMENT TO MAKE A GREATER CONTRIBUTION TO THE VIABILITY, VITALITY AND DIVERSITY OF THE DISTRICT CENTRE AS A WHOLE, BY REFERENCE TO THE OBJECTIVES FOR THE DISTRICT CENTRE. NEW HOUSING WILL BE PERMITTED WHERE A SATISFACTORY HOUSING ENVIRONMENT CAN BE CREATED. EXISTING COMMUNITY USES WILL BE RETAINED.**

### Reason

12.6 The residential properties bring life into the centre and contribute to the character and vitality of the district centre. There is a strong presumption in favour of the retention and increase in the amount of housing in Handforth Centre. Any change of use or redevelopment proposals should not lead to a net loss of housing, other than where it can be shown, exceptionally, that the resultant development would make a greater beneficial contribution to the district centre, by reference to the objectives set out in Paragraph 12.1. The community facilities are located on the eastern side of Wilmslow Road. It is envisaged that they will remain.

## Offices

**HDC5 LARGE SCALE OFFICE DEVELOPMENTS WILL NOT NORMALLY BE PERMITTED IN HANDFORTH DISTRICT CENTRE. SMALL SCALE OFFICES WILL NORMALLY BE PERMITTED WITHIN MIXED USE AREAS PROVIDED THE FOLLOWING CRITERIA ARE MET:**

- 1. THE DEVELOPMENT IS SMALL SCALE UP TO 300M<sup>2</sup>**
- 2. THE PROPOSAL DOES NOT CONFLICT WITH OTHER POLICIES OF THE PLAN**
- 3. ANY DEVELOPMENT MUST REFLECT THE SCALE AND CHARACTER OF THE AREA.**

### Reason

12.7 To ensure that any office development is on a scale and in character with the district centre.

**HDC6 THE EXISTING CAR PARKS, AS SHOWN ON THE PROPOSALS MAP WILL BE RETAINED FOR CAR PARKING.**

### Reason

12.8 The three car parks are required to meet the needs of the district centre.

## The Paddock

**HDC7 ANY REDEVELOPMENT OF THE PADDOCK SHOPPING COMPLEX SHOULD MEET THE FOLLOWING CRITERIA:**

- 1. BE PRIMARILY FOR CLASS A1 SHOPPING AND HOUSING**
- 2. MAINTAIN AND ENHANCE THE EXISTING OPEN SPACE**
- 3. INCORPORATE TRAFFIC CALMING MEASURES AND ENVIRONMENTAL IMPROVEMENTS TO THE B5358**
- 4. ACHIEVE AN ATTRACTIVE LANDSCAPED FRONTAGE TO WILMSLOW ROAD**
- 5. IMPROVE CAR PARKING ARRANGEMENTS**
- 6. SATISFY DEVELOPMENT CONTROL POLICIES**

Reason

12.9 The Paddock Shopping Centre was built in the 1970s to serve the needs of the local community. The centre comprises primarily retailing on the ground floor and residential at the upper floor. A change in shopping patterns has altered the usage and led to its decline. In any redevelopment proposals, the Borough Council wish to see a mix of primarily shopping uses to the frontage of Wilmslow Road and housing at the rear and in the upper floor. There is scope to improve the car parking arrangements and to carry out environmental and traffic calming measures on Wilmslow Road to make Wilmslow Road a safer and more attractive place in which to shop, live and work.

## Monitoring

12.10 The following will be monitored:

1. The vitality and viability of the district centre.
2. Changes in office and housing provision.
3. Changes in traffic flows.

# 13. Alderley Edge Village Centre

## Background to the Proposals

13.1 Alderley Edge Village Centre is an attractive shopping street which has grown up along the A34. It comprises small specialist shops which serve the needs of the local community and also visitors to the area. Other uses include community facilities, housing and offices. Policies seek to control both the growth in non-shopping areas and office development. The A34 Alderley Edge and Nether Alderley Environmental Bypass will relieve the centre of heavy through traffic thereby improving the attractiveness of the village centre.

### Objectives

- a. to maintain and enhance its shopping role
- b. to retain the linear form of the shopping street and to prevent the outward spread of town centre uses into adjoining housing areas.
- c. to control the location of non-retail uses (A2 Financial Services and A3 restaurants)
- d. to restrict the growth of offices
- e. to promote traffic calming measures.

## Environmental Appraisal

13.2 Alderley Edge Village Centre policies attain a high level of sustainability. The sustainable policies include shopping, housing and employment related policies which due to the concentration of uses within the village centre create energy savings by enabling multi- purpose journeys to be made and encouraging short journey lengths. Traffic management policies encourage the improvement of the urban environment through a reduction in both air and noise pollution.

## Shopping

**AEC1 IN THE SHOPPING AREA, THE CHANGE OF USE FROM CLASS A1 TO CLASS A2, CLASS A3 AND OTHER NON SHOPPING USES WILL NORMALLY BE ALLOWED PROVIDED THAT THE PROPOSAL WOULD NOT:**

- 1. CUMULATIVELY LEAD TO A LOSS IN THE VITALITY AND VIABILITY OF THE SHOPPING AREA.**
- 2. LEAD TO A CONCENTRATION OF NON CLASS A1 USES IN LONDON ROAD AND THE PARADE THEREBY REDUCING THE DOMINANT SHOPPING CHARACTERISTICS.**

## Reason

13.3 The amount of non retail uses in the shopping area is already high. The centre provides important day to day shopping facilities and specialist shops which make a significant contribution to the character of the shopping area. Any further concentrations of Class A2 and A3 uses will undermine this role and detract from the character and vitality of this area.

## Redevelopment Area

~~AEC2 THE BOROUGH COUNCIL WILL ENCOURAGE THE REDEVELOPMENT OF 75-77 LONDON ROAD FOR CLASS A1 SHOPPING AT THE GROUND FLOOR WITH HOUSING AT THE UPPER FLOOR. THE REDEVELOPMENT MUST REFLECT THE SCALE AND CHARACTER OF THE AREA.~~

## Reason

~~13.4 In the event of the existing garage relocating, the Borough Council wish to see the site redeveloped for shopping at ground floor to strengthen the shopping role. Housing at first floor would provide additional housing at the lower end of the market.~~

## Use of Upper Floors in Shopping Areas

**AEC3 WITHIN THE SHOPPING AREAS THE USE OF UPPER FLOORS WILL BE**

- 1. ENCOURAGED FOR HOUSING, SMALL SCALE OFFICES AND OTHER USES APPROPRIATE TO A SHOPPING AREA.**

## Reason

13.5 Upper floors above shops are an important resource and when they are under used the Borough Council will encourage their reuse. Housing can meet the demand for small rented or cheaper accommodation as well as adding to the vitality of the shopping areas. Small scale offices, under 300 square metres, will meet demand for local services.

## Mixed Use Areas

**AEC4 WITHIN THE MIXED USE AREAS SHOWN ON THE PROPOSALS MAP, PLANNING PERMISSION MAY BE GRANTED FOR CLASS A2 AND CLASS A3 USES TOGETHER WITH OTHER USES COMMENSURATE WITH THE ROLE THE CENTRE SERVES PROVIDED THAT:**

- 1. THE AMENITIES OF LOCAL RESIDENTS ARE NOT HARMED**
- 2. THE OPERATION OF OTHER USES WOULD NOT BE PREJUDICED**
- 3. THE PROPOSAL DOES NOT CONFLICT WITH OTHER PROPOSALS OF THE PLAN**

4. **ANY REDEVELOPMENT MUST BE SYMPATHETIC IN SCALE AND CHARACTER TO THE SETTING AND THE CHARACTER OF THE AREA.**

#### **Reason**

13.6 The areas are characterised by a variety of uses which are appropriate within these areas and add to the vitality of the village centre. The policy provides guidance on the types of uses that may be acceptable.

### **Offices**

**AEC5 LARGE SCALE OFFICE DEVELOPMENT WILL NOT NORMALLY BE PERMITTED. SMALL SCALE OFFICES WILL NORMALLY BE PERMITTED WITHIN MIXED USE AREAS PROVIDED THE FOLLOWING CRITERIA ARE MET:**

1. **THE DEVELOPMENT IS SMALL SCALE UP TO 300M<sup>2</sup>**
2. **NO HOUSING ACCOMMODATION IS DISPLACED**
3. **THE PROPOSAL DOES NOT CONFLICT WITH OTHER POLICIES OF THE PLAN**
4. **ANY DEVELOPMENT MUST REFLECT THE SCALE AND CHARACTER OF THE AREA.**

#### **Reason**

13.7 To ensure that any office development is on a scale and in character with the village centre. Alderley Edge Village Centre provides a predominantly community role. Small scale is defined as up to 300 square metres.

### **Housing and Community Uses**

**AEC6 THE EXISTING HOUSING WILL NORMALLY BE RETAINED. NEW HOUSING WILL BE PERMITTED WHERE A SATISFACTORY HOUSING ENVIRONMENT CAN BE CREATED.**

#### **Reason**

13.8 The residential properties contribute to the character and vitality of the village and add to the range of houses in the area.

### **Car Parking**

**AEC7 THE EXISTING CAR PARKS, AS SHOWN ON THE PROPOSALS MAP, WILL BE RETAINED FOR CAR PARKING. CAR PARKING REQUIREMENTS WILL BE REVIEWED ON COMPLETION OF THE A34 ALDERLEY EDGE AND NETHER ALDERLEY ENVIRONMENTAL BYPASS.**

## **Reason**

13.9 The three car parks are required to meet the needs of the village centre and increased provision may be required.

## **Monitoring**

13.10 The following will be monitored:

1. the vitality and viability of the village centre
2. progress in implementing redevelopment proposals
3. changes in office and housing provision
4. changes in traffic flows.

## 14. Knutsford Town Centre

### Background to the Proposals

- 14.1 Knutsford is the most pleasant town of its size in Cheshire. It is a Georgian town with later embellishments by R H Watts. Historic heaths and moors provide an attractive open setting to the historic core. A large number of visitors are attracted to the historic environment as well as nearby Tatton Park. Preservation and enhancement of the historic core, a Conservation Area, underlies the planning of the town centre, though it is equally necessary to ensure daytime vitality.
- 14.2 Lying at the heart of the historic core is a relatively underused backland area, described as "The Yards". It is within this area that the main scope for change lies. Any development here would serve the twin purposes of vitality and enhancement but would require sensitive handling to ensure the historic core is enhanced.
- 14.3 Knutsford comprises a reasonable mix of shops, flats above shops, houses, local offices and other town centre uses. It is the main shopping and commercial centre serving the west of the Borough though, as ever, facing competition from nearby towns. The main shopping streets comprise mainly independent and local shops catering for both residents and visitors. Within the shopping area there is a high proportion of non shopping uses which threaten the attractiveness of the shopping role. There is also pressure for restaurants which can conflict with the residential uses in the historic core.
- 14.4 On the edge of the town centre a number of housing developments have been completed providing smaller accommodation convenient for the town centre. Yet the success of future schemes and the survival of houses and flats above shops in the historic core is threatened by the pressure for offices. A combination of close proximity to the conurbation, good access to the motorway and the attractive environment has led to this pressure, which also threatens the historic fabric. Restricting the growth of offices is an important objective of the Local Plan.
- 14.5 Careful consideration needs to be given to the provision of more car parking without threatening the historic core and surrounding open spaces. The amount of new development proposed in the Plan is limited in part by the sensitivity of providing suitable car parks. Removing traffic from the historic core will make Knutsford a much pleasanter and safer place in which to shop, live and work.

#### Objectives

- a. to conserve and enhance the historic character of the town centre
- b. to retain and enhance the attractive open spaces which form an essential part of the historic setting of the town centre

- c. to improve the environment, particularly for pedestrians, through pedestrian priority measures
- d. to provide for satisfactory servicing and parking arrangements
- e. to encourage further small scale comparison shopping in the shopping area
- f. to retain existing housing and encourage further housing
- g. to restrict the growth of large-scale offices
- h. to control the location of non-retail uses (A2 Financial Services and A3 Restaurants).

## Environmental Appraisal

14.6 Knutsford Town Centre policies promote sustainability through protecting and enhancing the existing historic built environment for the future. Shopping, housing and employment related policies concentrate various land uses in the town centre and therefore encourage multi-purpose journeys and short journey lengths thereby promoting energy conservation. Pedestrian priority measures help to promote a sustainable urban environment through the reduction of air and noise pollution. In particular policies will improve the attractiveness of the pedestrian links, make better use of under-utilised land and enhance the urban landscape. Sustainability levels are tempered by proposed new car parks, though the proposed sites make effective use of urban land.

## Conservation of the Historic Environment

**KTC1 THE BOROUGH COUNCIL WILL SEEK TO PRESERVE AND ENHANCE THE HISTORIC CHARACTER OF KNUTSFORD TOWN CENTRE WHICH INCLUDES THE FOLLOWING:**

- 1. AN HISTORIC CORE ENCLOSED BY OPEN SPACES**
- 2. PREDOMINANTLY GEORGIAN AND VICTORIAN BUILDINGS**
- 3. A PREDOMINANCE OF MELLOW CHESHIRE BRICK AND SLATE ROOFS**
- 4. TIGHTLY ENCLOSED, NARROW, CURVING STREETS**
- 5. MEDIEVAL BURGAGE PLOTS RUNNING BACK FROM KING STREET**
- 6. NARROW ALLEYS LINKING KING STREET AND PRINCESS STREET**
- 7. UNDERUSED AREA BETWEEN KING STREET, PRINCESS STREET AND MINSHULL STREET (THE YARDS).**

## **Reason**

14.7 The townscape character of Knutsford comprises a historic core surrounded by green open spaces. Knutsford's narrow, curving streets run along the slope beside "The Moor", the marshy head of Tatton Mere. This open space and the Heath, west of the town centre, have restrained the growth of the historic core and provide a green and pleasant foil to its cohesive, tightly enclosed streets. The maintenance and enhancement of the historic core is the foremost objective of the Borough Council.

### **KTC2 ANY DEVELOPMENT IN THE TOWN CENTRE CONSERVATION AREA MUST:**

- 1. RESPECT ITS CONTEXT IN TERMS OF SCALE, HEIGHT AND MASSING**
- 2. FACADES SHOULD NORMALLY CONFORM TO THE ORIGINAL BUILDING LINE**
- 3. MATERIALS SHOULD BLEND WITH OR COMPLEMENT THE MATERIALS USED COMMONLY IN THE TOWN IN THE EIGHTEENTH AND NINETEENTH CENTURIES; CHESHIRE BRICK, LOCAL STONE AND SLATE.**

## **Reason**

14.8 Much of the fabric of the old market town remains. Knutsford is still predominantly a Georgian town and many of the well-mannered brick houses survive as can be well appreciated in King Street, Princess Street, Church Hill and Toft Road. The quality of these eighteenth and nineteenth century buildings impart a strong character and this character must be respected by any new development. Although King Street is lined with buildings of every period since the seventeenth century, including some timber framed structures, the predominant building material is Cheshire brick, and most buildings date from the years 1750-1850. The retention of original building lines is particularly important as buildings set back can often diminish the vital sense of enclosure in narrow urban streets, introducing a suburban element which would be detrimental to the Conservation Area. The town centre is also characterised by the survival of medieval burgage plots running back from King Street, often separated by narrow alleys linking King Street with Princess Street and Moorside. This medieval heritage needs to be retained.

### **KTC3 EXTENSIONS TO EXISTING BUILDINGS WITHIN THE TOWN CENTRE CONSERVATION AREA SHOULD:**

- 1. ACHIEVE A HIGH STANDARD OF DESIGN**
- 2. RESPECT THE ORIGINAL FORM AND CHARACTER OF THE EARLIER STRUCTURE**
- 3. BE APPROPRIATE IN SCALE, HEIGHT AND MATERIAL**

#### **4. ROOFS SHOULD NORMALLY BE PITCHED.**

##### **Reason**

14.9 Great care is needed in the design of extensions to respect the character of historic buildings and to retain the overall high quality of the historic core.

#### **KTC4 ANY DEVELOPMENT SHOULD RESPECT THE SKYLINE OF THE HISTORIC CORE OF KNUTSFORD AND IN PARTICULAR WHEN VIEWED FROM "THE MOOR" AND RAILWAY LINE.**

##### **Reason**

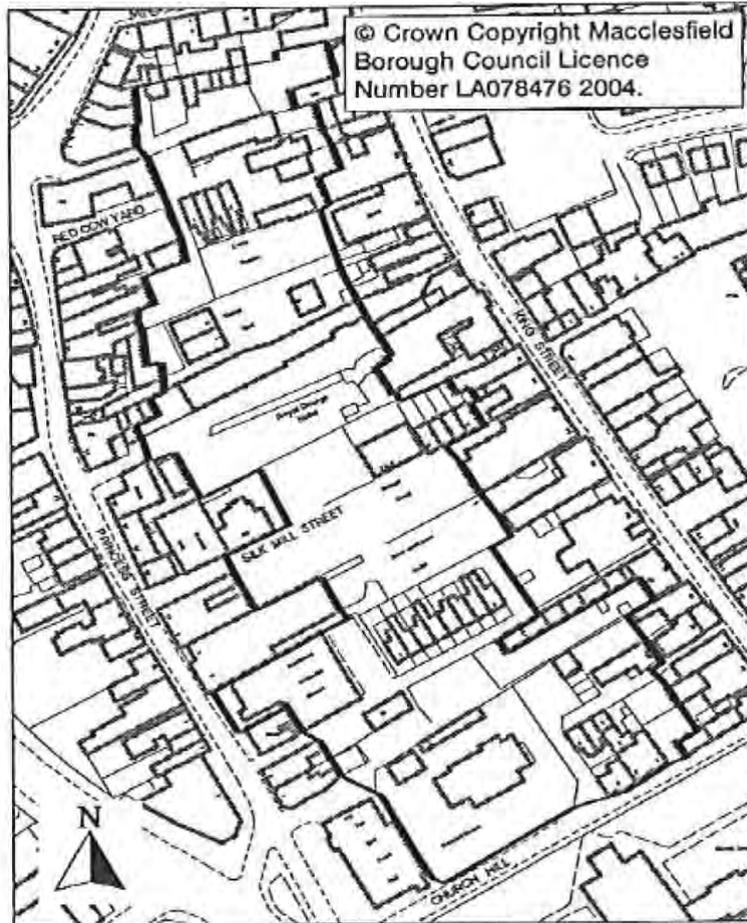
14.10 The roofscape or townscape of Knutsford as viewed from "The Moor" is an essential part of the character of Knutsford. Intrusive elements such as a lift motor room or a tall bulky building out of scale with surrounding buildings can have a detrimental effect on the historic character of a town.

### **"The Yards"**

#### **Criteria to Guide Redevelopment Opportunities**

#### **KTC5 ANY REDEVELOPMENT IN THE YARDS SHOULD:**

- 1. MAINTAIN AND ENHANCE THE EXISTING PEDESTRIAN LINKS**
- 2. BE PARALLEL WITH THE LINKS**
- 3. BE SINGLE OR TWO STOREY IN SCALE DEPENDING ON EXISTING SCALE OF SURROUNDING BUILDINGS**
- 4. INCLUDE PROPOSALS FOR APPROPRIATE RESURFACING**
- 5. ENHANCE THE CONSERVATION AREA**
- 6. RESPECT ADJACENT USES.**



**Map 12: 'The Yards' Area, Knutsford**

## **Reason**

14.11 "The Yards" encompass a core backland area between Princess Street, King Street, Minshull Street and Church Hill. Parts of the area are rundown and there is scope for environmental improvements and some redevelopment. There is a need for design criteria. There are important pedestrian links between Princess Street and King Street. The area consists of a mix of offices, housing, shops, rear access ways and car parking. The main objectives are:

1. To maintain the linear pattern
2. To improve the attractiveness of the pedestrian links
3. To improve the appearance of the area
4. To make better use of under-utilised land.

## Red Cow Yard

**KTC6 THE BOROUGH COUNCIL WILL ACTIVELY ENCOURAGE THE REVITALISATION OF RED COW YARD THROUGH SELECTIVE SMALL-SCALE REDEVELOPMENT FOR HOUSING, SHOPPING AND OFFICES BUT NOT A3 USES. ANY SCHEME SHOULD CONTRIBUTE TOWARDS ENVIRONMENTAL IMPROVEMENTS, RESURFACING AND NEW PEDESTRIAN LINKS TO KING STREET.**

### Reason

14.12 Red Cow Yard already contains a mixture of housing, commercial uses and open space. Any scheme should therefore aim to retain a mix of uses. A3 uses would not be appropriate due to the proximity of residential properties such as Leaks Terrace,

## Royal George Hotel Area

~~**KTC7 THE BOROUGH COUNCIL WILL ACTIVELY ENCOURAGE THE ENHANCEMENT OF THE AREA BEHIND THE ROYAL GEORGE HOTEL FOR SMALL SCALE SHOPPING, SUBJECT TO RETAINING ESSENTIAL CAR PARKING.**~~

### Reason

~~14.13 The existing pedestrian link from Princess Street to King Street is attractive and well used by town centre shoppers but there is scope for limited development and further environmental improvements. Existing outbuildings could be incorporated in any scheme. Pedestrian passageways should be created linking the Royal George area with Silk Mill Street.~~

## Silk Mill Street

**KTC8 THE BOROUGH COUNCIL WILL ACTIVELY ENCOURAGE THE REVITALISATION OF SILK MILL STREET THROUGH SELECTIVE REDEVELOPMENT FOR SMALL SCALE SHOPPING AT GROUND FLOOR LEVEL AND HOUSING AT UPPER FLOOR LEVEL. ANY SCHEME SHOULD:**

- 1. CREATE A TOWN SQUARE OR SIMILAR OUTDOOR OPEN SPACE**
- 2. UPGRADE EXISTING STREET SURFACES**
- 3. MAKE PROVISION FOR THE EXISTING MARKETS**
- 4. RESPECT EXISTING HOUSING**
- 5. RESPECT EXISTING REAR SERVICING**

## Reason

14.14 Scope exists to revitalise this area, though any proposal in this sensitive location will require careful handling. The policy sets out the factors to be taken account of in any scheme. A pedestrian link to the Royal George area should also be incorporated.

## Shopping Areas

### **KTC9 THE FUNCTION OF THE SHOPPING AREAS WILL BE CONSOLIDATED AND ENHANCED.**

## Reason

14.15 The aim is to maintain and enhance the vitality and attractiveness of Knutsford Town Centre as an historic town and important local shopping resource. The shopping areas encompass the main shopping streets of King Street, Princess Street, Minshall Street and Canute Place. The main opportunities for new development are in Silk Mill Street and the rear of the Royal George Hotel area.

### **KTC10 IN THE SHOPPING AREAS, THE CHANGE OF USE FROM CLASS A1 TO CLASS A2, CLASS A3 AND OTHER NON SHOPPING USES WILL NORMALLY BE ALLOWED PROVIDED THAT THE PROPOSAL WOULD NOT:**

- 1. CUMULATIVELY LEAD TO A LOSS IN THE VITALITY AND VIABILITY OF THE SHOPPING AREAS**
- 2. LEAD TO A CONCENTRATION OF NON CLASS A1 USES IN A PARTICULAR STREET OR PART OF A STREET THEREBY REDUCING THE DOMINANT RETAIL CHARACTERISTICS, AND**
- 3. IN THE CASE OF A3 USES WOULD BE DETRIMENTAL TO RESIDENTIAL AMENITY**

**AND A3 USES WILL NOT NORMALLY BE PERMITTED BETWEEN NOS. 2 AND 42 AND NOS.17 AND 33 KING STREET.**

## Reason

14.16 The amount of non retail uses in the shopping areas is already high. Any further losses are likely to undermine the shopping function of the town. In particular the presence of residential uses in the town centre means that conflict can arise with A3 uses.

### **KTC11 THE USE OF UPPER FLOORS IN THE SHOPPING AREAS WILL BE ENCOURAGED BY:**

- 1. RETAINING EXISTING RESIDENTIAL USES**

2. **ALLOWING HOUSING, SMALL-SCALE OFFICES AND OTHER USES APPROPRIATE TO A SHOPPING AREA AND**
3. **SEPARATE ACCESS TO UPPER FLOORS MUST BE RETAINED/PROVIDED.**

#### **Reason**

14.17 Upper floors are an important resource and where they are vacant the Borough Council will encourage their reuse. Any upgrading of buildings will enhance the historic fabric of the town centre. Separate access to upper floors retains flexibility for future separate uses at ground and upper floors.

## **Housing and Community Uses**

**KTC12 HOUSING WILL BE ENCOURAGED IN THE TOWN CENTRE BY:**

1. **RETAINING EXISTING HOUSING AREAS AS SHOWN ON THE PROPOSALS MAP**
2. **THE USE OF UPPER FLOORS**
3. **PERMITTING HOUSING WHERE A SATISFACTORY HOUSING ENVIRONMENT CAN BE CREATED**

**EXISTING COMMUNITY USES WILL NORMALLY BE RETAINED**

#### **Reason**

14.18 The existing housing areas are an important part of the character of Knutsford Town Centre, particularly the eastern band of housing along Moorside. The encouragement of housing in the town centre is in line with the national "Living Over the Shop" initiative which is a project to promote increased residential use in town centres. The advantages of housing in a town centre are many. Regarding flats over shops, property owners receive an income in the form of rent, security of premises is improved and the fabric of buildings is enhanced. Within the mixed use areas scope exists for housing.

**KTC13 THE CHANGE OF USE OF EXISTING RESIDENTIAL PROPERTY WILL NOT NORMALLY BE ALLOWED UNLESS THE ACCOMMODATION DOES NOT PROVIDE SATISFACTORY LIVING ACCOMMODATION AND THAT ACCOMMODATION CANNOT BE IMPROVED TO AN ADEQUATE STANDARD.**

#### **Reason**

14.19 As well as the housing areas there are approximately 50 residential properties in the town centre that are not identified as specific housing areas. These properties consist of blocks of terraced housing in King Street, Church Hill and White Bear Yard and residential flats in upper floors in King Street, Princess Street and Canute Place.

## Mixed Use Areas

**KTC14      WITHIN THE MIXED USE AREAS PLANNING PERMISSION MAY BE GRANTED FOR THE FOLLOWING USES:**

- i. HOUSING**
- ii. PERSONAL AND COMMUNITY SERVICES**
- iii. SHOPPING**
- iv. SMALL-SCALE OFFICES**
- v. VISITOR ACCOMMODATION**
- vi. OTHER USES APPROPRIATE TO A TOWN CENTRE.**

**PROVIDED THAT:**

- 1. THE AMENITY OF LOCAL RESIDENTS IS NOT HARMED**
- 2. THE OPERATION OF OTHER USES WOULD NOT BE PREJUDICED**
- 3. THE PROPOSAL DOES NOT ADVERSELY AFFECT THE CHARACTER OF THE AREA**
- 4. THE PROPOSAL DOES NOT CONFLICT WITH OTHER PROPOSALS OF THE PLAN.**

### **Reason**

14.20 To provide planning guidance on the types of uses that may be acceptable in mixed use areas.

~~**KTC15      THE BOROUGH COUNCIL WILL ENCOURAGE THE ENVIRONMENTAL ENHANCEMENT OF THE SESSIONS HOUSE FRONTAGE AND RATIONALISATION OF EXISTING CAR PARKING.**~~

### **Reason**

~~14.21 The continued use of the Sessions House as a location for the Crown Courts is to be encouraged. Environmental improvements would enhance the setting of this Grade II\* listed building.~~

## Offices

**KTC16      WITHIN KNUTSFORD TOWN CENTRE LARGE SCALE OFFICE DEVELOPMENT WILL NOT BE PERMITTED. SMALL SCALE OFFICES WILL NORMALLY BE PERMITTED WITHIN MIXED USE AREAS PROVIDED THE FOLLOWING CRITERIA ARE MET:**

- 1. THE DEVELOPMENT IS SMALL SCALE, NOT EXCEEDING 300M<sup>2</sup>**

2. **NO HOUSING ACCOMMODATION IS DISPLACED**
3. **THE PROPOSAL DOES NOT CONFLICT WITH OTHER POLICIES OF THE PLAN**
4. **DEVELOPMENT CONTROL POLICIES ARE SATISFIED.**

**OFFICES MAY BE PERMITTED WHERE IT IS THE ONLY SUITABLE USE TO SECURE THE RETENTION AND PRESERVATION OF A LISTED BUILDING.**

#### **Reason**

14.22 Pressure for office development is to be restrained in order to support urban regeneration strategies in the Greater Manchester conurbation, and in recognition of Knutsford's special character and environmental qualities. Knutsford Town Centre is characterised by a domestic scale townscape with a large number of buildings of architectural and historic importance which need respecting. Large scale offices would have a detrimental effect on the town centre.

### **Transport and Car Parking**

**KTC17 A LINK ROAD BETWEEN MALT STREET, OLD MARKET PLACE AND KING STREET IS PROPOSED, AS SHOWN ON THE PROPOSALS MAP, TO PROVIDE REAR SERVICING AND ACCESS.**

#### **Reason**

14.23 The link road will enable pedestrian priority measures to be introduced in King Street by allowing the maintenance of rear servicing and access.

**KTC18 PEDESTRIAN PRIORITY MEASURES ARE PROPOSED FOR INTRODUCTION IN THE TOWN CENTRE PARTICULARLY IN:**

1. **KING STREET (FROM THE JUNCTION WITH CHURCH WALK UP TO NO 109 KING STREET, FOLLOWING CONSTRUCTION OF THE SERVICE ROAD)**
2. **PRINCESS STREET.**

#### **Reason**

14.24 Pedestrian priority measures will make the town centre a safer, pleasanter and more attractive environment. Access for buses, the disabled and servicing will be considered at the detailed design stage.

**KCT19 THE EXISTING CAR PARKS, AS SHOWN ON THE PROPOSALS MAP, WILL BE RETAINED FOR CAR PARKING.**

## **Reason**

14.25 A range of car parks are needed to meet the needs of shopping and other short stay visits and provide long stay parking spaces. An alternative access to Princess Street car park from King Edward Road will be pursued.

### **KTC20 THE FOLLOWING SITES ARE ALLOCATED FOR NEW OR ADDITIONAL CAR PARKING AS SHOWN ON THE PROPOSALS MAP:**

- 1. PROVISION OF A MULTI-STOREY CAR PARK ON THE BRITISH RAIL CAR PARK**
- 2. SURFACE CAR PARK ON SOUTH SIDE OF CHURCH WALK.**

## **Reason**

14.26 There is a need for additional car parking for the following reasons:

1. to replace spaces lost through the removal of car parking in the core of the shopping area.
2. to meet car parking requirements for the proposed shopping developments in the Silk Mill Street area (Policies KTC7 and KCT8) outside the shopping area.
3. to meet an element of natural growth in car usage.

### **KTC21 WHERE DEVELOPMENT (REQUIRING ADDITIONAL CAR PARKING) IS PERMITTED IN THE SHOPPING AREAS A COMMUTED SUM PAYMENT WILL NORMALLY BE REQUIRED TOWARDS THE CAR PARKING ALLOCATIONS. IN MIXED USE AREAS 100% ON SITE CAR PARKING PROVISION WILL NORMALLY BE REQUIRED EXCEPT IN RED COW YARD WHERE A COMMUTED SUM PAYMENT WOULD BE REQUIRED INSTEAD. WHERE APPROPRIATE, CONTRIBUTIONS TOWARDS PUBLIC TRANSPORT OR MEASURES TO IMPROVE CONDITIONS FOR PEDESTRIANS AND CYCLISTS MAY BE ACCEPTABLE AS AN ALTERNATIVE.**

## **Reason**

14.27 Car parking provision in the shopping areas has reached capacity. Any further increase in car parking provision in the shopping areas would have a detrimental effect on the environmental quality of the historic core. The amount of car parking in "The Yards" area should be reduced to reduce pedestrian and vehicular conflict as this area has a number of important pedestrian links.

## Monitoring

14.28 The following will be monitored:

1. Changes in the historic fabric and the character of the town centre.
2. The vitality and viability of the town centre.
3. Improvements in the environment, particularly for pedestrians.
4. Progress in implementing development proposals.
5. Changes in car parking provision.
6. Changes in office and housing provision.

## 15. Poynton District Centre

### Background to the Proposals

15.1 Poynton is a small town with a population of approximately 15,000. The district centre provides an important community role, consisting largely of small scale shops and local facilities. London Road South has come under pressure for non-retail uses which has resulted in a change to its character. There will be further changes when the proposed Poynton By-pass is completed, which will also give scope to make the area safer for pedestrians and for other environmental improvements. Further improvements are required to relieve the current off-street parking problems within this area.

#### Objectives

- a. to enhance the vitality and viability of the shopping centre
- b. to improve car parking provision
- c. to control the location of non retail uses (e.g. A2 Financial Services, A3 hot food takeaways)
- d. to encourage the use of upper floors above shops, particularly for housing
- e. to restrict the growth of large scale offices
- f. to promote traffic calming measures.

### Environmental Appraisal

15.2 Poynton District Centre policies attain a high level of sustainability. The sustainable policies include shopping, housing and employment related policies which, due to the concentration of uses within the district centre, create energy savings by enabling multi-purpose journeys to be made and encouraging short journey lengths. Traffic management policies encourage the improvement of the urban environment through a reduction in both air and noise pollution.

### Shopping

#### Prime Shopping Area

**PDC1 THE FUNCTION OF THE PRIME SHOPPING AREA WILL BE CONSOLIDATED AND ENHANCED.**

## Reason

15.3 The district centre has an important shopping and community role. The policy is to maintain and enhance the vitality and attractiveness of the main shopping area.

**PDC2 IN THE PRIME SHOPPING AREA, THE CHANGE OF USE FROM CLASS A1 TO CLASS A2, CLASS A3 AND OTHER NON SHOPPING USES WILL NOT NORMALLY BE ALLOWED WHERE THE PROPOSALS WOULD:**

- 1. CUMULATIVELY LEAD TO A LOSS IN THE VITALITY AND VIABILITY OF THE PRIME SHOPPING AREA**
- 2. LEAD TO A CONCENTRATION OF NON CLASS A1 USES IN PARK LANE OR QUEENSWAY THEREBY REDUCING THE DOMINANT RETAIL CHARACTERISTICS.**

## Reason

15.4 The amount of non-retail uses in the prime shopping area is already high. The policy seeks to strike a balance between permitting some Class A2 and A3 uses in the prime shopping area whilst seeking to both maintain and enhance its shopping function.

**PDC3 WITHIN THE SECONDARY SHOPPING AREA, AS SHOWN ON THE PROPOSALS MAP, PLANNING PERMISSION FOR CLASS A2 AND A3 USES TOGETHER WITH OTHER USES APPROPRIATE TO A SHOPPING AREA WILL NORMALLY BE PERMITTED.**

## Reason

15.5 The area is characterised by a high concentration of A2 and A3 uses. These uses are appropriate within these areas and relieve the pressure for such uses within the Prime Shopping Area.

## Use of Upper Floors in Shopping Areas

**PDC4 WITHIN THE SHOPPING AREAS THE USE OF UPPER FLOORS WILL BE ENCOURAGED FOR HOUSING, SMALL SCALE OFFICES AND OTHER USES APPROPRIATE TO A SHOPPING AREA.**

## Reason

15.6 Upper floors above shops are an important resource and where they are underused the Borough Council will encourage their reuse. Housing can meet the demand for small rented or cheaper accommodation as well as adding to the vitality of the shopping areas. Small scale offices, under 300 sq metres, will meet the demand for local services. (See also Policy PDC6).

## Housing and Community Uses

**PDC5 THE EXISTING HOUSING AND COMMUNITY USES WILL NORMALLY BE RETAINED.**

### Reason

15.7 The existing residential properties identified contribute to the character and vitality of the centre. They consist of the small group of almshouses and sheltered housing. The community facilities off Park Lane are included within the housing area and it is intended that they shall remain.

## Offices

**PDC6 LARGE SCALE OFFICE DEVELOPMENT WILL NOT NORMALLY BE PERMITTED IN POYNTON DISTRICT CENTRE. SMALL SCALE OFFICES WILL NORMALLY BE PERMITTED PROVIDED THE FOLLOWING CRITERIA ARE MET:**

1. THE DEVELOPMENT IS SMALL SCALE UP TO 300M<sup>2</sup>
2. NO HOUSING ACCOMMODATION IS DISPLACED
3. THE PROPOSAL SHOULD RESPECT THE SCALE AND CHARACTER OF THE AREA
4. THE PROPOSAL SHOULD NOT CONFLICT WITH OTHER POLICIES OF THE PLAN

### Reason

15.8 To ensure that any office development respects the predominantly local role of the centre. Large scale offices, in excess of 300m<sup>2</sup>, will not normally be allowed.

## Car Parking

**PDC7 THE EXISTING CAR PARKS, AS SHOWN ON THE PROPOSALS MAP WILL BE RETAINED FOR CAR PARKING.**

### Reason

15.9 The two car parks are needed to meet the needs of the centre.

**PDC8 THE BOROUGH COUNCIL WILL SEEK TO ENCOURAGE THE RATIONALISATION AND IMPROVEMENT OF THE CAR PARKING PROVISION TO THE REAR OF THE PROPERTIES IN PARK LANE.**

## **Reason**

15.10 There are a number of accesses and car parks to the rear of the premises. There is scope to rationalise and improve this situation thereby enhancing the shopping environment and increasing car parking provision.

## **Monitoring**

15.11 The following will be monitored:

1. The vitality and viability of the district centre
2. Changes in office, housing and community provision
3. Changes in car parking provision
4. Changes in traffic flows.

## 16. Implementation

16.1 The majority of development proposals in the Local Plan will be carried out by the private sector. The Borough Council will expect the developer to provide all the necessary infrastructure, community facilities and open spaces arising from implementing the development proposals. This will ensure the provision of all the requirements that go towards creating an attractive and integrated community.

### Environmental Appraisal

16.2 Implementation policies attain a high level of sustainability. Positive impacts on the environment include the effective use of land, open space acquisition and environmental improvements. The chapter aims to ensure that the full range of services and infrastructure are provided as development proceeds, so that community development is achieved.

~~IMP1 THE BOROUGH COUNCIL WILL EXPECT PLANNING APPLICATIONS FOR THE DEVELOPMENT OF SITES TO INCLUDE WITHIN THEM PROVISION FOR THE INFRASTRUCTURE CONSEQUENCES. SUCH PROVISION MAY INCLUDE:~~

- ~~1. ON-SITE FACILITIES DIRECTLY RELATED TO THE PROPOSED USE IN THE INTERESTS OF COMPREHENSIVE PLANNING.~~
- ~~2. OFF-SITE FACILITIES NECESSARY AS A RESULT OF THE DEVELOPMENT IN ORDER TO AVOID PLACING AN ADDITIONAL BURDEN ON THE EXISTING COMMUNITY.~~

~~DUE TO LOCAL CIRCUMSTANCES, IT MAY BE NECESSARY IN SOME CASES TO VIEW INDIVIDUAL APPLICATIONS COLLECTIVELY IN ASSESSING OFF-SITE INFRASTRUCTURE REQUIREMENTS.~~

~~IMP2~~

- ~~1. WHERE A PROPOSED DEVELOPMENT WOULD GIVE RISE TO THE NEED FOR TRANSPORT MEASURES, FACILITIES OR IMPROVEMENTS, AND WHERE CLEARLY JUSTIFIED AND IN ACCORDANCE WITH STATUTORY AND POLICY TESTS:~~
  - ~~1. CONDITIONS WILL BE IMPOSED TO REQUIRE ON-SITE TRANSPORT MEASURES AND FACILITIES AS PART OF THE DEVELOPMENT, OR TO PROHIBIT DEVELOPMENT ON THE APPLICATION SITE UNTIL AN EVENT OCCURS; AND~~
  - ~~2. PLANNING OBLIGATIONS WILL BE NEGOTIATED TO SECURE CONTRIBUTIONS TOWARDS IMPROVEMENTS TO PUBLIC TRANSPORT, WALKING OR CYCLING, WHERE SUCH MEASURES WOULD BE LIKELY TO INFLUENCE TRAVEL PATTERNS TO THE~~

~~**SITE, EITHER ON THEIR OWN OR AS A PACKAGE OF MEASURES.**~~

- ~~**2. WHERE PROPOSED DEVELOPMENT IS LIKELY TO HAVE SIGNIFICANT TRANSPORT IMPLICATIONS, TRANSPORT ASSESSMENTS AND TRAVEL PLANS WILL BE REQUIRED TO ACCOMPANY PLANNING APPLICATIONS.**~~
- ~~**3. IN ASSESSING WHETHER A PROPOSED DEVELOPMENT WOULD GIVE RISE TO THE NEED FOR TRANSPORT MEASURES, FACILITIES OR IMPROVEMENTS, AND IN DETERMINING THE NATURE AND SCOPE OF CONTRIBUTIONS, REGARD WILL BE HAD TO TRANSPORT ASSESSMENTS AND TRAVEL PLANS.**~~

- ~~16.3 The basis for requiring contributions to infrastructure, open space and other facilities including transport improvements accords with the provisions of Section 106 of the Town and Country Planning Act 1990 and the Guidance in Circular 1/97; Planning Obligations. The final section of Policy IMP1 is made necessary by the fact that in some cases, such as the housing allocations, a part of the infrastructure requirement is only apparent if the effects of combinations of individual housing site allocations are considered. Policy IMP1 also applies to new development which may take place on land other than that allocated for such purposes in the Local Plan.~~
- ~~16.4 Policies IMP1 and IMP2 will normally be operated by conditions or through legal agreements entered into by the Borough Council and the developers under Section 106 of the Town and Country Planning Act 1990, and the other relevant statutes. Other bodies will also commonly require agreements to secure the relevant infrastructure, for instance the County Council under Section 278 of the Highways Act 1980. Conditions will be imposed on planning permissions in accordance with the advice of Circular 11/95.~~
- ~~16.5 Policy IMP2 gives effect to the advice of PPG13 Transport (2001) to provide the basis on which conditions may be imposed, and planning obligations negotiated, as appropriate, to deliver more sustainable transport solutions. The objective is to improve accessibility to sites by all modes of transport, with emphasis on achieving the greatest degree of access by public transport, walking and cycling. Details of the kind of measures, facilities and improvements that may be sought are provided in PPG13. The precise measures, facilities and improvements, and the scale of contributions towards them will be based, for developments likely to have significant transport implications, on Transport Assessments and on Travel Plans. The Borough Council proposes to publish Supplementary Planning Guidance, listing transportation schemes, which will also be taken into account. Further guidance on Transport Assessments is provided in PPG13 paragraphs 23 to 27, while further guidance on Travel Plans is provided in PPG13 paragraphs 87 to 91. Significant transport implications are identified in paragraph 89 of PPG13.~~
- ~~16.6 It will be a requirement that the freehold of public open space (POS) areas be transferred to the Borough Council at nil cost. Before being transferred, POS~~

should be laid out in accordance with an agreed schedule of works which will include, as appropriate:

1. the provision of play equipment within children's play areas
2. the grading, topsoiling and seeding of pitches and other grassed areas and their drainage to the satisfaction of the Local Planning Authority
3. landscaping works and necessary tree surgery
4. the provision of car parking associated with areas of POS
5. changing facilities where pitches are provided

16.7 On transfer to the Borough Council, provision should be made, in appropriate cases, for the maintenance of the POS. This will normally be in the form of a commuted payment to cover the maintenance of the POS for a 10 year period and will be the subject of review. In the first year following completion the developer will be responsible for maintenance. Further details on this and further POS matters may be obtained from the Chief Planning Officer's and the Chief Leisure Services Officer's departments.

16.8 There may be certain circumstances where it is preferable for a developer to contribute towards the provision of new open space or to the improvement of an existing area of open space or to the improvement of an existing area of open space elsewhere in the locality, rather than to provide on-site provision. As this would be an alternative to the provision of open space within the site the Council will seek a contribution from the developer which reflects the cost of providing off-site open space and playing field provision to the standards set out in policies RT5 and DC40, where the need for the facilities fairly and reasonably relates to the development permitted. Supplementary Planning Guidance on this topic is currently being produced.

16.9 The usual minimum scale for contribution is six dwellings or an equivalent amount of other development. However, each site is unique, and in some cases, even a smaller amount of development may trigger the need for infrastructure.

16.10 The same principle applies to development which represents an intensification of the existing use. In some cases this may result in significant requirements for additional services, and in others may have no such requirement due to existing spare capacity.

16.11 Certain types of minor development are altogether exempt from the need for specific planning permission and some development by Government departments, statutory authorities and other public sector bodies can be carried out without the local authority's permission. The Borough Council will encourage agencies and individuals carrying out development which does not require specific planning permission to implement such schemes in accordance with the policies of this Local Plan.

~~16.12 The Borough Council will prepare development briefs and other supplementary guidance to achieve development and associated infrastructure in accordance with the Local Plan policies and proposals.~~

~~16.13 The Borough Council has assessed in general the capacity of some of the major projects outlined in previous chapters to carry their consequential infrastructure. However, a more detailed examination will be needed as the sites move closer to development. Development briefs will be used as necessary for this purpose and to indicate guidelines for development on major sites. Other supplementary guidance will be issued where this helps applicants for planning permission and others with an interest in land, reduces delays and promotes environmental quality. Such guidance must be restricted to elaborations of the policies and proposals included in the Local Plan. Supplementary guidance will continue to include explanations of the Borough Council's administrative procedures to ensure the clearest understanding of them by the public, and so minimise delay in determining planning applications.~~

## Land Ownership

### **IMP3 THE BOROUGH COUNCIL WILL SEEK WHERE APPROPRIATE TO IMPLEMENT THE POLICIES AND PROPOSALS IN THE LOCAL PLAN BY:**

- 1. ENTERING INTO JOINT DEVELOPMENT SCHEMES**
- 2. ASSISTING WITH SITE ASSEMBLY**
- 3. USING POWERS OF COMPULSORY PURCHASE AS NECESSARY**
- 4. ARTICLE 4 DIRECTIONS.**

### **Reason**

16.14 The central resource over which the Local Plan has an influence is land. The Borough Council will seek to put this resource to its best use according to the policies and proposals in the Local Plan. The pattern of land ownership can be important in assisting or impeding implementation.

16.15 The Borough Council will seek to use the means indicated in Policy IMP3, or other means available under its planning and associated powers, to pursue the policies and proposals in the Local Plan.

16.16 Developers are advised to consider the financial implications of their on-site and off-site responsibilities before purchasing any land. The Borough Council has assessed the infrastructure implications posed by new development in terms of current land prices. If, however, developers were in future to bid up prices without regard to their infrastructure obligations this could adversely affect their returns. If in doubt, potential land purchasers are advised to contact the Borough Council.

## Environmental Improvements in Town Centres

~~IMP4 IN RESPECT OF SIGNIFICANT DEVELOPMENTS IN TOWN AND DISTRICT CENTRES, THE BOROUGH COUNCIL WILL SEEK TO ENTER INTO A PLANNING OBLIGATION TO SECURE CONTRIBUTIONS FROM DEVELOPERS TOWARDS ENVIRONMENTAL IMPROVEMENTS IN TOWN AND DISTRICT CENTRES.~~

### **Reason**

~~16.17 The Local Plan proposes a significant number of environmental improvements in the town and district centres. These will make the centres more attractive, enhance land values and the prosperity of the centre as a whole. The improvements will be costly and applicants, including those promoting road schemes, will be expected to contribute towards them. Where the Council seek to enter into a planning obligation it will be on the basis of Section 106 of the Town and Country Planning Act 1990 and will accord with Government Guidance in Circular 1/97.~~

# 17. Development Control

## Background to the Proposals

17.1 The purpose of this Section is to provide applicants with detailed guidelines upon which planning applications will be judged and conditions imposed, where the principle of the proposal is in accordance with the policies and proposals of the Local Plan. In some cases, the development control policies provide detailed interpretation of strategic policies in the topic sections (e.g. Green Belt and Countryside). In other cases, the Section provides detailed guidelines to implement proposals of the Plan (e.g. Housing sites). The majority of proposals reflect current government guidelines. Where such guidelines change, the Borough Council will reconsider its guidelines. The Section begins with the requirements for all developments and continues with requirements and criteria by topics.

## Environmental Appraisal

17.2 Development Control policies attain a high sustainability level due to the fact that all the policies exert environmental control over development in both rural and urban locations. Green Belt and Countryside Policies promote sustainability through protecting the countryside from development and by encouraging the strategy of concentrating development in urban areas. Development Control policies promote the protection of environmental components, such as landscape quality, water resources and air quality. Additionally, policies that aim to protect and enhance visual and residential amenity improve the quality of the environment for future generations.

## 1 General Requirements for All Developments

### Submission of Applications

17.3 Applications for planning permission which do not contain sufficient information to enable the local planning authority to make a considered decision will normally be refused. The Borough Council will seek further information, if reasonably necessary, before refusing permission.

Where relevant, sufficient information to enable adequate consideration of the following should be submitted:

1. all natural features
2. the height, crown spread and species of existing trees on site
3. ground cover of existing shrubs
4. relationship of the proposed development to trees/shrubs and existing buildings or structures on or adjoining the site. Accurate representation of these features must be provided

5. site levels and contours
  6. existing walls, structures and access points
  7. areas of nature conservation interest
  8. proximity of development to water courses.
- 17.4 Outline planning applications will not normally be accepted for development within Conservation Areas. It is essential that full details of proposed developments are submitted to allow an assessment of the effect upon the character and amenity of the Conservation Areas.

## Design

### New Build

~~DC1 THE OVERALL SCALE, DENSITY, HEIGHT, MASS AND MATERIALS OF NEW DEVELOPMENT MUST NORMALLY BE SYMPATHETIC TO THE CHARACTER OF THE LOCAL ENVIRONMENT, STREET SCENE, ADJOINING BUILDINGS AND THE SITE ITSELF.~~

#### Reason

~~17.5 To ensure that a high standard of design is achieved and that new development is compatible with the character of the immediate locality of the site.~~

### Extensions and Alterations

**DC2 PROPOSALS TO ALTER AND EXTEND BUILDINGS SHOULD MEET THE CRITERIA IN DC1. IN ADDITION, PROPOSALS SHOULD RESPECT THE EXISTING ARCHITECTURAL FEATURES OF THE BUILDING.**

#### Reason

17.6 To ensure that a compatible form of development is achieved.

## Amenity

**DC3 DEVELOPMENT, INCLUDING CHANGES OF USE, SHOULD NOT SIGNIFICANTLY INJURE THE AMENITIES OF ADJOINING OR NEARBY RESIDENTIAL PROPERTY OR SENSITIVE USES DUE TO:**

1. LOSS OF PRIVACY
2. OVERBEARING EFFECT
3. LOSS OF SUNLIGHT AND DAYLIGHT
4. NOISE, VIBRATION, SMELLS, FUMES, SMOKE, SOOT, ASH, DUST OR GRIT

5. ENVIRONMENTAL POLLUTION
6. HAZARDOUS SUBSTANCES AND INDUSTRIAL PROCESSES
7. TRAFFIC GENERATION, ACCESS AND CAR PARKING.

**Reason**

17.7 To ensure the protection of the amenities of residential properties in the vicinity of the site.

~~DC4 RESIDENTIAL OR OTHER SENSITIVE DEVELOPMENT WILL NOT NORMALLY BE ALLOWED IN LOCATIONS WHICH ARE LIKELY TO SUFFER MATERIALLY FROM THE EFFECTS OF:~~

- ~~1. NOISE, VIBRATION, SMELLS, FUMES, SMOKE, SOOT, ASH, DUST OR GRIT~~
- ~~2. ENVIRONMENTAL POLLUTION~~
- ~~3. HAZARDOUS SUBSTANCES - INDUSTRIAL OR AGRICULTURAL PROCESSES.~~

**Reason**

~~17.8 To ensure that new development is not located in the vicinity of potentially harmful operations.~~

~~DC5 THE DESIGN AND LAYOUT OF NEW DEVELOPMENT SHOULD INCORPORATE MEASURES TO IMPROVE NATURAL SURVEILLANCE AND REDUCE THE RISK OF FURTHER CRIME.~~

**Reason**

~~17.9 The Borough Council wishes to encourage the incorporation of crime prevention measures in new designs and layouts.~~

## **Circulation and Access**

**DC6 WHERE APPROPRIATE NEW DEVELOPMENTS SHOULD NORMALLY MEET THE FOLLOWING CIRCULATION AND ACCESS CRITERIA:**

- 1. VEHICULAR AND PEDESTRIAN ACCESS SHOULD BE SAFE AND CONVENIENT, PARTICULARLY BY THE ADEQUATE PROVISION OF VISIBILITY SPLAYS**
- 2. ACCESS TO BUS ROUTES SHOULD BE INCORPORATED IN LAYOUTS**
- 3. PROVISION SHOULD BE MADE FOR ACCESS BY SPECIAL NEEDS GROUPS**

4. **PROVISION SHOULD BE MADE FOR MANOEUVRING VEHICLES, SEPARATE SERVICE ARRANGEMENTS, SUFFICIENT SPACE TO ENABLE ALL PARKING AND LOADING TO TAKE PLACE OFF THE STREET, VEHICLES MUST BE ABLE TO ENTER AND LEAVE IN A FORWARD DIRECTION**
5. **PROVISION SHOULD BE MADE FOR ACCESS FOR SERVICE AND EMERGENCY VEHICLES.**

**Reason**

17.10 To improve safe and convenient access provision for vehicles, pedestrians, special needs groups, and service/emergency vehicles and to provide safe and convenient facilities for the servicing of businesses. Access to bus routes will improve the efficient movement of people.

**Car Parking**

**~~DC7 CAR PARKING WILL BE PROVIDED IN ACCORDANCE WITH THE MAXIMUM STANDARDS LISTED IN APPENDIX 10~~**

**Reason**

~~17.11 PPG13 Transport (2001) provides national maximum parking standards, and these are set out in Appendix 10. Standards which will be applied to developments outside the broad classes of development in Appendix 10 will be included in Supplementary Planning Guidance. The standards are designed to be used as part of a package of measures to promote sustainable transport choices, reduce the land take for development, enable schemes to fit into central urban sites, promote linked trips and access to development for those without use of a car to tackle congestion. In applying the standards to development proposals the Council will take into account the guidance provided by PPG13 Transport and, in the case of housing schemes, PPG3 Housing (March 2000). Where developments will have significant transport implications, Transport Assessments should be prepared and submitted alongside the relevant planning applications for development. Further guidance on Transport Assessments is provided in PPG13 Transport paragraphs 23 to 27. Travel Plans should be submitted alongside planning applications which are likely to have significant transport implications. Further guidance on Travel Plans is provided in PPG13 Transport paragraphs 87 to 94.~~

**DC8 WHERE APPROPRIATE, APPLICATIONS FOR NEW DEVELOPMENT MUST INCLUDE A LANDSCAPE SCHEME WHICH SHOULD MEET THE FOLLOWING CRITERIA:**

1. **ACHIEVE A SATISFACTORY BALANCE BETWEEN THE OPEN SPACE AND BUILT FORM OF DEVELOPMENT**
2. **SHOULD ENHANCE THE QUALITY OF THE LAYOUT, SETTING AND DESIGN OF THE DEVELOPMENT**

3. **PROVIDE EFFECTIVE SCREENING TO NEIGHBOURING USES WHERE APPROPRIATE**
4. **RETAIN EXISTING TREES AND SHRUBS AS APPROPRIATE**
5. **RETAIN AND ENHANCE AREAS OF NATURE CONSERVATION IMPORTANCE**
6. **UTILISES PLANT SPECIES WHICH ARE IN SYMPATHY WITH THE CHARACTER OF THE EXISTING VEGETATION IN THE GENERAL AREA AND THE SPECIFIC SITE**
7. **MAKE SATISFACTORY PROVISION FOR THE MAINTENANCE AND AFTER CARE OF THE SCHEME.**

**Reason**

17.12 To ensure and maintain appropriate landscaping of application sites, the protection of amenities of residential properties in the vicinity of the sites and to ensure the continued well-being of existing trees and shrubs as appropriate. Macclesfield Borough Council's "Trees and Development Guidelines" 2004 provides additional information on the standards expected in new development proposals.

**Tree Protection**

**DC9 DEVELOPMENT WHICH WOULD RESULT IN:**

1. **DIRECT LOSS OF; OR**
2. **A THREAT TO THE CONTINUED WELLBEING OF; OR**
3. **AN UNSATISFACTORY RELATIONSHIP WITH**

**TREES OR WOODLAND WHICH ARE THE SUBJECT OF A TREE PRESERVATION ORDER, OR WHICH ARE CONSIDERED WORTHY OF PROTECTION, WILL NOT BE ALLOWED, EXCEPT IN THE FOLLOWING CIRCUMSTANCES:**

- a. **WHERE THE TREES OR WOODLAND ARE NO LONGER OF SUFFICIENT AMENITY VALUE; OR**
- b. **WHERE THE REMOVAL OF TREES OR WOODLAND IS IN ACCORDANCE WITH CURRENT ARBORICULTURAL OR SILVICULTURAL BEST PRACTICE; OR**
- c. **EXCEPTIONALLY WHERE MITIGATION PROVIDES AN IDENTIFIABLE NET ENVIRONMENTAL GAIN.**

## Reason

17.13 To ensure the long term retention of existing trees and woodlands of amenity value. Developers are requested to consult 'Trees and Development Guidelines' published by the Borough Council which contains further information.

**DC10 DEVELOPMENT WHICH WOULD RESULT IN THE LOSS OF, OR DAMAGE TO, WOODLAND MANAGED TO A PLAN OF OPERATIONS AGREED WITH THE FORESTRY COMMISSION, WILL NOT BE ALLOWED UNLESS SUCH WORKS ARE IN ACCORDANCE WITH CURRENT WOODLAND MANAGEMENT BEST PRACTICE. IN EXCEPTIONAL CASES DEVELOPMENT MAY BE PERMITTED WHERE THE MITIGATION PROVIDES A SIGNIFICANT NET ENVIRONMENTAL GAIN.**

## Reason

17.14 To support woodland management and protect managed woodlands.

## Hedgerow Policy

~~DC11 DEVELOPMENT WHICH WOULD RESULT IN THE LOSS OF EXISTING HEDGEROWS WHICH ARE CLASSIFIED AS 'IMPORTANT' UNDER THE CRITERIA SPECIFIED IN THE HEDGEROW REGULATIONS 1997, WILL NOT BE ALLOWED UNLESS THE WIDER PUBLIC INTEREST IS BEST SERVED BY THE REMOVAL OF THE HEDGEROW.~~

## Reason

~~17.15 To comply with the Hedgerow Regulations 1997 and ensure the retention of 'important' hedgerows. Whilst there is a strong presumption in favour of protecting and retaining hedgerows, the Regulations require the Local Planning Authority to make a judgement as to whether the removal is justified in the wider public interest. Where the removal of a hedgerow is justified then a replacement hedgerow will be required.~~

## Noise

~~DC12 RESIDENTIAL OR NOISE SENSITIVE DEVELOPMENTS WILL NOT NORMALLY BE PERMITTED IN AREAS WHICH ARE LIKELY TO BE SUBJECT TO EXCESSIVE NOISE FROM ROADS, OR INDUSTRY OR AIRCRAFT.~~

## Reason

~~17.16 To limit development that would be incompatible with noise levels in any particular area, in accordance with government guidance on planning and noise and Cheshire County Council Noise Standards.~~

**DC13 NOISE GENERATING DEVELOPMENTS WHICH CUMULATIVELY WOULD INCREASE THE AMBIENT NOISE LEVEL TO AN UNACCEPTABLE LEVEL, WILL NOT NORMALLY BE PERMITTED.**

**Reason**

17.17 In the interests of protecting the existing amenities of neighbouring property in the vicinity of application sites. In determining the unacceptable noise level, reference will be made to current government guidance and the Cheshire County Council Noise Standards.

**DC14 WHERE APPROPRIATE, DEVELOPMENT MAY BE PERMITTED PROVIDED THAT THE EFFECTS OF NOISE CAN BE MITIGATED BY SOUNDPROOFING MEASURES AND A CONDITION WILL BE IMPOSED REQUIRING ADEQUATE SOUNDPROOFING.**

**Reason**

17.18 To ensure that development is capable of occupation without undue nuisance from noise levels.

**Provision of Facilities**

**DC15 IN CASES WHERE NEW INFRASTRUCTURE IS REQUIRED BEFORE DEVELOPMENT CAN PROCEED, A CONDITION WILL BE IMPOSED TO ENSURE THAT THE DEVELOPMENT PROCEEDS IN ACCORDANCE WITH THE PROVISION OF NEW INFRASTRUCTURE AND FACILITIES.**

**Reason**

17.19 To ensure that an adequate level of infrastructure is provided to serve the needs of new development. Planning permission will be refused where the required infrastructure will not be provided within the time limit of any permission.

**DC16 DEVELOPMENTS WHICH ARE NOT CAPABLE OF BEING SERVICED BY EXISTING INFRASTRUCTURE (E.G. HIGHWAYS, SEWERS ETC) WILL NOT NORMALLY BE PERMITTED.**

**Reason**

17.20 To avoid excessive demand on existing infrastructure.

**Water Resources**

**DC17 DEVELOPMENT WILL NOT NORMALLY BE ALLOWED WHICH WOULD:**

- 1. BE IN AREAS LIABLE TO FLOODING**
- 2. CAUSE LOSS OF ACCESS TO WATERCOURSES FOR FUTURE MAINTENANCE**

3. CAUSE LOSS OF NATURAL FLOOD PLAIN
4. LEAD TO INADEQUATE SURFACE RUN-OFF PROVISION
5. RESULT IN THE EXTENSIVE CULVERTING OF WATERCOURSES
6. AFFECT THE INTEGRITY OF FLUVIAL DEFENCE.

#### Reason

17.21 The natural watercourse system is important for providing essential drainage of land and the protection of this system is of prime concern to the Environment Agency. The boundaries of flood risk areas shown on the Proposals Map give only a general indication of the areas involved and development proposals which appear to be within or close to those boundaries will be discussed with the Environment Agency. New development should not be at risk from flooding and flood plains especially are, by their very nature, liable to flood under certain conditions. The Environment Agency require an 8m access strip adjacent to rivers to maintain access. New development can have a significant effect on surface run-off.

### Water Resources

#### **~~DC18 WHERE APPROPRIATE, DEVELOPMENT SHOULD INCORPORATE SUSTAINABLE URBAN DRAINAGE SYSTEMS TO BRING ABOUT A REDUCTION IN FLOOD RISK.~~**

#### Reason

~~17.22 New development can have a significant effect on surface run-off. The environmental impact of run-off from urban areas can be minimised through good design and practice. For example, PPG3 Housing promotes greening initiatives to assist the permeability of land for storm drainage, and Sustainable Urban Drainage Systems are able to store and filter water before release to watercourses. Policy DC18 accords with PPG25 Development and Flood Risk but recognises that it may not always be appropriate to use sustainable drainage systems, depending on the scale, nature, constraints or other particular circumstances of the proposed development.~~

#### **DC19 DEVELOPMENT WHICH WOULD DAMAGE GROUNDWATER RESOURCES OR PREVENT THE USE OF THOSE RESOURCES WILL NOT NORMALLY BE ALLOWED.**

#### Reason

17.23 Both the quality and quantity of groundwater must be protected. Because so much of our groundwater is used for drinking purposes, its quality must be maintained at all times. Groundwater must also be protected from over use. If groundwater levels drop too far, unacceptable damage can be done to rivers, wetlands and the environment in general.

**DC20 DEVELOPMENT WHICH WOULD HAVE AN ADVERSE IMPACT ON THE QUALITY OF WATERCOURSES WILL NOT NORMALLY BE ALLOWED AND IN CASES WHERE SITES ARE KNOWN TO BE, OR STRONGLY SUSPECTED OF BEING CONTAMINATED, DEVELOPERS MUST CARRY OUT:**

- 1. A SITE INVESTIGATION TO ASSESS THE NATURE AND DEGREE OF LAND CONTAMINATION**
- 2. AGREE A SET OF REMEDIAL MEASURES TO DEAL WITH ANY HAZARD TO SAFE- GUARD FUTURE DEVELOPMENT AND NEIGHBOURING USES.**

#### **Reason**

17.24 It is important that development is only permitted where the necessary infrastructure can be provided in time to serve it. The disturbance of contaminated land can mobilise pollutants and either cause first time pollution or worsen existing problems. Overloaded sewer systems and leachate and drainage from contaminated land sites pose serious risks of pollution to both watercourses and ground-water. Development which threatens the water quality of the Borough's rivers, canals, lakes, ponds and other water bodies will be restricted to help benefit water based recreation, fisheries and nature conservation.

### **Temporary Buildings and Uses**

**DC21 PROPOSALS FOR TEMPORARY BUILDINGS AND USES WILL NORMALLY BE GRANTED:**

- 1. WHERE THE APPLICANT PROPOSES A TEMPORARY DEVELOPMENT**
- 2. WHERE THE PLANNING CIRCUMSTANCES MAY CHANGE AT THE END OF THE PERIOD**
- 3. WHERE THERE IS INSUFFICIENT EVIDENCE TO MAKE A CLEAR CUT DECISION AND A TRIAL PERIOD IS REQUIRED TO ASSESS THE IMPACT OF THE DEVELOPMENT AND**
- 4. THE GENERAL REQUIREMENTS FOR DEVELOPMENT OF A PERMANENT NATURE MUST NORMALLY BE SATISFIED.**

#### **Reason**

17.25 To enable continued control and appraisal of the development site.

**DC22 WHERE PLANNING PERMISSION IS GRANTED THE PERMISSION WILL NORMALLY BE SUBJECT TO CONDITIONS LIMITING THE LIFE OF THE DEVELOPMENT AND SECURING THE DISCONTINUANCE, REMOVAL OF THE BUILDING/USE AND RESTORATION OF THE SITE.**

## **Reason**

17.26 To enable continued control and appraisal of the development site.

## **2 Green Belt and Countryside**

### **Permanent Agricultural Dwellings**

**DC23 PLANNING PERMISSION WILL BE GRANTED FOR PROPOSALS TO CREATE A PERMANENT DWELLING FOR A FULL-TIME FARM OR FORESTRY EMPLOYEE IN THE COUNTRYSIDE ONLY WHEN ALL THE FOLLOWING CRITERIA ARE MET:**

- 1. THERE IS A LONG TERM NEED FOR THE DWELLING AND IT IS ESSENTIAL TO THE EFFICIENT WORKING OF AN EXISTING AGRICULTURAL ACTIVITY ON A WELL ESTABLISHED AGRICULTURAL UNIT**
- 2. THE UNIT AND THE AGRICULTURAL ACTIVITY CONCERNED HAVE BEEN ESTABLISHED FOR AT LEAST THREE YEARS, HAVE BEEN PROFITABLE FOR AT LEAST ONE OF THEM, ARE CURRENTLY FINANCIALLY SOUND, AND HAVE A CLEAR PROSPECT OF REMAINING SO**
- 3. THE NEED CANNOT BE MET BY ANOTHER DWELLING ON THE UNIT**
- 4. THERE ARE NO BUILDINGS AVAILABLE FOR CONVERSION**
- 5. THE NEED CANNOT BE MET BY ANY OTHER EXISTING ACCOMMODATION IN THE AREA, AND**
- 6. THE DWELLING SHOULD BE APPROPRIATELY LOCATED AND WHEREVER POSSIBLE SHOULD BE SITED WITHIN AND DESIGNED IN RELATION TO A NEARBY GROUP OF DWELLINGS OR A FARM COMPLEX.**

**IN ADDITION, CONSIDERATION WILL BE GIVEN TO MAKING ANY PERMISSION SUBJECT TO A CONDITION REMOVING SOME OF THE PERMITTED DEVELOPMENT RIGHTS FOR DEVELOPMENT WITHIN THE CURTILAGE OF A DWELLINGHOUSE.**

## **Reason**

17.27 To allow essential rural accommodation whilst prevent isolated sporadic development. Reference will be made to Annex I of revised PPG7 The Countryside Environmental Quality and Economic and Social Development (February 1997) in considering proposals.

## Temporary Agricultural Dwellings

**DC24 WHERE A NEW DWELLING IS ESSENTIAL TO SUPPORT A NEW FARMING ACTIVITY, WHETHER ON A NEWLY-CREATED AGRICULTURAL UNIT OR AN ESTABLISHED ONE, IT SHOULD FOR THE FIRST THREE YEARS BE PROVIDED BY A CARAVAN OR OTHER TEMPORARY ACCOMMODATION. TEMPORARY PLANNING PERMISSION FOR SUCH ACCOMMODATION WILL BE GRANTED PROVIDED ALL THE FOLLOWING CRITERIA ARE MET:**

- 1. THERE IS CLEAR EVIDENCE OF A FIRM INTENTION AND ABILITY TO DEVELOP THE ENTERPRISE CONCERNED**
- 2. THERE IS A FUNCTIONAL NEED (SEE POLICY DC23)**
- 3. THERE IS CLEAR EVIDENCE THAT THE PROPOSED ENTERPRISE HAS BEEN PLANNED ON A SOUND FINANCIAL BASIS**
- 4. THE NEED CANNOT BE MET BY ANOTHER DWELLING ON THE UNIT**
- 5. THERE ARE NO BUILDINGS AVAILABLE FOR CONVERSION**
- 6. THE NEED CANNOT BE MET BY ANY OTHER EXISTING ACCOMMODATION IN THE AREA, AND**
- 7. THE DWELLING SHOULD BE APPROPRIATELY LOCATED.**

### **Reason**

17.28 The above policy seeks to ensure that stated intentions to engage in farming or forestry are genuine, are reasonably likely to materialise and are capable of being sustained for a reasonable period of time. It is equally important to establish that the needs of the intended enterprise require one or more of the people engaged in it to live nearby.

The granting of permission for temporary accommodation will not presume subsequent permission being given for a permanent dwelling unless the criteria in Policy DC23 are met.

It is unlikely that permission will be granted for successive extensions to a temporary permission over a period of more than three years and it will be a requirement at the expiration of the temporary permission for the temporary dwelling to be removed. Reference will be made to Annex I of The Countryside - Environmental Quality and Economic and Social Development PPG7 (February 1997) in considering proposals.

**DC25 PLANNING APPLICATIONS FOR THE DISCHARGE OF A CONDITION ATTACHED TO A PLANNING PERMISSION ISSUED, RESTRICTING THE OCCUPANCY OF THE DWELLING PERMITTED TO A PERSON EMPLOYED IN AGRICULTURE, FORESTRY OR OTHER RURAL**

**ENTERPRISE, WILL BE GRANTED ONLY WHEN THE BOROUGH COUNCIL IS SATISFIED THAT:**

- 1. THE LONG TERM NEED FOR A DWELLING ON THE SITE HAS CEASED AND THERE IS NO EVIDENCE OF NEED FOR THE HOUSING OF PERSONS EMPLOYED OR LAST EMPLOYED IN THE LOCALITY IN THESE CATEGORIES**
- 2. BONA FIDE ATTEMPTS HAVE BEEN MADE TO DISPOSE OF THE DWELLING TO PERSONS WHO COULD OCCUPY IT IN ACCORD WITH THE ATTACHED CONDITION.**

**Reason**

17.29 To ensure that dwellings built for agricultural workers, forestry workers and people employed in other rural enterprises are only occupied by persons falling outside these categories when the dwelling is both surplus to the needs of the enterprise and the local community concerned. Reference will be made to Annex I of PPG7, The Countryside - Environmental Quality and Economic and Social Development (February 1997) in considering proposals. Houses with such a restriction should be marketed at a price or rent which reflects the existence of the occupancy condition.

**Caravans in the Countryside**

~~**DC26 APPLICATIONS FOR THE SITING OF A RESIDENTIAL CARAVAN OR CARAVANS IN THE COUNTRYSIDE WILL BE TREATED IN THE SAME WAY AS AN APPLICATION FOR A NEW PERMANENT DWELLING ON THE SAME SITE, I.E. PERMISSION WILL NOT BE GRANTED EXCEPT IN VERY SPECIAL CIRCUMSTANCES.**~~

**Reason**

~~17.30 To support the restrictive policies for development in the countryside set out in policies in the Green Belt and Countryside Chapter of this Plan.~~

**Storage of Caravans**

**DC27 THE STORAGE OF CARAVANS AND OTHER STRUCTURES WILL NOT BE ALLOWED IN THE OPEN COUNTRYSIDE WHERE IT WOULD AFFECT THE OPENNESS OF THE GREEN BELT AND HARM THE CHARACTER AND APPEARANCE OF THE COUNTRYSIDE.**

**Reason**

17.31 To preserve the openness of the Green Belt and character of the countryside. The storage of caravans may be allowed within existing farm buildings and complexes of buildings.

## Agricultural Buildings

~~DC28 PLANNING APPLICATIONS FOR NEW AGRICULTURAL BUILDINGS AND STRUCTURES, OR EXTENSIONS TO EXISTING AGRICULTURAL BUILDINGS AND STRUCTURES WILL BE SUBJECT TO THE FOLLOWING CRITERIA:~~

- ~~1. THE SITING, DESIGN, SCALE AND MATERIALS OF THE PROPOSAL SHOULD HARMONISE WITH THE EXISTING LANDSCAPE AND ANY EXISTING BUILDINGS, AND SHOULD NOT SIGNIFICANTLY HARM OR DETRACT FROM THE VISUAL CHARACTER OF THE SITE AND ITS SURROUNDINGS~~
- ~~2. THE PROPOSAL SHOULD NOT ADVERSELY AFFECT A SITE OF NATURE CONSERVATION IMPORTANCE, A LISTED BUILDING OR ITS SETTING OR THE CHARACTER AND APPEARANCE OF A DESIGNATED CONSERVATION AREA~~
- ~~3. THE PROPOSAL SHOULD NOT RESULT IN SIGNIFICANT ADVERSE IMPACT UPON EXISTING RESIDENTIAL AMENITY~~
- ~~4. ANY NECESSARY NEW ACCESS SHOULD BE PROVIDED TO THE SATISFACTION OF THE LOCAL PLANNING AUTHORITY~~
- ~~5. CONDITIONS RELATING TO THE LANDSCAPING OF THE SITE MAY BE IMPOSED.~~

### Reason

~~17.32 To safeguard visual and residential amenity, to provide protection for sites of architectural and environmental sensitivity and in the interests of highway safety. In dealing with planning applications, reference will be made to Annex B of revised PPG7 the Countryside – Environmental Quality and Economic and Social Development (February 1997).~~

~~DC29 WHERE PROPOSED AGRICULTURAL BUILDINGS AND STRUCTURES FALL WITHIN PERMITTED DEVELOPMENT RIGHTS AND THE LOCAL PLANNING AUTHORITY REQUIRE THE SUBMISSION OF FULL DETAILS RELATING TO SITING, DESIGN AND EXTERNAL APPEARANCE FOR FORMAL CONSIDERATION, PROPOSALS WILL BE SUBJECT TO THE FOLLOWING CRITERIA:~~

- ~~1. THE SITING, DESIGN AND EXTERNAL APPEARANCE OF THE PROPOSAL SHOULD HARMONIZE WITH THE EXISTING LANDSCAPE AND ANY EXISTING BUILDINGS AND SHOULD NOT SIGNIFICANTLY HARM OR DETRACT FROM THE VISUAL CHARACTER OF THE SITE AND ITS SURROUNDINGS~~
- ~~2. THE SITING, DESIGN OR THE EXTERNAL APPEARANCE OF THE PROPOSAL SHOULD NOT HAVE A SIGNIFICANT ADVERSE IMPACT UPON A SCHEDULED ANCIENT MONUMENT, A SITE OF~~

**~~ARCHAEOLOGICAL IMPORTANCE, A LISTED BUILDING OR ITS SETTING, OR A SITE OF RECOGNISED NATURE CONSERVATION VALUE.~~**

**Reason**

~~17.33 To minimise the impact of new agricultural development on the landscape and upon sites of architectural and environmental value. Planning Policy Guidance Note 7 The Countryside – Environmental Quality and Economic and Social Development (February 1997) indicates that Local Planning Authorities may control the siting, design and external appearance of certain types of agricultural development that fall within permitted development rights. Guidance on appropriate siting, design and appearance can be found in British Standard 5502 part 20 "Buildings and Structures for Agriculture" and also in Annex C to PPG7.~~

**Commercial Vehicle Depots**

**~~DC30 IN THE COUNTRYSIDE, PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR THE ESTABLISHMENT OR EXTENSION OF DEPOTS FOR THE STORAGE AND OPERATION OF HEAVY COMMERCIAL AND LIGHT FREIGHT VEHICLES.~~**

**Reason**

~~17.34 To prevent the enlargement of existing depots and the establishment of new depots that constitute inappropriate forms of development in the countryside.~~

**Gypsies**

**DC31 PLANNING PERMISSION FOR A GYPSY CARAVAN SITE WILL NORMALLY BE GRANTED SUBJECT TO THE FOLLOWING CRITERIA:**

- 1. THE SITE SHOULD HAVE REASONABLE ACCESS TO SHOPS, SCHOOLS AND ESSENTIAL SERVICES**
- 2. THE SITE SHOULD NOT ADVERSELY AFFECT AN AREA OF SPECIAL COUNTY VALUE, OR NATURE CONSERVATION IMPORTANCE OR ARCHAEOLOGICAL IMPORTANCE**
- 3. THE SITE SHOULD NOT RESULT IN A LOSS OF AMENITIES TO A SUBSTANTIAL NUMBER OF DWELLINGS**
- 4. THE PROPOSED DEVELOPMENT COMPLIES WITH THE TERMS OF OTHER APPROPRIATE POLICIES IN THE LOCAL PLAN**
- 5. ACCESS TO THE SITE IS OF ADEQUATE WIDTH AND VISIBILITY**
- 6. THE AVAILABILITY OF VEHICLE PARKING SPACES OF AN ADEQUATE SIZE, NUMBER AND LAYOUT TO CATER FOR THE NUMBER OF VEHICLES ANTICIPATED TO VISIT THE SITE**

7. ANY NECESSARY BUILDINGS REFLECT THE LOCAL BUILDING TRADITIONS OF THE AREA IN SHAPE, SIZE, MATERIALS AND DESIGN DETAILING
8. EXISTING FEATURES SUCH AS WALLS, MATURE TREES AND HEDGEROWS ARE RETAINED
9. THE DEVELOPMENT WOULD NOT BE PROMINENT IN PUBLIC VANTAGE POINTS, AND
10. THE FRINGES OF THE SITE SHOULD BE EXTENSIVELY LANDSCAPED.

**Reason**

17.35 To safeguard the amenity and environmental quality of sites within the Plan area where the provision of facilities is under consideration.

**Equestrian Facilities**

**DC32 THE ESTABLISHMENT OF EQUESTRIAN FACILITIES WILL NORMALLY BE ALLOWED IN THE COUNTRYSIDE PROVIDED THAT:**

1. PROPOSALS FOR STABLES AND ANCILLARY FACILITIES ARE SMALL SCALE AND REQUIRED IN THE INTERESTS OF ANIMAL WELFARE
2. SUFFICIENT LAND IS AVAILABLE FOR SUPPLEMENTARY GRAZING AND TURN OUT FOR EXERCISE
3. THE DEVELOPMENT IS NOT PROMINENT IN VIEWS FROM LOCAL VANTAGE POINTS
4. THE DEVELOPMENT WOULD NOT HARM AN AREA OF SPECIAL COUNTY VALUE FOR LANDSCAPE, OR NATURE CONSERVATION IMPORTANCE OR ARCHAEOLOGICAL IMPORTANCE
5. THE PROPOSAL DOES NOT LEAD TO AN OVERUSE AND DETERIORATION OF BRIDLEWAYS AND OPEN SPACES IN THE VICINITY OR CREATE OFF-SITE HIGHWAY HAZARDS
6. THE DEVELOPMENT DOES NOT INVOLVE THE LOSS OF AGRICULTURAL LAND GRADED 1, 2, OR 3a
7. ACCESS AND CAR PARKING PROVISION IS SATISFACTORY TO THE LOCAL HIGHWAY AUTHORITY
8. THE PROPOSAL WOULD NOT HARM RESIDENTIAL AMENITY OR OTHER SENSITIVE USES
9. LARGER SCALE FACILITIES UTILISE REDUNDANT BUILDINGS OR ARE SITED WITHIN AN EXISTING COMPLEX OF BUILDINGS; FORM

**PART OF A FARM DIVERSIFICATION SCHEME; AND REMAIN AS PART OF THE ORIGINAL HOLDING**

**10. THE SCALE, DESIGN, SITING AND MATERIALS OF ANY NECESSARY BUILDINGS MUST BE APPROPRIATE TO THE LANDSCAPE SETTING OF THE SITE**

**11. THE PROPOSAL DOES NOT REQUIRE THE PROVISION OF RESIDENTIAL ACCOMMODATION.**

**Reason**

17.36 Pressure continues to exist for equestrian facilities within the Plan area. Small structures relating to horse riding can be appropriate within the Green Belt. Small structures/stables shall be taken as referring to the development of up to and including 3 loose boxes (where a loose box is normally taken to be a 12ft times 12ft bay) plus a similar sized bay for the storage of feed, bedding, tack etc. About 0.4 hectares of grazing land is required to avoid unacceptable erosion on the site. Residential amenities and environmental quality need to be safeguarded. There is a need to avoid the creation of road hazards on country roads, the erosion of rural footpaths and verges and the loss of high quality agricultural land. Buildings should normally be of timber construction with a low pitch roof. Large scale commercial facilities (i.e. above 3 loose boxes) should seek to reuse existing buildings. Further guidance is provided in Annexe F of PPG7, The Countryside - Environmental Quality and Economic and Social Development (February 1997).

**Outdoor Commercial Recreation**

**DC33 PROPOSALS FOR NEW OUTDOOR COMMERCIAL RECREATION FACILITIES SUCH AS GOLF DRIVING RANGES OR EXTENSIONS TO EXISTING USES WILL BE ASSESSED AGAINST THE FOLLOWING CRITERIA:**

- 1. THERE SHOULD BE NO SIGNIFICANT HARM TO AN AREA OF SPECIAL COUNTY VALUE FOR LANDSCAPE, TO OTHER AREAS OF LANDSCAPE VALUE OR TO HISTORIC PARKLAND**
- 2. THE SITE SHOULD NOT LIE WITHIN A DESIGNATED CONSERVATION AREA OR A SITE OF ARCHAEOLOGICAL IMPORTANCE**
- 3. THE SITE SHOULD NOT LIE WITHIN AN AREA DESIGNATED AS A SITE OF NATURE CONSERVATION IMPORTANCE**
- 4. THE DESIGN, SITING, SCALE AND MATERIALS OF ANY NECESSARY BUILDINGS OR STRUCTURES SHOULD HARMONISE WITH THE EXISTING LANDSCAPE SETTING OF THE SITE AND SHOULD NOT SIGNIFICANTLY HARM OR DETRACT FROM THE VISUAL CHARACTER OF THE SITE AND ITS SURROUNDINGS. WHEREVER POSSIBLE NEW BUILDINGS SHOULD BE SITED IN CLOSE**

**PROXIMITY TO EXISTING NON-RESIDENTIAL/NON-SENSITIVE BUILDINGS TO MINIMISE VISUAL IMPACT**

5. **ASSOCIATED DEVELOPMENT SHOULD BE ANCILLARY IN SCALE TO THE MAIN USE OF THE SITE. THE USE OF EXISTING BUILDINGS FOR ANCILLARY USES WILL BE ENCOURAGED IN PREFERENCE TO THE CONSTRUCTION OF NEW BUILDINGS**
6. **THE SITE SHOULD BE ABLE TO ACCOMMODATE ANY NECESSARY LIGHTING WITHOUT UNDUE INTRUSION OR SIGNIFICANT ADVERSE IMPACT UPON THE IMMEDIATE LOCALITY OR WIDER ENVIRONMENT**
7. **THE PROPOSAL SHOULD NOT RESULT IN SIGNIFICANT ADVERSE IMPACT UPON EXISTING RESIDENTIAL AMENITY**
8. **CAR PARKING PROVISION AND ACCESS INTO THE SITE SHOULD BE TO THE SATISFACTION OF THE LOCAL PLANNING AUTHORITY. THE SITE SHOULD HAVE GOOD ACCESS TO AN EXISTING NETWORK OF MAIN ROADS (A ROADS)**
9. **FULL DETAILS OF EXISTING AND PROPOSED CONTOURS, PUBLIC RIGHTS OF WAY, TREE AND VEGETATION COVER AND PROPOSED LANDSCAPING SHOULD BE SUBMITTED WITH THE APPLICATION.**

**Reason**

17.37 Demand exists for outdoor commercial recreation facilities, such as golf driving ranges, resulting in the need for environmental safeguards and measures to protect residential amenity and maintain highway safety. Siting is unlikely to be considered acceptable where residential amenity would be affected within a built-up area or within 'deep' countryside locations. Urban fringe locations may be more appropriate.

### **3 Residential**

#### **New Residential Development**

17.38 Applications for new residential development will be subject to the following criteria concerning townscape, materials and finishes, road layouts and circulation, landscaping, space, light and privacy, rear garden size and children's play provision.

#### **Townscape**

~~**DC34 HOUSING LAYOUTS SHOULD CREATE A PLEASANT TOWNSCAPE BY:**~~

- ~~1. **DEFINING AND ENCLOSING SPACES WHOSE SIZE PEOPLE WILL FIND COMFORTABLE AND PLEASANT**~~
- ~~2. **LINKING SPACES TO FLOW FROM ONE SPACE TO THE NEXT.**~~

## **Reason**

17.39 In the interests of achieving a high standard of design.

## **Materials and Finishes**

**DC35 MATERIALS AND FINISHES USED IN HOUSING SCHEMES SHOULD CREATE A GOOD BALANCE BETWEEN UNITY AND VARIETY BY UTILISING WITHIN A GROUP OF HOUSES A LIMITED RANGE OF MATERIALS AND FINISHES.**

## **Reason**

17.40 In the interests of achieving a high standard of design.

## **Road Layouts and Circulation**

### **DC36**

- 1. ROAD LAYOUTS SHOULD INCORPORATE TRAFFIC CALMING MEASURES TO DISCOURAGE THROUGH TRAFFIC AND EXCESSIVE SPEED, MINIMISE INCONVENIENCE OR DISTURBANCE TO RESIDENTS AND ROADS SHOULD OCCUPY THE MINIMUM SPACE TO MEET THEIR FUNCTIONS**
- 2. HOUSING LAYOUTS OF EXCEPTIONAL QUALITY, DEPENDENT ON NON STANDARD HIGHWAY DESIGNS, MAY BE PERMITTED PROVIDED THAT THE LAYOUT IS ADEQUATE, SAFE AND ACCEPTABLE TO THE HIGHWAY AUTHORITY**
- 3. THE DESIGN AND MATERIALS OF SURFACES, PARTICULARLY SHARED SURFACES, SHOULD BE HARMONISED WITH THOSE OF THE BUILDINGS.**

## **Reason**

17.41 In the interests of road safety, to ensure that a high standard of design is achieved and to safeguard residential amenity.

## **Landscaping**

### **DC37**

- 1. THE LANDSCAPING SCHEME SHOULD BE AN INTEGRAL PART OF THE HOUSING LAYOUT AND RELATE TO THE BUILT FORM OF THE DEVELOPMENT**
- 2. LANDSCAPED AREAS SHOULD HAVE A CLEAR PURPOSE (E.G. PRIVATE BUT UNENCLOSED SPACE, PRIVATE AND ENCLOSED SPACE, ACCESS AND CIRCULATION AREAS, AND PUBLIC SPACE), THEY SHOULD BE ADEQUATE AND APPROPRIATE FOR THE INTENDED USE**

3. **IN THE CASE OF LARGE HOUSING SCHEMES, STRUCTURAL LANDSCAPING SHOULD BE USED TO SUBDIVIDE THE SITE INTO A SEQUENCE OF SMALLER AREAS**
4. **EXISTING HEALTHY TREES, HEDGES AND SHRUBS AND AREAS OF NATURE CONSERVATION INTEREST SHOULD NORMALLY BE RETAINED AND INCORPORATED INTO THE LANDSCAPED STRUCTURE**
5. **NEW PLANTING SHOULD COMPRISE NATIVE SPECIES WHEREVER POSSIBLE AND THE TYPE OF SPECIES SHOULD BE RELATED TO THE PURPOSE OF THE LANDSCAPED AREA. IN LARGER BLOCKS OF PLANTING, SPECIES WHICH WILL ENHANCE THE WILDLIFE POTENTIAL SHOULD NORMALLY BE PLANTED**
6. **CONDITIONS RELATING TO THE FOLLOWING WILL NORMALLY BE IMPOSED:**
  - i. **PROTECTION OF EXISTING TREES, HEDGES AND SHRUBS**
  - ii. **IMPLEMENTATION OF THE LANDSCAPE SCHEME**
  - iii. **AFTERCARE AND REPLACEMENT OF TREES OR PLANTS (FOR FIVE YEARS).**

**Reason**

17.42 To achieve a high standard of residential environment and to enable new development to complement and enhance the existing built/landscape setting of development sites.

**Space, Light and Privacy**

**DC38 HOUSING DEVELOPMENT SHOULD MEET THE GUIDELINES OF SPACE BETWEEN BUILDINGS AS SET OUT IN TABLE 4 UNLESS THE DESIGN AND LAYOUT OF THE SCHEME AND ITS RELATIONSHIP TO THE SITE AND ITS CHARACTERISTICS, PROVIDES A COMMENSURATE DEGREE OF LIGHT AND PRIVACY BETWEEN BUILDINGS.**

**Reason**

17.43 To safeguard residential amenities in respect of light, privacy and space between buildings.

1	Position/height of building	Guidelines for space between buildings from the centre line of any window
1	Habitable room facing habitable room or facing non-residential buildings  (a) 1 or 2 storeys	21 metres front to front of buildings 25 metres back to back of buildings

	(b) 3 storeys or upwards	28 metres plus 7 metres per additional storey front to front of buildings 32 metres plus 7 metres per additional storey back to back of buildings
2	Habitable room facing non-habitable room  (a) 1 or 2 storeys  (b) 3 storeys or upwards	  14 metres 2.5 metres per additional storey  2.5 metres per additional storey
3	Allowance for differences in level between buildings  (a) all cases where 1 and 2 are applied and difference in level exceeds 2.5 metres  (b) each further 2.5 metres difference in level	  add 2 metres to distance  add additional 2 metres per 2.5 metres difference in level
<b>2</b>	<b>Each dwelling should be set back at least 1 metre from the site boundary.</b>	
<b>3</b>	<b>Where it is necessary to provide a car parking space at the front of the dwelling each dwelling should be set back at least 5.5 metres from the highway to provide car parking space off the highway.</b>	

Table 4

### Explanatory Notes

1. The distances outlined above are for guidance only and can be varied in accordance with the policy DC38.
2. A habitable room is any room in a house except the hall, stairs, landing, toilet, bathroom and kitchen, unless the kitchen is a kitchen diner.
3. The space criteria apply where the sole or principal window in the habitable room faces:
  - in the case of (1) a habitable room facing another habitable room
  - or in the case of (2) the sole or principal window faces a blank wall i.e. there are no windows in the wall.

### Rear Garden Size

**~~DC39 THE SIZE OF A REAR GARDEN SHOULD NORMALLY BE SUFFICIENT TO PROVIDE THE FOLLOWING:~~**

- ~~1. A SITTING OUT AREA ADJOINING THE REAR ELEVATION WITH REASONABLE PRIVACY~~
- ~~2. A REASONABLE SIZED OUTDOOR SPACE FOR HOUSEHOLD ACTIVITIES.~~

**Reason**

~~17.44 To ensure that adequate open space is provided and maintained to the rear of new dwellings.~~

**Children's Play Provision and Amenity Space**

**DC40**

1. **INFORMAL PLAY PROVISION SHOULD BE PROVIDED AS FOLLOWS:**
  - i. **AT THE RATE OF 12.5 SQ METRES PER FAMILY DWELLING (I.E. TWO BEDROOMS OR MORE)**
  - ii. **EITHER SEPARATELY LOCATED OR BY COMBINING THE INFORMAL PLAY PROVISION WITH OTHER LOCAL OPEN SPACE**
  - iii. **EITHER SEPARATELY LOCATED OR BY COMBINING WITH SOME FORMAL PLAY PROVISION**
  - iv. **IN A LOCATION WHICH AVOIDS HAZARD FOR CHILDREN.**
2. **FORMAL PLAY PROVISION (EQUIPMENT PROVIDED) SHOULD BE PROVIDED AT THE RATE OF 7.5 SQ METRES PER FAMILY DWELLING SUBJECT TO THE FOLLOWING:**
  - i. **25% OF THE PROVISION SHOULD BE FOR YOUNGER CHILDREN (UP TO THE AGE OF 6 YEARS) AND 75% OF THE PROVISION SHOULD BE FOR OLDER CHILDREN (7 YEARS UPWARDS)**
  - ii. **A MINIMUM PROVISION OF 100 SQ METRES FOR YOUNGER CHILDREN AND 400 SQ METRES FOR OLDER CHILDREN**
  - iii. **THE PLAY AREA SHOULD BE WITHIN EASY AND SAFE REACH FOR THE INTENDED USERS AND SHOULD BE AT INTERVALS OF NOT MORE THAN HALF A MILE**
  - iv. **THE SITE SHOULD BE SAFE, COMFORTABLE AND INTRINSICALLY INTERESTING FOR THE USER AND BE SUBJECT TO INFORMAL SURVEILLANCE**
  - v. **FORMAL PLAY PROVISION FOR OLDER CHILDREN SHALL NOT BE LOCATED IN CLOSE PROXIMITY TO DWELLINGS WHERE THIS WOULD CREATE A NUISANCE FOR THE OCCUPIERS**
3. **AMENITY OPEN SPACE SHOULD BE PROVIDED AT THE RATE OF ABOUT 20 SQ METRES PER DWELLING AND SHOULD**

**INCORPORATE NATURAL FEATURES OF INTEREST WHERE POSSIBLE**

- 4. SHELTERED HOUSING SCHEMES WILL BE REQUIRED TO PROVIDE APPROPRIATE AMENITY SPACE CONSISTENT WITH THE REQUIREMENTS OF THE DEVELOPMENT AND THE CHARACTER OF THE AREA.**

**Reason**

17.45 To ensure the provision of adequate open space for formal and informal children's play activity, that is safe, conveniently located and safeguards existing residential amenities and to ensure provision of amenity open space. Policy DC40 gives effect to the standards in Policy RT5 and implementation will be in accord with Policy IMP1 which will normally be operated by conditions or through legal agreements. For sheltered housing which is specifically designed for the elderly, where occupants are likely to be less mobile than those of ordinary flatted development, landscaping and garden areas assume a greater importance in providing attractive views and settings and therefore each scheme will be judged on its own merits.

**Infill Housing Development or Redevelopment**

**DC41 INFILL HOUSING DEVELOPMENT OR REDEVELOPMENT WILL BE SUBJECT TO THE FOLLOWING CRITERIA:**

- 1. IN AREAS WHICH ENJOY HIGHER SPACE, LIGHT AND PRIVACY STANDARDS THAN THE MINIMUM PRESCRIBED STANDARDS, THEN NEW DWELLINGS SHOULD MEET THE HIGHER LOCAL STANDARD**
- 2. THE PROPOSAL SHOULD NOT RESULT IN OVERLOOKING OF EXISTING PRIVATE GARDENS**
- 3. THE PROPOSAL SHOULD NOT LEAD TO EXCESSIVE OVERSHADOWING OF EXISTING HABITABLE ROOMS**
- 4. THE GARDEN SPACE SHOULD REFLECT THE TYPICAL RATIO OF GARDEN SPACE WITHIN CURTILAGES IN THE AREA AND THE LOCATION, SIZE AND SHAPES SHOULD BE SUITABLE FOR THE INTENDED PURPOSE**
- 5. THE PROPOSAL SHOULD NOT RESULT IN EXCESSIVE AMOUNTS OF NEW TRAFFIC INTO A QUIET AREA OR ON UNSUITABLE ROADS. WITHIN THE SITE THE LOCATION AND AMOUNT OF VEHICLE SPACE SHOULD NOT LEAD TO ANNOYANCE OR INTRUSION TO NEIGHBOURING PROPERTIES**
- 6. THE PROPOSAL SHOULD NORMALLY ENJOY OPEN OUTLOOK ONTO A HIGHWAY OR OPEN SPACE FROM ONE ELEVATION. TANDEM AND BACK LAND DEVELOPMENT WILL NOT NORMALLY BE PERMITTED WHERE THIS WOULD RESULT IN SUBSTANDARD**

## **OUTLOOK, OVERLOOKING AND DISTURBANCE BY THROUGH TRAFFIC**

- 7. CAR PARKING SHOULD BE PROVIDED IN ACCORDANCE WITH THE STANDARDS SET OUT IN APPENDIX 10**
- 8. VEHICULAR AND PEDESTRIAN ACCESS SHOULD BE SAFE, PARTICULARLY BY THE ADEQUATE PROVISION OF VISIBILITY SPLAYS.**

### **Reason**

17.46 To ensure that space, light and privacy standards of new dwellings are commensurate with those of existing dwellings in the locality. The policy also aims to safeguard existing residential amenities and to promote highway safety.

## **Subdivision of Property for Residential Purposes**

**DC42 APPLICATIONS FOR THE SUBDIVISION OF PROPERTY FOR RESIDENTIAL PURPOSES WILL BE SUBJECT TO THE FOLLOWING CRITERIA:**

- 1. THE PROPOSAL SHOULD PROVIDE A SATISFACTORY LEVEL OF AMENITIES FOR THE PROSPECTIVE OCCUPIERS**
- 2. THE PROPOSAL SHOULD NOT MATERIALLY AFFECT THE AMENITIES OF ADJOINING OR NEIGHBOURING PROPERTIES, PARTICULARLY BY VIRTUE OF NOISE TRANSMISSION THROUGH THE JUXTAPOSITION OF LIVING AND SLEEPING ACCOMMODATION**
- 3. THE PROPOSAL SHOULD NOT MATERIALLY AFFECT THE CHARACTER OF THE AREA, PARTICULARLY THROUGH THE OVER CONCENTRATION OF SUCH USES**
- 4. ON SITE CAR PARKING SHOULD BE PROVIDED IN ACCORDANCE WITH THE STANDARDS SET OUT IN APPENDIX 10.**

### **Reason**

17.47 To ensure a high standard of amenity and design and compliance with Cheshire County Council's parking standards.

## **Side Extensions to Houses**

**DC43 SIDE EXTENSIONS TO HOUSES SHOULD NOT NORMALLY ENCROACH WITHIN 1 METRE OF THE SITE BOUNDARY, TO PREVENT THE CREATION OF A TERRACED STREET EFFECT.**

## **Reason**

17.48 Loss of space between buildings, resulting in a terracing effect, cumulatively undermines the character and amenities of a residential area.

## **Residential Caravans**

**DC44 PLANNING APPLICATIONS FOR RESIDENTIAL CARAVAN DEVELOPMENT WILL BE TREATED ON THE SAME BASIS AS APPLICATIONS FOR NEW HOUSING DEVELOPMENT.**

## **Reason**

17.49 Residential caravans require all the supporting facilities necessary for permanent residential development and are therefore assessed against the same criteria.

## **Playgroups and Nurseries**

**DC45 PLANNING PERMISSION WILL NORMALLY BE GRANTED FOR PRE SCHOOL PLAYGROUPS AND NURSERIES PROVIDED THAT:**

- 1. THE AMENITIES OF LOCAL RESIDENTS WOULD NOT BE SERIOUSLY HARMED**
- 2. THERE WOULD NOT BE A PROBLEM OF HIGHWAY SAFETY**
- 3. ON SITE CAR PARKING SHOULD BE PROVIDED IN ACCORDANCE WITH THE CAR PARKING STANDARDS SET OUT IN APPENDIX 10.**

## **Reason**

17.50 To safeguard residential amenities and in the interests of highway safety.

## **Demolition**

**DC46 THE PARTIAL OR COMPLETE DEMOLITION OF DWELLINGS OR BUILDINGS THAT ARE ATTACHED TO DWELLINGS WILL NOT NORMALLY BE PERMITTED WHERE:**

- 1. THE BUILDING IS SITUATED WITHIN A LOW DENSITY HOUSING AREA AND THE DEMOLITION WILL LEAD TO PRESSURE FOR FUTURE DEVELOPMENT AT A HIGHER DENSITY**
- 2. THE BUILDING IS INCLUDED IN THE BOROUGH COUNCIL'S LIST OF BUILDINGS OF LOCAL ARCHITECTURAL IMPORTANCE**
- 3. THE DEMOLITION WOULD RESULT IN A LOSS OF AMENITY OR ADVERSE IMPACT UPON THE APPEARANCE AND CHARACTER OF THE STREET SCENE.**

## Reason

17.51 To deter the speculative demolition of existing buildings in low density housing areas where the Borough Council wishes to resist density increases.

The Borough Council wishes to see the retention of buildings that are included in the List of Buildings of Local Architectural Importance and therefore form an important part of the Borough's heritage.

To safeguard amenity and the appearance and character of the street scene by preventing the deliberate creation of unsightly vacant sites.

Schemes involving demolition of Listed Buildings, buildings in Conservation Areas and Scheduled Monuments are subject to policies contained in the Environment Chapter of this Plan.

**DC47 WHERE DEMOLITION OF A DWELLING OR A BUILDING THAT IS ATTACHED TO A DWELLING IS TO BE FOLLOWED BY REDEVELOPMENT OF THE SITE, SUFFICIENT INFORMATION MUST BE SUBMITTED TO THE LOCAL PLANNING AUTHORITY TO ENABLE DETERMINATION OF THE SUITABILITY OF THE REDEVELOPMENT SCHEME.**

## Reason

17.52 17.52 Inappropriate redevelopment following demolition may adversely affect the appearance and character of the street scene and the surrounding area. The deliberate creation of unsightly vacant sites will not strengthen the case for their development.

## 4 Retail

### Shop Front Design

**DC48 PROPOSALS FOR ALTERATIONS TO SHOP FRONTS WILL BE EXPECTED TO SATISFY THE FOLLOWING CRITERIA:**

- 1. THE EXISTING CHARACTER OF THE BUILDING MUST BE REFLECTED IN THE OVERALL DESIGN**
- 2. THE DESIGN AND MATERIALS USED MUST BE OF A HIGH STANDARD AND MUST RELATE TO THE BUILDING AS AN ENTITY  
LARGE EXPENSES OF UNDIVIDED GLASS SHOULD BE AVOIDED**
- 3. PROPOSALS WHICH REFLECT THE TRADITIONAL CHARACTER OF SHOP FRONTS MUST INCLUDE HISTORICALLY ACCURATE  
DETAILING**
- 4. ANY EXISTING FEATURES OF HISTORICAL OR ARCHITECTURAL INTEREST MUST BE RETAINED**

5. **ACCESS REQUIREMENTS FOR DISABLED PEOPLE SHOULD BE SATISFIED**
6. **THE DESIGN SHOULD INCORPORATE INTERNAL SECURITY MEASURES FOR WINDOWS AND DOORS, WHERE APPROPRIATE.**

#### **Reason**

17.53 To ensure that shop front design and materials are of a high standard and respect the character of the building concerned and to ensure that important existing historical/architectural features are retained. To comply with legislation regarding access and facilities for disabled people.

### **Shop Front Security Measures**

**DC49 APPLICATIONS FOR THE INSTALLATION OF SHOP FRONT SECURITY MEASURES WILL BE CONSIDERED IN RELATION TO THE EFFECT ON THE ARCHITECTURAL FEATURES OF THE BUILDING AND SHOP FRONT AND THE ERECTION AND FITTING MUST NOT OBSCURE OR RESULT IN THE DESTRUCTION OF EXISTING ARCHITECTURAL DETAILS. IN CONSERVATION AREAS AND ON LISTED BUILDINGS THE INSTALLATION OF EXTERNAL SOLID SHUTTERS WILL NOT BE ALLOWED.**

#### **Reason**

17.54 To safeguard any existing significant architectural features and to prevent visually obtrusive shop front security measures adversely affecting the character of Conservation Areas and Listed Buildings.

### **Shop Canopies, Awnings etc.**

**DC50 APPLICATIONS FOR CANOPIES, AWNINGS OR ANY SUCH SIMILAR DEVICE WILL BE SUBJECT TO THE FOLLOWING CRITERIA:**

1. **THE PROPOSAL MUST RELATE CLOSELY TO THE EXISTING ARCHITECTURAL FEATURES OF THE BUILDING CONCERNED AND THEIR ERECTION AND FITTING MUST NOT OBSCURE OR RESULT IN THE DESTRUCTION OF EXISTING ARCHITECTURAL DETAILS**
2. **BY REASON OF HEIGHT OR DEGREE OF PROJECTION THE CANOPY MUST NOT INTERFERE WITH FREE PEDESTRIAN OR TRAFFIC MOVEMENT**
3. **WHERE CANOPIES ARE RETRACTABLE, THE CANOPY/BLIND BOX MUST BE RECESSED WITHIN THE PLANE OF THE SHOP FRONT. WHERE THIS IS PHYSICALLY IMPOSSIBLE, PROJECTING BLIND BOXES MUST BE AS INCONSPICUOUS AS POSSIBLE, WELL DETAILED AND PAINTED IN A DARK COLOUR OR COLOUR TO MATCH THE SHOP FRONT**

**4. THE CANOPY/BLIND BOX MUST BE LOCATED BETWEEN THE FASCIA/ENTABLATURE, AND TOP OF SHOP WINDOW.**

**Reason**

17.55 To ensure that new canopies and awnings are compatible with the existing architectural features of a building and do not interfere with highway safety.

**Advertisements**

**DC51 CONSENT FOR ADVERTISEMENTS WILL NORMALLY BE GRANTED PROVIDED THAT THE PROPOSAL WOULD NOT MATERIALLY HARM:**

- 1. THE APPEARANCE OF THE BUILDING**
- 2. THE VISUAL AMENITY OF THE IMMEDIATE NEIGHBOURHOOD**
- 3. PUBLIC SAFETY.**

**Reason**

17.56 Certain categories of advertisements require consent and these are set out in the Town and Country Planning (Control of Advertisements) Regulations 1992. The policy provides guidance where consent is required.

**DC52 CONSENT FOR ILLUMINATED ADVERTISEMENTS WILL NORMALLY BE GRANTED PROVIDED THAT THE FOLLOWING CRITERIA ARE MET:**

- 1. THE SIZE, COLOUR, DESIGN, MATERIALS AND SITING OF THE SIGN SHOULD RELATE TO THE APPEARANCE OF THE BUILDING**
- 2. THE FORM OF LIGHTING SHOULD BE UNOBTRUSIVE, OF A QUALITY WHICH ENHANCES THE SIGNAGE AND IS DISCREET IN ITS FORM**
- 3. GENERALLY ONLY ONE HANGING SIGN WILL BE PERMITTED.**

**Reason**

17.57 To ensure that proposals for new advertisements complement and enhance existing buildings and do not result in a proliferation of advertisement material.

**DC53 WITHIN CONSERVATION AREAS CONSENT FOR ADVERTISEMENTS WILL NORMALLY BE GRANTED PROVIDED THE PROPOSAL:**

- 1. IS WELL DESIGNED AND OF A SIZE AND SCALE APPROPRIATE TO THE BUILDING ON WHICH IT IS PLACED**
- 2. RESPECTS THE TRADITIONAL CHARACTER OF SHOP FRONT DESIGN**

**3. CONSERVES OR ENHANCES PARTICULAR FEATURES OF ARCHITECTURAL OR HISTORIC IMPORTANCE.**

**Reason**

17.58 To encourage a high standard of design and to prevent visually obtrusive advertisements, shop fascias and signs adversely affecting the character or appearance of the building and the Conservation Area.

**Restaurants, Cafes and Hot Food Takeaways**

**DC54 APPLICATIONS FOR RESTAURANTS, CAFES AND HOT FOOD TAKEAWAYS WILL BE SUBJECT TO THE FOLLOWING CRITERIA:**

- 1. THE PROPOSAL SHOULD NOT BE LOCATED IN A PREDOMINANTLY RESIDENTIAL AREA OR WHERE THERE ARE RESIDENTIAL PROPERTIES ADJOINING OR FLATS ABOVE, WHERE THE PROPOSAL WOULD MATERIALLY HARM THE AMENITIES OF OCCUPIERS OF RESIDENTIAL PROPERTY BY VIRTUE OF NOISE, DISTURBANCE, TRAFFIC, PARKING, COOKING SMELLS AND FUMES**
- 2. THE PROPOSAL SHOULD NOT CONFLICT WITH POLICIES ON CLASS A3 USES IN SHOPPING AREAS WHERE THE INTRODUCTION OF A FURTHER NON RETAIL USE WOULD PREJUDICE THE OVERALL VIABILITY AND VITALITY OF THE CENTRE**
- 3. THE PROPOSAL SHOULD NOT HAVE AN ADVERSE IMPACT ON ROAD SAFETY**
- 4. THE VENTILATION AND EXTRACTOR FUMES SHOULD BE CAPABLE OF INSTALLATION WITHOUT DETRIMENT TO THE VISUAL APPEARANCE OF THE BUILDING**
- 5. ADEQUATE REFUSE AND DISPOSAL FACILITIES SHOULD BE PROVIDED**
- 6. CONDITIONS RELATING TO THE FOLLOWING WILL NORMALLY BE IMPOSED:**
  - i. HOURS OF OPENING**
  - ii. INSTALLATION OF MEASURES TO CONTROL COOKING SMELLS AND FUMES.**

**Reason**

17.59 To safeguard existing residential amenities and the overall viability and vitality of shopping areas, and in the interests of highway safety.

## **Amusement Centres**

**DC55 APPLICATIONS FOR AMUSEMENT CENTRES WILL BE SUBJECT TO THE FOLLOWING CRITERIA:**

- 1. THE PROPOSAL SHOULD BE IN ACCORDANCE WITH THE POLICIES FOR EXISTING SHOPPING CENTRES**
- 2. THE PROPOSAL SHOULD NOT BE LOCATED IN CLOSE PROXIMITY TO RESIDENTIAL DEVELOPMENT, SCHOOLS, CHURCHES, HOSPITALS, HOTELS OR OTHER PARTICULARLY SENSITIVE USES WHERE THE PROPOSAL WOULD HARM THE CHARACTER OF THE AREA**
- 3. THE PROPOSAL SHOULD NOT LEAD TO UNACCEPTABLE AND UNAVOIDABLE NOISE AND DISTURBANCE TO ADJACENT AND NEARBY OCCUPIERS**
- 4. THE PROPOSAL SHOULD NOT HAVE AN ADVERSE IMPACT ON ROAD SAFETY**
- 5. CONDITIONS RELATING TO THE FOLLOWING WILL NORMALLY BE IMPOSED:**
  - i. THE NATURE AND NUMBER OF AMUSEMENT FACILITIES**
  - ii. SOUND PROOFING OF PREMISES**
  - iii. INSTALLATION OF SELF CLOSING DOORS**
  - iv. PROHIBITION OF EXTERNAL LOUDSPEAKERS**
  - v. THE MANNER OF USE OF INTERNAL LOUDSPEAKERS**
  - vi. HOURS AND DAYS OF OPERATION**
- 6. THE PROPOSAL SHOULD NOT HAVE AN ADVERSE IMPACT ON THE VISUAL AMENITY OF THE SITE AND ITS SURROUNDINGS.**

### **Reason**

17.60 To safeguard the overall vitality and viability of existing shopping areas, to protect visual and residential amenity and avoid conflict with sensitive land uses. Highway safety must also be safeguarded.

## **5 Community Uses**

### **C1 Hotels, Boarding and Guest Houses and Hostels**

~~**DC56 PROPOSALS FOR HOTELS, BOARDING AND GUEST HOUSES AND HOSTELS (CLASS C1) MUST BE IN ACCORDANCE WITH GENERAL**~~

~~REQUIREMENTS FOR ALL DEVELOPMENTS AND IN PARTICULAR WILL BE SUBJECT TO THE FOLLOWING CRITERIA:~~

- ~~1. THE DESIGN OF ANY NEW BUILDING MUST BE SYMPATHETIC TO THE SITE AND ITS SURROUNDINGS~~
- ~~2. THE PROPOSAL MUST NOT LEAD TO THE LOSS OF AMENITY FOR NEIGHBOURING RESIDENTIAL PROPERTY~~
- ~~3. THE PROPOSAL MUST NOT ADVERSELY AFFECT THE RESIDENTIAL CHARACTER OF THE AREA~~
- ~~4. ACCESS AND CAR PARKING SHOULD BE PROVIDED IN ACCORDANCE WITH THE STANDARDS SET OUT IN APPENDIX 10.~~

### **Reasons**

~~17.61 To achieve a high standard of design that relates well to the existing character of the area concerned and to safeguard residential amenity and highway safety.~~

## **C2 Residential Institutions**

**DC57 PROPOSALS FOR RESIDENTIAL INSTITUTIONS, ACCOMMODATING SEVEN OR MORE PEOPLE WILL BE SUBJECT TO THE FOLLOWING CRITERIA:**

- 1. THE SITE MUST BE CLOSE TO LOCAL FACILITIES SUCH AS BUS SERVICES, LOCAL SHOPS AND OTHER COMMUNITY FACILITIES AND IS NORMALLY SITED IN A RESIDENTIAL AREA**
- 2. A SATISFACTORY BALANCE OF RESIDENTIAL USES MUST BE MAINTAINED IN ANY NEIGHBOURHOOD AND THAT THE CONCENTRATION OF SPECIALIST HOUSING AND CARE FACILITIES IS AVOIDED**
- 3. THE DEVELOPMENT MUST NOT MATERIALLY PREJUDICE THE AMENITY OF NEIGHBOURING PROPERTY BY VIRTUE OF OVERSHADOWING, OVERLOOKING, LOSS OF PRIVACY AND NOISE DISTURBANCE**
- 4. THE DEVELOPMENT MUST COMPRISE A REASONABLE SIZED PRIVATE GARDEN IN THE ORDER OF 10 SQ METRES PER RESIDENT, FOR THE USE OF RESIDENTS, WHICH HAS A PLEASANT ASPECT AND IS NOT OVERLOOKED OR OVERSHADOWED**
- 5. THAT THE DEVELOPMENT SATISFIES THE GENERAL REQUIREMENTS FOR ALL DEVELOPMENTS INCLUDING THE PROVISION OF ON SITE CAR PARKING FOR RESIDENTS, STAFF AND VISITORS**

6. **VEHICULAR AND PEDESTRIAN ACCESS SHOULD BE SAFE AND CONVENIENT, PARTICULARLY BY THE ADEQUATE PROVISION OF VISIBILITY SPLAYS.**

#### **Reason**

17.62 To ensure adequate access to local facilities and open space, to safeguard residential amenity and achieve an acceptable balance of residential uses and to ensure adequate parking provision.

### **D1 Non Residential Institutions**

~~DC58 APPLICATIONS FOR NON RESIDENTIAL INSTITUTIONS MUST BE IN ACCORDANCE WITH THE GENERAL REQUIREMENTS FOR ALL DEVELOPMENTS AND IN PARTICULAR WILL BE SUBJECT TO THE FOLLOWING CRITERIA:~~

- ~~1. THE PROPOSAL MUST NOT ADVERSELY AFFECT THE RESIDENTIAL AMENITIES OF ADJOINING OR NEIGHBOURING PROPERTIES~~
- ~~2. THE PROPOSAL MUST NOT ADVERSELY AFFECT THE CHARACTER OF THE AREA~~
- ~~3. THE DESIGN OF THE BUILDING MUST BE SYMPATHETIC TO THE SITE AND ITS SURROUNDINGS~~
- ~~4. ACCESS AND CAR PARKING SHOULD BE PROVIDED IN ACCORDANCE WITH THE STANDARDS SET OUT IN APPENDIX 10~~

~~THE COUNCIL WILL USE ITS BEST ENDEAVOURS TO ASSIST GROUPS IDENTIFY SUITABLE PREMISES FOR PURPOSES WHICH CAN NORMALLY ONLY BE CARRIED OUT IN THE LOCAL NEIGHBOURHOOD.~~

#### **Reason**

~~17.63 To safeguard residential amenity, the character of the area concerned, highway safety and to ensure that a compatible form of development is achieved.~~

### **D2 Assembly and Leisure Uses**

~~DC59 APPLICATIONS FOR ASSEMBLY AND LEISURE USES MUST BE IN ACCORDANCE WITH THE GENERAL REQUIREMENTS FOR ALL DEVELOPMENTS AND IN PARTICULAR WILL BE SUBJECT TO THE FOLLOWING CRITERIA:~~

- ~~1. THE PROPOSAL MUST NOT ADVERSELY AFFECT THE AMENITY OF ADJOINING OR NEARBY RESIDENTIAL PROPERTIES~~
- ~~2. MUST NOT ADVERSELY AFFECT THE CHARACTER OF THE AREA~~

- ~~3. THE DESIGN OF THE BUILDING MUST BE SYMPATHETIC TO THE SITE AND ITS SURROUNDINGS~~
- ~~4. ACCESS AND CAR PARKING SHOULD BE PROVIDED IN ACCORDANCE WITH THE STANDARDS SET OUT IN APPENDIX 10~~
- ~~5. IN SHOPPING CENTRES THE PROPOSAL MUST NOT ADVERSELY AFFECT THE VITALITY AND VIABILITY OF THE SHOPPING CENTRE AS A WHOLE.~~

#### **Reason**

~~17.64 To safeguard residential amenity, the character of the area concerned, highway safety and the viability and vitality of existing shopping areas. The policy also aims to achieve designs that are compatible with the site and surroundings.~~

### **Telecommunication Equipment**

#### **DC60**

- 1. THE SHARING OF TELECOMMUNICATIONS MASTS WILL BE ENCOURAGED. WHERE MASTS HAVE SPARE CAPACITY THE PROVISION OF SEPARATE MASTS WILL NOT NORMALLY BE PERMITTED**
- 2. MASTS OR SIMILAR STRUCTURES SHOULD NORMALLY BE SITED ON EXISTING BUILDINGS OR STRUCTURES**
- 3. THE PROVISION OF MASTS OR SIMILAR STRUCTURES, ANTENNAS OR OTHER TELECOMMUNICATIONS DEVELOPMENT WILL NORMALLY BE PERMITTED UNLESS THE PROPOSAL:**
  - i. WOULD ADVERSELY AFFECT A LISTED BUILDING OR ITS SETTING**
  - ii. WOULD ADVERSELY AFFECT THE APPEARANCE OF A BUILDING IN A DESIGNATED CONSERVATION AREA OR WOULD ADVERSELY AFFECT THE CHARACTER OF A CONSERVATION AREA**
  - iii. WOULD ADVERSELY AFFECT AN AREA OF SPECIAL COUNTY VALUE FOR LANDSCAPE**
  - iv. WOULD BE VISUALLY OBTRUSIVE AND RESULT IN A SIGNIFICANT IMPACT UPON VISUAL AMENITY IN EITHER A RURAL OR AN URBAN AREA.**
- 4. IN LARGE NEW DEVELOPMENTS, TELECOMMUNICATION SYSTEMS SHOULD NORMALLY BE PROVIDED UNDERGROUND THROUGH THE LAYING OF ADEQUATE DUCTING TO MEET REASONABLY FORESEEABLE DEMANDS**

5. **PLANNING PERMISSION FOR A SATELLITE ANTENNA WITHIN THE CURTILAGE OF A DWELLING HOUSE WILL NORMALLY BE GRANTED UNLESS:**
  - i. **THE ANTENNA IS TO BE INSTALLED ON A ROOF AND PROJECTS ABOVE THE HIGHEST PART OF THE ROOF**
  - ii. **THE ANTENNA EXCEEDS 90CM IN DIAMETER AND IS SITED ON A DWELLING HOUSE**
  - iii. **THE ANTENNA IS TO BE INSTALLED ON A CHIMNEY AND EXCEEDS 45CM IN DIAMETER**
  - iv. **MORE THAN ONE ANTENNA IS PROPOSED FOR THE BUILDING**
  - v. **THE ANTENNA IS PUBLICLY VISIBLE AND ADVERSELY AFFECTS THE EXTERNAL APPEARANCE OF THE BUILDING**
6. **SATELLITE ANTENNAS IN EXCESS OF 90CM IN DIAMETER AT GROUND LEVEL WILL NOT NORMALLY BE PERMITTED UNLESS THE PROPOSAL IS CONCEALED FROM PUBLIC VIEW BY APPROPRIATE SCREENING OR LANDSCAPING**
7. **IN CONSERVATION AREAS PLANNING PERMISSION WILL NOT NORMALLY BE GRANTED FOR SATELLITE ANTENNAS THAT ARE POSITIONED IN FRONT OF THE MAIN WALL OF A HOUSE FACING A STREET, OR WHERE THEY ARE VISUALLY PROMINENT FROM THE STREET OR OTHER PUBLIC AREA**
8. **IN DETERMINING APPLICATIONS REGARD WILL BE HAD TO RELEVANT TECHNICAL CONSTRAINTS.**

**Reason**

17.65 To avoid a cumulative build up of visually obtrusive telecommunications equipment. To safeguard the character and setting of Listed Buildings and the character and appearance of Conservation Area. To safeguard residential amenity. Applications for large masts must be accompanied by evidence that the possibility of erecting antennas on an existing building, mast or other structure has been explored. Account will be taken in determining applications of guidance in PPG8 Telecommunications (August 2001).

~~**DC61 WHERE TELECOMMUNICATIONS DEVELOPMENT BY OR ON BEHALF OF A TELECOMMUNICATIONS CODE SYSTEM OPERATOR FALLS WITHIN PERMITTED DEVELOPMENT RIGHTS, THE OPERATOR SHOULD APPLY TO THE LOCAL PLANNING AUTHORITY FOR A DETERMINATION AS TO WHETHER PRIOR APPROVAL TO THE SITING AND APPEARANCE OF THE PROPOSED DEVELOPMENT IS REQUIRED. THE DESIGN OF THE PROPOSED DEVELOPMENT, ITS LOCATION AND IMPACT ON THE SURROUNDING LANDSCAPE WILL BE TAKEN INTO ACCOUNT IN ANY DETERMINATION.**~~

## **Reason**

~~17.66 To safeguard amenity in accordance with government advice contained in Planning Policy Guidance Note 8 Telecommunications (August 2001). The term "telecommunications code system operator" refers to licensed operators such as British Telecom, Mercury etc. Appendix E of Circular 9/95 "General Development Order Consolidation" explains the operation of the prior approval procedure and states that permitted development is conditional upon the operator applying to the Local Planning Authority for a determination as to whether prior approval to the siting and appearance of the proposed development is required.~~

## **Renewable Energy**

~~DC62 IN DETERMINING WHETHER APPLICATIONS FOR RENEWABLE ENERGY DEVELOPMENTS ARE SATISFACTORY THE COUNCIL WILL HAVE REGARD TO THE FOLLOWING:~~

- ~~1. WHETHER THE PROPOSAL WOULD BE UNDULY OBTRUSIVE HAVING REGARD TO ITS SIZE, HEIGHT OR LONG RANGE VISIBILITY~~
- ~~2. WHETHER THE PROCESS INVOLVED WOULD BE SUCH AS TO CAUSE UNDUE LOSS OF AMENITY TO ANY NEARBY RESIDENTS BY REASON OF NOISE, SMELL, AIR POLLUTION, OR IN ANY OTHER WAY~~
- ~~3. WHETHER THE PROPOSAL WOULD HAVE A SIGNIFICANT ADVERSE EFFECT ON THE CHARACTER OF THE AREA OR ITS INTENDED LAND USE AS IDENTIFIED IN THIS PLAN.~~

## **Reason**

~~17.67 Although it is desirable to promote energy generation from renewable sources, these provisions are necessary to safeguard the environment, amenity and character of the Borough. The various criteria are drawn from the advice contained within Planning Policy Guidance Note PPG22 – Renewable Energy (February 1993). Policy for non-renewable energy developments, for example combined heat and power plants associated with industry, are provided for in Structure Plan Policy R6.~~

## **Contaminated Land Including Landfill Gas**

~~DC63 DEVELOPMENT WILL NOT BE PERMITTED UNLESS PRACTICABLE AND EFFECTIVE MEASURES ARE TO BE TAKEN TO TREAT, CONTAIN OR CONTROL ANY CONTAMINATION INCLUDING LANDFILL GAS SO AS NOT TO:~~

- ~~a. EXPOSE THE OCCUPIERS OF THE DEVELOPMENT AND NEIGHBOURING LAND USES INCLUDING IN THE CASE OF HOUSING, THE USERS OF GARDENS, TO UNACCEPTABLE RISK~~

- b. THREATEN THE STRUCTURAL INTEGRITY OF ANY BUILDING BUILT, OR TO BE BUILT, ON OR ADJOINING THE SITE**
- c. LEAD TO THE CONTAMINATION OF ANY WATERCOURSE, WATER BODY OR AQUIFER**
- d. CAUSE THE CONTAMINATION OF ADJOINING LAND OR ALLOW SUCH CONTAMINATION TO CONTINUE**

**REMEDIAL MEASURES SHOULD BE COMPLETED IN ACCORDANCE WITH A SCHEME TO BE AGREED WITH THE LOCAL PLANNING AUTHORITY.**

**Reason**

17.68 To ensure the effective treatment of contaminated land including landfill sites. An applicant proposing development on or near a site where there is contamination or good reason to believe that contamination may exist should carry out a site assessment and submit a report of the findings to establish the nature and extent of the contamination. Development near existing or former landfill sites should be in accordance with Waste Management Paper No 27. DETR Circular 2/2000 Contaminated Land, Circular 17/89 Landfill Sites, and PPG23 Planning and Pollution Control (1994) provide further guidance.

**Floodlighting**

**DC64 PROPOSALS FOR FLOODLIGHTING OF SPORTS FACILITIES WILL BE PERMITTED WHERE:-**

- 1. THERE IS NO SIGNIFICANT ADVERSE IMPACT ON THE LANDSCAPE CHARACTER IN TERMS OF:**
  - a. THE SENSITIVITY OF A GIVEN AREA TO THE INTRODUCTION OF EXTERIOR LIGHTING (NIGHT TIME)**
  - b. THE EFFECT OF LIGHTING ON THE VISUAL CHARACTER OF THE LANDSCAPE OR BUILT ENVIRONMENT IN TERMS OF SITING AND THE EXISTING LANDFORM (DAY TIME)**
  - c. THE EFFECT ON HISTORICAL OR WILDLIFE FEATURES**
  - d. THE DESIGN OF NEW PLANTING AND LANDSCAPING PROPOSALS**
- 2. THERE IS NO SIGNIFICANT ADVERSE IMPACT ON THE AMENITY OF RESIDENTS**
- 3. THE SAFETY OF TRANSPORT USERS IS NOT ADVERSELY AFFECTED**

**4. THE PROPOSAL DOES NOT REPRESENT AN UNACCEPTABLY ADVERSE INTENSIFICATION OF USE OF THE APPLICATION SITE**

**IN ADDITION THERE MAY BE A NEED TO CONSIDER THE IMPACT ON SPECIAL INTEREST GROUPS SUCH AS ASTRONOMERS**

**THE BOROUGH COUNCIL MAY IMPOSE PLANNING CONDITIONS TO INFLUENCE THE DESIGN OF LIGHTING INSTALLATIONS AND TO MITIGATE THEIR IMPACTS.**

**Reason**

17.69 To provide environmental safeguards, protect residential amenity and maintain highway safety. The DOE/CC Good Practice Guide 'Lighting in the Countryside: Towards Good Practice' provides specific advice on floodlighting. The Borough Council has produced Supplementary Planning Guidance 'Floodlighting for Sporting Activities' which expands on the whole subject. The Sports Council Guidance Notes 'Floodlight' 1994 and Facilities Factfile 2 'Floodlighting for Sport' also provide useful information. Increased opportunities for sport can arise from the provision of floodlighting, for example enabling sports facilities to be used on winter evenings for training or competition.

**Monitoring**

17.70 The following will be monitored:

1. Changes in national and regional planning policy.
2. Success in controlling development in accordance with the policies.
3. Any other material considerations.

## 18. Appendices

### Appendix 1: Historic Landscapes, Parklands and Gardens

(Those marked with an asterisk are included in English Heritage's Register of Parks and Gardens of Special Historic Interest. The others are based on I Laurie's "Parks and Gardens of Cheshire Peaks and Plains").

#### Macclesfield Area

- 1 Capesthorne Hall near Macclesfield
- 2\* Gawsworth Hall near Macclesfield
- 3 Hough Hole, Rainow
- 4 Macclesfield Parks:  
West Park  
Cemetery  
Victoria Park  
South Park
- 5 Bonis Hall near Prestbury
- 6 Endon Hall near Bollington
- 7 Henbury Hall near Macclesfield
- 8 The Manor House, North Rode near Congleton
- 9 Birtles Old Hall near Macclesfield
- 10 Siddington (Pallotti) Hall near Macclesfield
- 11 Swanscoe Hall near Macclesfield
- 12 Withington Hall, Chelford

#### Wilmslow Area

- 13 Quarry Bank, Styal
- 14 Norcliffe Hall, Styal
- 15 Handforth Hall
- 16 Penn, Alderley Edge
- 17 Astle Hall, Chelford
- 18 Alderley Park, Nether Alderley
- 19 Birtles
- 20 Hare Hill
- 21 Mottram Hall

#### Knutsford Area

- 22\* Arley Hall
- 23 High Legh
- 24 Mere Hall and New Mere Hall
- 25\* Tatton Hall
- 26 Mobberley Old Hall
- 27 Booths Hall
- 28 Toft Hall
- 29 Tabley Grange
- 30\* Tabley New Hall and Old Hall Site

- 31 Holford Hall
- 32\* Peover Hall

**Poynton and Disley Area**

- 33\* Adlington
- 34 Starkie Hall
- 35 Shrigley Hall
- 36 Poynton Park
- 37\* Lyme Park

## Appendix 2: Sites of Special Scientific Interest and Sites of Biological Importance

	Grid Reference	Status
<b>Macclesfield Area</b>		
Gleads Moss	822685	SSSI
Danes Moss	907704	SSSI
Madams Wood	874647	SSSI
River Dane	868645-937638	A
Tidnock Wood and Crabmoss	867695	A
Bosley Reservoir	920660	A
Danes Moss	905710	A
Macclesfield Forest	967714	A
Bosley Minn	935660	A
Sutton Reservoir Feeder	923702	A
Riverside Park, Macclesfield	905756	A
Kerridge Hill	943757	A
High Wood	862683	B
Cocks Moss	859673	B
Cranberry Moss	863647	B
Masseys Moss	842718	B
Redesmere	847718	B
Ratcliff Wood, Gawsworth Common and Whitemoor Hill	922694	B
Cessbank Common and Rabb Clough	955682	B
Bottoms Reservoir	946717	B
Farmwood Pool, Lower Withington	811730	B
Teggs Nose Country Park	948724	B
Mere Moss	840698	C
Havannah Wood	867646	C
Simons Wood	857711	C
Marton Heath Wood	860688	C
Shellow Wood	887685	C
Fish Pond and Scissorcroft Wood	894666	C
The Mosses	823726	C
The Bottoms	830725	C
Capesthorne Meres	842727	C
Big Wood	865734	C
Highlees Wood and Pasture	865744-872758	C
Sandy Lane Pool	882748	C
Bosley Locks, Ball Clough and Lowerhouse Wood	908658-913653	C
Sutton Reservoir Dam Meadow	916700	C
Tytherington Meadow	917748	C
Macclesfield Canal	923715-907680	C
Macclesfield Canal	930770-926759	C
Slack Wood, Bosley	921642	C

**Grid Reference Status****Wilmslow Area**

Alderley Edge	855775	SSSI
Lindow Common	844812	SSSI & LNR
Radnor Mere and Woods, Nether Alderley	846759	A
Burleyhurst Wood, Wilmslow	815818	A
Hooksbank Wood and Bollin Banks, Wilmslow	813826	A
Peckmill Bottoms and Dog Hole Wood, Nether Alderley	813762	B
Lindow End, Chorley	824796	B
Alderley Park, Nether Alderley	848748	B
Wood near Valley House, Styal	817827	B
Oversley Wood, Wilmslow	819835	B
Holly Bank Wood, Styal	822833	B
Saltersley Moss, Wilmslow	823807	B
Styal Woods	832832	B
Oversley Ford Brickworks, Wilmslow	812832	B
Hall Wood, Handforth	865828	B
Snelson Common, Snelson	802743	C
Chelford Heath, Chelford	810746	C
Sossmoss Wood, Nether Alderley	826764	C
Sandleheath Woods, Nether Alderley	830753	C
Bradford Lodge Farm Wood, Nether Alderley	858770	C
Waterfall Wood, Mottram St Andrew	887779	C
Mottram Hall Wood, Mottram St Andrew	887791	C
Lindow Moss and Morley Green Heath, Wilmslow	825814	C
Dobbin Brook Clough, Handforth	850834	C
Newton Hall Pastures, Mottram St Andrew	878805	C

**Knutsford Area**

Plumley Lime Beds	707750	SSSI
Tabley Mere, Tabley Inferior	724766	SSSI
Mere Mere	733820	SSSI
Rosterne Mere	745840	SSSI & NNR
Tatton Meres, Tatton	755800	SSSI
Pickmere	683772	A
Sanctuary Moor	756780	A
The Bongs and Gorse, High Legh	677856	B
Bongs Wood and Arley Brook, Aston by Budworth	702797	B
Roadside Verge near Holford Farm, Plumley	705756	B
Mill Wood and Mill Bottoms, Plumley	706756	B
Rinks and Round Woods, Tabley Inferior	714781	B
Holford Moss Wood, Plumley	715745	B
Plumley Moor Road Pond, Plumley	715757	B
Peover Eye: Spiny Wood, Great Wood and Bank, Peover Superior	766726	B
Woolstencroft Farm Meadow, Agden	722873	B
Knutsford Heath, Knutsford	748787	B

	<b>Grid Reference</b>	<b>Status</b>
Booths Mere, Knutsford	767784	B
Peover Eye Banks, Peover Superior	780729	B
	786725	
Lower Moss Wood, Ollerton	782750	B
Cicely Mill Pool, Rostherne	738830	B
Hancock's Bank South, Rostherne	753847	B
Hancocks Bank North, Rostherne	753847	B
Mill Pond and Long Hey Meadow	760820	B
Wood near Arden House, Ashley	771837	B
Jackson's Bank, Ashley	778854	B
Brickhill Wood, Ashley	791836	B
Mill Wood-Castle Mill, Ashley	798839	B
West Woodend Wood, Mobberley	804829	B
East Woodend Wood, Mobberley	806828	B
Blackhill Farm Meadows, Bexton	740771	B
Moss End Fields, Aston by Budworth	675783	C
Mill Wood, Bid Wood and Willowbed Wood, Aston by Budworth	677794	C
Winnington Wood, Plumley	697756	C
Frog Lane Farm Pond, Pickmere	697787	C
Moss Oaks, High Legh	675836	C
Jones' Covert, High Legh	676842	C
Hey Wood, High Legh	690848	C
Legh's Folly, High Legh	694833	C
Long Wood, Plumley	702750	C
Basin Mere near Tabley Mere, Tabley Inferior	725764	C
Windmill Wood, Toft	765767	C
Victoria Wood, Toft	746756	C
Spring Wood, Knutsford	774783	C
Town Lane Farm Pond, Mobberley	783794	C
Moss Farm Wood, Ollerton	790756	C
Mobberley Brook Wood, Mobberley	792793	C
Foxwood, Peover Superior	796723	C
Dobb Lane, Mere	711827	C
Belt Wood, Mere	718818	C
Mere Moss Wood, Mere	729808	C
Rushy-Pits Covert, Millington	730850	C
Greys Gorse, Millington	730856	C
Yarwood Heath Covert, Rostherne	744853	C
Twiss's Wood, Rostherne	753834	C
Campgreen, Rostherne	744827	C
Birkinheath Covert, Rostherne	762837	C
Fish House Plantation, Ashley	762853	C
Traffords Bank Covert, Ashley	755852	C
Ryecroft Covert, Ashley	758846	C
Ashley Mill Wood, Ashley	768856	C
Raleigh Wood, Mobberley	770817	C
Square Wood, Mobberley	771812	C
Birkin Brook Wood, Tatton	764829	C

	<b>Grid Reference</b>	<b>Status</b>
Shawheath Plantation and Dog Wood, Tatton	765801	C
	757794	
Witchcote Wood, Mobberley	768806	C
Ecclesfield Wood, Ashley	782836	C
Jackson's Bank-Tanyard Farm, Ashley	785848	C
Round Covert, Ashley	788832	C
Stockin Moss, Marthall	803750	C
Castlehill Farm Wood, Ashley	803833	C
Erlam's Meadow, Ashley	775836	C
<b>Poynton Area</b>		
Jackson's Brickworks, Poynton	948845	A
Norbury Brook, Poynton	939853	B
Princes Wood, Poynton	935842	B
Poynton Coppice	939825	B
Poynton Park Lake	925845	C
Wigwam Wood, Poynton	910833	C
<b>Adlington Area</b>		
Macclesfield Canal, Adlington	929802	B
	927789	
Ryles Pasture, Adlington	933804	C
Wych Wood, Adlington	913800	C
Isles Wood, Adlington	901811	C
<b>Disley Area</b>		
Stanley Hall Wood, Disley	969858	B
Platt Wood, Lyme Handley	953834	B
Ryles Wood and Middlecale Wood, Lyme Handley	958840	B
Fishpond near Lyme Park, Disley	966842	C
Peak Forest Canal, Disley	995848	C
	971859	
Holme Wood, Pott Shrigley	943793	C

## Appendix 3: Existing Conservation Areas

Alderley Edge  
Davey Lane, Alderley Edge  
Elm Grove, Alderley Edge  
Trafford Road, Alderley Edge  
Arley  
Bollington  
Kerridge (Bollington)  
Bollington Cross  
Disley  
Higher Disley  
Gawsworth  
Higher Hurdsfield  
Hurdsfield Road  
Knutsford Town Centre  
St John's Road/St John's Avenue, Knutsford  
Legh Road, Knutsford  
Lyme Park (outside Local Plan area)  
Barracks Square, Macclesfield  
Buxton Road, Macclesfield  
Christchurch, Macclesfield  
High Street, Macclesfield  
Hollands Place/Black Road, Macclesfield  
Macclesfield Town Centre  
Canal, Macclesfield  
Park Green, Macclesfield  
Park Lane, Macclesfield  
Prestbury Road, Macclesfield  
St Paul's Square, Macclesfield  
Mobberley  
Nether Alderley  
School Lane, Ollerton  
Lower Peover  
Pott Shrigley  
Prestbury  
Butley Town  
Rainow  
Rostherne  
Tabley House  
Bollins Lane, Wilmslow  
Hawthorn Lane, Wilmslow  
Highfields, Wilmslow  
St Bartholomews, Wilmslow  
Styal

## Appendix 4: Parish Listing and Building of Special Architectural or Historic Interest

	Listings	Buildings
<b>Macclesfield Area</b>		
Bollington	60	85
Bosley	28	29
Eaton	7	7
Gawsworth	15	16
Henbury	24	26
Higher Hurdsfield	11	12
Lower Withington	15	15
Macclesfield Town	174	366
Marton	10	11
North Rode	15	16
Prestbury	51	80
Rainow	64	74 (part outside Local Plan area)
Siddington	23	23
Sutton	32	36
<b>Total</b>	<b>529</b>	<b>796</b>
<b>Wilmslow Area</b>		
Alderley Edge	27	35
Chelford	9	11
Chorley	3	3
Great Warford	6	7
Mottram St Andrew	25	27
Nether Alderley	56	63
Over Alderley	24	27
Snelson	2	2
Wilmslow	83	132
<b>Total</b>	<b>235</b>	<b>307</b>
<b>Knutsford Area</b>		
Agden	-	-
Ashley	17	17
Aston by Budworth	31	38
Bexton	1	1
High Legh	14	14
Knutsford Town	86	171
Little Bollington	4	4
Little Warford	1	1
Marthall	5	5
Mere	8	8
Millington	5	5
Mobberley	46	50

	<b>Listings</b>	<b>Buildings</b>
Ollerton	11	12
Peover Inferior	5	7
Peover Superior	29	30
Pickmere	2	2
Plumley	7	7
Rostherne	8	23
Tabley Inferior	14	14
Tabley Superior	8	8
Tatton	25	27
Toft	8	8
<b>Total</b>	<b>335</b>	<b>452</b>

### **Poynton And Disley Area**

Adlington	48	61
Disley	69	80
Lyme Handley	32	40 (part outside Local Plan area)
Pott Shrigley	21	27 (part outside Local Plan area)
Poynton with Worth	17	34
<b>Total</b>	<b>187</b>	<b>242</b>

<b>Grand Total</b>	<b>1,283</b>	<b>1,794</b>
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## Appendix 5: Archaeology – Scheduled Monuments (SM) and Sites of National Importance

Parish	Grid Ref	Record No
<b>Alderley Edge</b>		
Chorley Old Hall moated site (SM)	837 781	-
<b>Aston by Budworth</b>		
Moated site at Alderhedge Wood	684 801	-
<b>Bollington</b>		
Nab Head Round Barrow (SM)	940 788	1585
<b>Bosley</b>		
Church of St Mary the Virgin (LBII*)	918 655	1516/1/1
<b>Disley</b>		
Cross base at Disley Church (SM)	974 844	1636
<b>Eaton</b>		
Ice House at Eaton Hall (LBII)	860 656	2272
<b>Gawsworth</b>		
Church of St James (LBI)	890 696	1332/4/1
Watch Tower or Pigeon House (LBII)	894 698	1332/2/9
Bronze Age Barrow at Woodhouse Edge	914 695	1511
Gawsworth Old Hall (LBI)	891 696	1332/1/1
Gawsworth Old Hall Garden	892 696	1332/2/1
Gawsworth Old Hall Garden Walls	891 694	1332/2/2
Wall Pool	893 698	1332/2/3
Fish Pond	892 697	1332/2/4
Fish Pond	891 697	1332/2/5
Fish Pond	890 697	1332/2/6
Fish Pond	889 696	1332/2/7
The Gatehouse (LBII)	892 697	1332/2/8
<b>Henbury</b>		
Ice House at Henbury Hall (LBII)	870 730	1372/1/3
Bowl Barrow ESE of Bearhurst Farm (SM)	873 720	
<b>High Legh</b>		
Swineyard Hall moated site (SM)	678 838	-
<b>Knutsford</b>		
St John's Church (site of) (SM)	765 788	1240/1
Norbury Booths Hall (SM)	769 779	1242/1
<b>Lower Withington</b>		
Bowl Barrow 500m SSW of Home Farm (SM)	806 722	-
Two Bowl Barrows 390m + 320m SSW of Home Farm (SM)	806 723	-

<b>Parish</b>	<b>Grid Ref</b>	<b>Record No</b>
<b>Macclesfield</b>		
Round Barrow, North of Beech Hall School (SM)	913 748	1552/1/2
Three pre Norman Cross Shafts, West Park (SM)	910 741	1560
<b>Marton</b>		
Church of St James and St Paul (LBI)	850 679	1321/1/1
<b>Mere</b>		
Hough Hall moated site	721 833	-
<b>North Rode</b>		
Coleymill Bridge (SM)	891 658	1328/1
<b>Over Alderley</b>		
Round Barrow south west of Birtles Hall (SM)	856 745	1364/1/1
<b>Plumley</b>		
Holford Hall moated site (SM)	709 754	-
<b>Prestbury</b>		
Foxtwist Moated Site (SM)	896 798	1430/1
Spittle House (LBII*)	896 777	1433/1
Chapel of St Peter's Churchyard (LBII)	900 769	1434/1
Church of St Peter (LBI)	900 769	1434/2/1
Saxon Cross at St Peter's Church (SM)	900 769	1434/2/2
Saxon Cross at the Mount (LBII)	900 796	1581
Bowl Barrow north of junction of London Road and Bonis Hall Lane (SM)	907 783	-
<b>Rainow</b>		
Mellors Gardens, Hough Hole House	946 763	2181/1
<b>Siddington</b>		
Church of All Saints (LBII)	846 708	1354/1/1
Site of Medieval Manor, Capesthorpe Hall	843 725	1355/1
Site of Medieval Chapel	843 726	1355/2
Ice House at Capesthorpe Hall (LBII)	837 727	2266/1/2
Capesthorpe Park and Gardens	840 727	2266/2
Round Barrow South East of Capesthorpe Hall (SM)	845 725	1349
Bowl Barrow NE of Capesthorpe Hall (SM)	842 729	-
<b>Sutton</b>		
Wayside Cross, Clough Brook (SM)	956 692	1519
Moat at Ridge Hall (SM)	940 704	1543/1/2
Moat at Jarman Farm (SM)	929 715	2153
Round Barrow (SM)	924 713	1539
Sutton Hall (LBII)	925 715	1542/1/1
Chapel Sutton Hall (LBII)	925 715	1542/1/2
<b>Tabley</b>		

<b>Parish</b>	<b>Grid Ref</b>	<b>Record No</b>
Tabley Old Hall moated site + gatehouse (SM)	719 773	-
<b>Tatton</b>		
Neolithic Hearth (SM)	757 814	1295
Neolithic Posthole and Pit (SM)	757 814	1296
Iron Age Round House and Pit (SM)	757 814	1297
Tatton Old Hall Deserted Village (SM)	757 814	1298/0/0
Medieval Roadway (SM)	757 813	1298/0/1
Site of Outbuilding (SM)	756 813	1298/0/2
Tatton Old Hall Deserted Village (SM)	757 814	1298/1/2

*\*Note: The grading exercise has only been carried out for the Macclesfield Area Parishes*

## Appendix 6: Existing open spaces by size, type and location as shown on the proposals maps

**Note:** The size of sites is the total area of open space within which the uses are laid out. Therefore, the area devoted to playing pitches, for example, may be less than the area shown for playing fields.

### Macclesfield East

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Green Street				0.21			
Brynmore Drive				0.3			0.05
Church - Brook Street					0.29		
Knights Pool					0.89		
Black Road						0.6	
Brookfield Lane						1.08	
King Georges Field			0.82	0.69			0.22
Richmond Hill						1.22	
Kings School	3.7						
Puss Bank PS	1.11						
<b>Town Centre inset sites</b>							
Park Green					0.15		
<b>Sub Total</b>	<b>4.81</b>	<b>0</b>	<b>0.82</b>	<b>1.2</b>	<b>1.33</b>	<b>2.9</b>	<b>0.27</b>

### Macclesfield West

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Springfield Road					0.12		
Merebrook Road					0.22		
Broken Cross PS	0.61						
Weston			1.42				0.4
Earlsway					0.8		
Warwick Road					0.19		
Chatsworth Avenue					0.18		
Warwick Road PS	0.61						
Kenilworth Road					0.13		
<b>Sub Total</b>	<b>1.22</b>	<b>0</b>	<b>1.42</b>	<b>0</b>	<b>1.64</b>	<b>0</b>	<b>0.4</b>

## Macclesfield South

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Byron Street PS	0.56						
Small part of South Park				0.9			
Byrons Lane						1.15	
Sutton Close					0.4		
Mayfield Avenue							0.44
Church - Lyme Avenue					0.1		
Western Drive					1.13		
Stamford Road						1.08	
Ash Grove PS	1.21						
Moss Lane - football ground		0.72					
Moss Lane - Development Area				6.1			
Minor Avenue, Lyme Green				0.67			
Lime View, Lyme Green						0.3	
<b>Sub Total</b>	<b>1.77</b>	<b>0.72</b>	<b>0</b>	<b>7.67</b>	<b>1.63</b>	<b>2.23</b>	<b>0.44</b>

## Macclesfield Central

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Barracks Square					0.33		
Athey Street					0.33		
Christ Church					0.53		
Churchill Way					0.12		
Adj Heritage Centre					0.05		
King Edward Street/Prestbury Road					0.07		
<b>Town Centre inset sites</b>							
Churchside				0.76			
Brunswick Hill					0.44		
Market Place					0.11		
Park Lane - adj former library					0.02		
<b>Sub Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.76</b>	<b>2</b>	<b>0</b>	<b>0</b>

## Macclesfield Broken Cross

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Upton Priory PS	1.3						
St. Albans PS	1.89						
Henbury HS	4.8						
Fallibroome HS	5.3						
Beck Lane/Lanark Walk			0.81		4.5		0.1
Kennedy Avenue				0.45			
Birtles Road							0.94
Lower Roewood						0.73	
Whirley PS	0.8						
<b>Sub Total</b>	<b>14.1</b>	<b>0</b>	<b>0.81</b>	<b>0.45</b>	<b>4.5</b>	<b>0.73</b>	<b>1.04</b>

## Macclesfield Ivy

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
All Hallows HS	3.68						
St.Johns PS	1.42						
Adj Chester Road				1.75	3.11		
Boys Club - Oxford Road		1.01					
Westbury Drive					1.35		
Kendal Road					0.4		
Ivy Bank PS - Valley Road	0.81						
Appleby Close					0.17		
<b>Sub Total</b>	<b>5.91</b>	<b>1.01</b>	<b>0</b>	<b>1.75</b>	<b>5.03</b>	<b>0</b>	<b>0</b>

## Macclesfield Ryles

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Macclesfield College	2.3	1.3					
Ryles Park	4.5						
St. Edwards PS	0.75						
South Park			0.8	16.6			0.1
James Street							0.19
Congleton Road Linear park				3.5			
Western Drive					0.7		
Stamford Road						0.49	
<b>Sub Total</b>	<b>7.55</b>	<b>1.3</b>	<b>0.8</b>	<b>20.1</b>	<b>0.7</b>	<b>0.49</b>	<b>0.29</b>

## Macclesfield Hurdsfield

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Hurdsfield PS	1.07						
Banbury Close							1.08
Shoresclough				2.86			
Victoria Park			1.3	2.6	0.67		
<b>Sub Total</b>	<b>1.07</b>	<b>0</b>	<b>1.3</b>	<b>5.46</b>	<b>0.67</b>	<b>0</b>	<b>1.08</b>

## Macclesfield Bollinbrook

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Kings (Cricket)	1.21						
Kings (Rugby)	3.97						
Beech Hall	3.34						
Bollinbrook PS	0.75						
Pack Horse		0.12					
West Park			0.47	20.23			0.1
Victoria Road Cricket Club		1.71					
Victoria Road Parkside		1.46					
Former YPU site				2.2			
Chester Road Uplands					2.75		
Spring Gardens					0.4		
Land off Beech Lane	1.6			0.5			
<b>Sub Total</b>	<b>10.87</b>	<b>3.29</b>	<b>0.47</b>	<b>22.93</b>	<b>3.15</b>	<b>0</b>	<b>0.1</b>

## Macclesfield Tytherington

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Tytherington HS	2.2						
Marlborough PS	0.47						
Tytherington Drive					2.23		0.2
Salisbury Place				0.32			
Beech Bridge				0.54			
Adj Belfry Drive					2.14		
Adj Tytherington Wood					0.46		
Birkdale Close					0.31		
Off Dorchester Way					0.78		
Adj Middlewood Way				4.4			
Land at former rugby club			1.6	2.4			
Land off Dorchester Way				1.25			0.25
Adj Railway - W Tytherington					0.54		
Beech Hall School					2.56		
<b>Sub Total</b>	<b>2.67</b>	<b>0</b>	<b>1.6</b>	<b>8.91</b>	<b>9.02</b>	<b>0</b>	<b>0.45</b>

## Bollington East

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
St.John's PS	0.61						
Graveyard - Church Street					0.2		
Adj Shrigley Dyers					0.35		
Hillside Farm					1.21		
<b>Sub Total</b>	<b>0.61</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1.76</b>	<b>0</b>	<b>0</b>

## Bollington West

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Dean Valley PS	0.7						
Bollington Cross PS	0.3						
Leisure Centre			2.46				0.1
Crossfields Road					0.2		
Kerridge Cricket Club		1.95					
Ovenhouse Lane				1.28			
Mill Pond					0.76		
Albert Road						0.24	
Moss Lane Lowerhouse		0.7					
<b>Sub Total</b>	<b>1</b>	<b>2.65</b>	<b>2.46</b>	<b>1.28</b>	<b>0.96</b>	<b>0.24</b>	<b>0.1</b>

## Bollington Central

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
St.Gregory's PS	0.3						
Recreation Ground			2.25				0.1
Swinerood Wood					1.82		
Clarence Terrace Reservior					0.4		
Reservoir/Mill Pond					0.55		
Former Railway				1.74			
War Memorial					0.28		
Palmerston Street					0.36		0.5
Green Lane					2.2		
Princess Street				0.2			
Clough Bank				1.6			
<b>Sub Total</b>	<b>0.3</b>	<b>0</b>	<b>2.25</b>	<b>3.54</b>	<b>5.61</b>	<b>0</b>	<b>0.6</b>

## Gawsworth

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Church Lane				1.55			
Gawsworth PS	1.1						
<b>Sub Total</b>	<b>1.1</b>	<b>0</b>	<b>0</b>	<b>1.55</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Henbury

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Whirley PS	1						
<b>Sub Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Rainow

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Bowling Green – Mill Lane, Bollin		0.11					
Rainow PS	0.35						
<b>Sub Total</b>	<b>0.35</b>	<b>0.11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Sutton

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Hollinhey PS	0.78						
Main Rd, Langley			0.6				0.14
Langley Crickey Club		1.15					
<b>Sub Total</b>	<b>0.78</b>	<b>1.15</b>	<b>0.6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.14</b>

## Prestbury

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Bollin Grove PS	0.47						
Macclesfield Road				0.53			
Bollin Grove				1.21			0.1
Cricket Ground		1.03					
Adj Bollin Grove					0.82		
Tennis Club		0.5					
Kings (Derby)	7						
Macclesfield Rugby Club		12.2					
Bonis Hall Lane		0.6					
Coronation Play-Ground							0.4
<b>Sub Total</b>	<b>7.47</b>	<b>14.33</b>	<b>0</b>	<b>1.74</b>	<b>0.82</b>	<b>0</b>	<b>0.5</b>

## Wilmslow Hough

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Wilmslow HS	5.62						
Hawthorn Street				0.52			0.07
British Legion, Grove Avenue		0.16					
Prep School, Grove Avenue					0.23		
Prep School, Grove Avenue	0.19						
Conservative Club, Grove Avenue		0.15					
Land Lane	4.45						
Land Lane						1.3	
Woodland r/o Davylands					0.63		
The Circuit, Alderley Edge		0.25					
Fulshaw Avenue		0.19					
Old Road						0.63	
Town Centre inset sites							
Leisure Centre			0.95		2.08		
Warham Street					0.05		
Sparrow Park					0.1		
Adj Green Hall Mews					0.2		
South Drive					0.35		
Old Rectory, Station Rd					0.35		
Station Rd/Alderley Rd					0.09		
<b>Sub Total</b>	<b>10.26</b>	<b>0.75</b>	<b>0.95</b>	<b>0.52</b>	<b>4.08</b>	<b>1.93</b>	<b>0.07</b>

## Wilmslow Dean Row

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Wilmslow Park Rd					1.09		
Adj railway, Manchester Rd					6.4		
Browns Lane				0.23			
Browns Lane				3.15			
Rear Turnberry Drive					0.89		
Pinewood Road					0.13		
Hazelwood Road					0.42		
Browns Lane				0.64			
Adj A34 Bypass					1.46		
Picton Drive						0.77	
Dean Row JS	1.22						
Oaklands IS	0.67						
Cemetery, Manchester Road					2.6		
Dean Drive				0.47			
<b>Sub Total</b>	<b>1.89</b>	<b>0</b>	<b>0</b>	<b>4.49</b>	<b>12.99</b>	<b>0.77</b>	<b>0</b>

## Wilmslow Fulshaw

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Upcast Lane		1.22					
Welton Drive				0.52			
Adj St John's Church					0.45		
Cumber Lane		0.37					
Meadow Way		0.24					
Gravel Lane				0.55			
Ashdene PS	1						
South Oak Lane				0.73			
Nursery Lane PS	0.61						
<b>Sub Total</b>	<b>1.61</b>	<b>1.83</b>	<b>0</b>	<b>1.8</b>	<b>0.45</b>	<b>0</b>	<b>0</b>

## Wilmslow Lacey Green

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Stamford Road				0.2			
Lacey Green PS	1.09						
Cranford Rd							0.09
Park Crescent/Lacey Green				2.7			0.2
Clough Avenue Playing Fields			4.6				
<b>Sub Total</b>	<b>1.09</b>	<b>0</b>	<b>4.6</b>	<b>2.9</b>	<b>0</b>	<b>0</b>	<b>0.29</b>

## Morley & Styal

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Gorsey Bank PS	1.95						
Altrincham Road			0.83	3.2	1	0.16	
Pownall Hall PS	2.95	0.3					
Kings Road		4.76					
Jim Evison PF			8.6				
Oakwood Farm		7.5					
Styal FC		1.27					
Styal CC		0.98					
Styal TC		0.2					
The Carrs		0.8					0.15
<b>Sub Total</b>	<b>4.9</b>	<b>15.81</b>	<b>9.43</b>	<b>3.2</b>	<b>1</b>	<b>0.16</b>	<b>0.15</b>

## Mobberley

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Summerfield Road				0.7			
Bernisdale Road				0.25			
South of Town Lane				0.3			
Church Lane (Cricket)		0.81					
Church Lane (Football)		0.57					
Victory Hall, Church Lane (Bowling)		0.13					
Church Inn, Church Lane (Bowling)		0.15					
<b>Sub Total</b>	<b>0</b>	<b>1.66</b>	<b>0</b>	<b>1.25</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Alderley Edge

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Beech Road				0.34		0.3	
Elm Crescent				0.31			
Elmfield Road					0.03		
Moss Rose		0.11					
Royal Oak Hotel		0.26					
Heyes Lane						0.6	
Mottram Road - Cricket		2.45					
Mottram Road - Tennis		0.4					
Stevens Street		0.17					
St Joseph's Convent					0.9		
Alderley Edge PS	1.58						
Mt Carmel					0.85		
Alderley Edge Park			0.3	1.55			0.11
Ryleys Lane	1.15						
Redesmere Drive						1.2	
Chorley Hall Lane			1.25				
Adj Ryles Prep School					0.18		
St Hilary's					0.84		
Wilmslow Road	2.86						
Beech Close						0.57	
Beswicks Lane					1		0.1
Dingle Avenue						0.28	
Upcast Lane		1.02					
Brook Lane						0.2	
Lindow School	1						
<b>Village Centre inset sites</b>							
London Road					0.06		
<b>Sub Total</b>	<b>6.59</b>	<b>4.41</b>	<b>1.55</b>	<b>3.2</b>	<b>2.86</b>	<b>2.85</b>	<b>0.51</b>

## Handforth

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Woodlands Road					0.074		
Goodrington Road					0.05		
Hope Avenue							0.42
Dean Road							0.94
The Green Dean Road					0.08		
Handforth TC					0.82		
Benedicts PS	0.9						
Hall Road					2.18		
Davenham Road					0.07		
Delamere Road					0.05		
Lostock Road					0.044		
Helsby Way					0.05		
Warburton Road					0.07		
Handforth JS	1.07						
Wilmslow Road					0.34		
Meriton Road Park			0.5	3.5			0.08
Meriton Road				0.06			
Wilmslow Grange PS	1.11						
Plumley Road					0.065		
Handforth IS	0.45						
Pickmere Court				0.58			
Henbury Road							0.5
Delamere Rd/Stanley Hall Park			0.8	4.2			0.1
South Acre					0.064		
Colshaw PS	2.19						
Howty Close							0.51
Colshaw Drive				1.17	1.3		
Blackden Walk					0.72		
Adj The Race					0.91		
Resvr, Dean Road					0.97		
Adj A34 Bypass					0.58		
Total Fitness Sports Centre		1.66					
The Paddock					0.31		
St.Chads Church					0.22		
<b>Sub Total</b>	<b>5.72</b>	<b>1.66</b>	<b>1.3</b>	<b>8.28</b>	<b>3.96</b>	<b>0</b>	<b>2.55</b>

## Chelford

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Dixon Drive				0.65			
Knutsford Road				2.25			
Broomfield Close				0.44			
Rear Hitchlowes Close					0.64		
Rear Millbank Close				1.2			
Lydiat Lane, Alderley Edge	1.65						
Ilfords Sports & Recreation Club, Ancoats Road		0.75					
Zeneca		2.22					
Chelford CC		1.46					
<b>Sub Total</b>	<b>1.65</b>	<b>4.43</b>	<b>0</b>	<b>4.54</b>	<b>0.64</b>	<b>0</b>	<b>0</b>

## Knutsford Nether

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Warren Avenue						0.39	
The Heath				11.18			
Northwich Road				1.2			
Egerton PS	0.76						
Manchester Road		0.98					
Mereheath Lane		5.3		5.26			
Mereheath Lane		0.15					
Mereheath Lane						1.3	
The Moor				15			
<b>Town Centre inset sites</b>							
Toft Road				0.13	0.25		
Stanley Road					0.32		
Coronation Square					0.21		
Bowling Club, Manchester Road		0.16					
St.Johns church					0.6		
Adj railway					0.3		
Leaks Terrace					0.05		
Moorside					0.02		
<b>Sub Total</b>	<b>0.76</b>	<b>6.59</b>	<b>0</b>	<b>32.77</b>	<b>1.75</b>	<b>1.69</b>	<b>0</b>

## Knutsford Over

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Mobberley Road				1.1	0.2		
Mobberley Road (West)					0.35		
Mobberley Road (East)					0.15		
Manor Crescent				0.43			
Woodlands Drive				0.13			
Woodlands Drive				0.15			
Manor Crescent				0.19			
Manor Park North					0.08		
Merlin Avenue				0.09			
Parkgate Lane				0.17			
Mobberley Road (South)					0.04		
Mobberley Road (South)					0.04		
Shaw Heath				11.8			
St Johns Wood Community School	1.4						
Manor Park PS	1.62						
Beech Drive					0.1		
Brook Street					0.42		
St Vincents PS	1.1						
Sparrow Lane					0.03		
Downs End				0.12			
Higher Downs					0.07		
Higher Downs					0.04		
Shaw Drive							0.08
Adj Booths Mere				0.72	0.78		
Birkin Brook					8.1		
<b>Town Centre inset sites</b>							
Adj Railway					0.36		
<b>Sub Total</b>	<b>4.12</b>	<b>0</b>	<b>0</b>	<b>14.9</b>	<b>10.76</b>	<b>0</b>	<b>0.08</b>

## Knutsford Bexton

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Malvern Road				0.22			
Gloucester Road				0.08			
Knutsford HS Lower	4.24						
Knutsford HS Upper	2.6		0.8				
Westfield Drive					0.24		
Westfield Drive					0.11		
Northwich Road				0.27			
Ashworth Park				0.4			
Ashworth Park				0.35			
Ashworth Park				0.35			
Bexton PS	1.2						
<b>Sub Total</b>	<b>8.04</b>	<b>0</b>	<b>0.8</b>	<b>1.67</b>	<b>0.35</b>	<b>0</b>	<b>0</b>

## Knutsford Norbury Booths

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Beggarman's Lane				0.12			
Gough's Lane					0.5		
Bexton Lane					0.12		
Sanctuary Moor					8.15		
Crosstown Bowling & Social Club		0.28					
Chelford Road					0.23		
Toft Cricket Club		2.32					
Chelford Road					0.21		
Brook Street		0.2					
Sparrow Lane						1.05	
Adj Booths Mere					0.74		
Masonic Hall BG		0.11					
<b>Sub Total</b>	<b>0</b>	<b>2.19</b>	<b>0</b>	<b>0.12</b>	<b>9.95</b>	<b>1.05</b>	<b>0</b>

## Poynton Central

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Anglesey Drive					0.09		
Towers Road					0.4		
Poynton Park				13	8		
Poynton Sports Club		2.78					
Clumber Road PS	2.7						
Park Lane				2			0.24
Marley Road	1						
Midway Playing Fields			1.02		0.26		0.1
Poynton HS	2.48						
Inclines				3			
Lady's Wood					1.7		
Charlecote Rd				0.05			
Sulgrave Road				0.06			
George's Road West (BG)		0.15					
George's Road East					0.52	0.08	
Park Lane (BG)		0.2					
Poynton Brook/Vernon Road				2	1.6		
Vernon Road to Dickens Lane Walkway				1.16			
Fielding Avenue/Vernon Road					0.15		
Curzon Road/McCawber Way					0.05		
<b>Sub Total</b>	<b>6.18</b>	<b>3.13</b>	<b>1.02</b>	<b>21.3</b>	<b>12.8</b>	<b>0.08</b>	<b>0.34</b>

## Poynton East

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Birch Road	1.3						
Poynton HS	5.1						
Mount Vernon			1.53				0.06
Hepley Road/Hockley Road							0.15
Sutton Road				0.25			
Siddington Road				0.1			
Waterloo Road					0.34		
Coppice Road						0.39	
<b>Sub Total</b>	<b>6.4</b>	<b>0</b>	<b>1.53</b>	<b>0.35</b>	<b>0.34</b>	<b>0.39</b>	<b>0.21</b>

## Poynton West

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Distaff Road				0.05			
Deva Close			2.23	0.6	0.18		0.1
Dunlin Close				0.05			
Bittern Close				0.07			
Heron Drive					0.06		
Mallard Crescent				0.18			
Linear Walkway - Mallard Crescent				0.4			
Lostock Hall PS	0.6			0.24			
Wigwam Close					1.11		
Lower Park PS	0.7						
Hazelbadge Road			1.13				
Poynton Brook				2			
Neath Close				0.28			
Hartland Close				0.14			
Lindisfarne Drive				0.1			
London Road North					0.34		
Brookfield Avenue					0.05		
Easby Close				0.03			
<b>District Inset Sites</b>							
St.Georges Church					1.14		
Fountain Place					0.01		
<b>Sub Total</b>	<b>1.3</b>	<b>0</b>	<b>3.36</b>	<b>4.14</b>	<b>2.89</b>	<b>0</b>	<b>0.1</b>

## Plumley

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Oaklands Road, Ollerton				0.84			
<b>Not shown on proposals map</b>							
Mary Dendy, Mill Lane			1.6				
Over Peover Cricket Club		1.45					
Peover Superior PS	0.56						
<b>Sub Total</b>	<b>0.56</b>	<b>1.45</b>	<b>1.6</b>	<b>0.84</b>	<b>0</b>	<b>0</b>	<b>0</b>

## Disley & Lyme Handley

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Buxton Road West					0.47		
Land adj to Council Offices					0.17		
Land adj to Station					0.15		
Danebank Drive PS	0.7			0.3			
Greenhill Walk					0.1		
Arnold Rhodes			0.22	0.92			0.05
Hag Bank Lane						0.4	
Buxton Road						0.2	
Overdale Road						0.35	
Chantry Road					0.11		
South of Buxton Road					0.23		
Crabtree Lane					0.07		
Mill Pond, Buxton Rd					0.09		
Disley Sports Club		2.9					
War memorial					0.03		
Barlow Meadow					0.49		
North of Red Lane					0.8		
South of Red Lane					2.8		
Bowling Green, Red Lane		0.4					
Newton PF, Buxton Road			0.73	3.24			0.15
<b>Sub Total</b>	<b>0.7</b>	<b>3.3</b>	<b>0.95</b>	<b>4.46</b>	<b>5.51</b>	<b>0.95</b>	<b>0.2</b>

## High Legh

	School Playing Fields	Private Playing Fields	Municipal Playing Fields	Informal Open Space	Amenity Open Space	Allotments	Playgrounds
Wrenshot Lane				0.4			
Rensherds Place					0.04		
High Legh PS	0.67						
St Johns Church					0.2		
Pheasant Walk Chapel					0.27		
Pheasant Walk					0.06		
Somerville Close				0.42			0.07
Woodlands Cres't					0.41		
Rear of Kinderton Close				0.21			
Candelan Way				2.7			
West Lane, High Legh		0.15					
<b>Sub Total</b>	<b>0.67</b>	<b>0.15</b>	<b>0</b>	<b>3.7</b>	<b>0.98</b>	<b>0</b>	<b>0.1</b>

## Appendix 7: Net Housing Commitments at April 2003

### Macclesfield Area

#### Outstanding balance to be completed on sites under construction

Address	Balance Outstanding
Cumberland Drive, Bollington	13
West Tytherington	97
Main Block	92
Annexe Zone	1
Victoria Park	107
Congleton Road	60
Clarence Mill, Bollington	37
Shrigley Dyers, Bollington	6
Carterbench House, Bollington	1
Evington House, Crompton Road	5
Queens Avenue	16
Swettenham Street	9
Marlborough Court	12
144 Black Road, Macclesfield	5
<b>Sub Total</b>	<b>461</b>

#### Outstanding balance on sites with permission for residential development

Brown Street Mill	14
Malhamdale Road	6
The Barracks	11
Castleford Drive, Prestbury	5
Birtles Road	6
Brookside Mill	18
20 Manchester Road	6
Nuneham Nursing Home	7
8 Ingersley Road, Bollington	4
Rock Bank, Clarence Road, Bollington	5
Lyme Green Council Depot, Sutton	24
Brook House, Bollington	6
Weston Park Nursing Home, Moss Lane	74
Alma Mill, Pickford Street	9
9-19 St John's Road, Macclesfield	6
41 Great King Street, Macclesfield	7
<b>Sub Total</b>	<b>208</b>
<b>Grand Total for Macclesfield Area</b>	<b>669</b>

## Wilmslow Area

### Outstanding balance to be completed on sites under construction

Address	Balance Outstanding
Mobberley Boys School	24
PSA Land, Dean Row Road	84
Howty Close/Summerfields Village Centre	44
St Hilary's School, Alderley Edge	40
Colshaw Primary School	20
Beech Lawn, Chorley	16
Oakfield Road, Davey Lane	8
North Cheshire Garages, Chorley	12
St Phillip's Institute, London Road	8
BJ's Health Centre, Altrincham Road, Wilmslow	10
London Road, Alderley Edge	13
<b>Sub Total</b>	<b>279</b>

### Outstanding balance on sites with permission for residential development

2 South Grove, Alderley Edge	12
Shell House	55
12 Bedells Lane	4
38-42 South Street	3
34 Heyes Lane (former Library)	5
Hawthorn House, Chapel Lane	6
22 & 24 Manchester Road and South of Ladyfield Street, Wilmslow	24
Station Garage, Station Road, Styal	19
Warford Lodge, Merrymans Lane, Great Warford	8
12 Trafford Road, Alderley Edge	5
Falshaw Lodge, 73 Alderley Road, Wilmslow	5
Westray, Horseshoe Lane, Alderley Edge	11
Abberley House, Merrymans Lane, Great Warford	6
Dixon Arms, Knutsford Road, Chelford	20
2-4 Holly Road, Wilmslow	7
77 London Road, Alderley Edge	19
Oak Bank, Brook Lane, Alderley Edge	9
Land to rear 103 Brook Lane, Alderley Edge	14
8 Knutsford Road, Wilmslow	7
<b>Sub Total</b>	<b>239</b>

**Grand Total for Wilmslow Area** **518**

## **Knutsford Area**

### **Outstanding balance to be completed on sites under construction**

<b>Address</b>	<b>Balance Outstanding</b>
Caravan Site, Park Lane, Pickmere	1
Ranch House, Brook Lane	12
Sheldon Dairy Depot, Hollow Lane	23
Kilrie, Knutsford	10
<b>Sub Total</b>	<b>46</b>

### **Outstanding balance on sites with permission for residential development**

Town Lane, Mobberley	43
St Vincent's Church Hall	5
Manor Park North	15
Keepers Close/Mill Lane	10
The Royal George/ 72 & 74 King Street, Knutsford	12
Pear Tree Farm, Chelford Road, Marthall	7
Iford Ltd, Town Lane, Mobberley	73
Properties at Longridge, Knutsford	-82
<b>Sub Total</b>	<b>83</b>

**Grand Total for Knutsford Area** **129**

## **Poynton Area**

### **Outstanding balance to be completed on sites under construction**

<b>Address</b>	<b>Balance Outstanding</b>
6 London Road South	23
Poynton Working Men's Club	44
<b>Sub Total</b>	<b>67</b>

### **Outstanding balance on sites with permission for residential development**

284 Buxton Road, Disley	8
Spinney Hotel	13
Queensway House Poynton	14
Woodend, Homestead Road, Disley	9
Poynton Garage, London Road South, Poynton	13
<b>Sub Total</b>	<b>62</b>

**Grand Total for Poynton Area** **129**

<b>Grand Total for the Borough</b>	<b>1445</b>
Small Sites (1-4 Dwellings)	150
<b>Total Number of Commitments in the Borough</b>	<b>1595</b>

## Appendix 8: Employment Land Allocations (at 2003)

	<b>Hectares</b>
Structure Plan allocation	90
Completions 1996-2003	<u>25</u>
Balance to be allocated	65
<b>Existing Allocations</b>	
South Macclesfield Development Area	22
Tytherington Business Park (balance)	17
Parkgate Knutsford	20
Earl Road, Handforth	6
<b>Total</b>	<b>65</b>
New Allocations	None

**Note:** Land available does not include owner expansion land. However, when such land is developed, it is counted as a completion and will contribute towards the EMPI requirement.

## Appendix 9: Car Parks

<b>Macclesfield Area</b>	<b>Capacity</b>	<b>Disabled Spaces</b>
<b>Macclesfield Town Centre Public Car Parks</b>		
Whalley Hayes	240	(3)
Jordangate	340	(10)
Churchill Way Multi Storey	340	
Land west of Churchill Way	276	
Great King Street	22	
Duke Street	300	(3)
Pickford Street	110	(1)
Railway Station	57	(1)
Sunderland Street	40	
Town Hall	80 (weekend)	(5)
Christ Church	86	(4)
Gas Road	45	
Exchange Street	130	
Park Green	24	
Old Library	28	
Waters Green	42	
Parsonage Street	25	
Hibel Road	20	
	<b>2,205</b>	
<b>Car Parks outside Macclesfield Town Centre</b>		
Princess Way, Broken Cross	12	
Commercial Road, Macclesfield	64	
Riverside Park, Macclesfield	20	
West Park, Macclesfield	25	
South Park, Macclesfield	8	
Congleton Road	30	
Tytherington Shopping Centre, Macclesfield	30	
Thornton Square, Macclesfield	100	
Kennedy Avenue	28	
Broken Cross	10	
Pool Bank, Bollington	58	(1)
Bollington, Grimshaw Lane	16	
Bollington Ranger Station	25	
Bollington Rec P/F	18	
Car Park to rear of The Shirleys, Prestbury	61	
Car Park to rear of Bollin Grove/Pearl Street, Prestbury	61	
Prestbury Station	30	

<b>Wilmslow Area</b>	<b>Capacity</b>	<b>Disabled Spaces</b>
<b>Wilmslow Town Centre Public Car Parks</b>		
Broadway Meadow	202	
Rex/Hoopers	132	(1)
South Drive	296	(4)
Leisure Centre	100	
Spring Street	105	
<b>Private Car Parks-Public Usage</b>		
British Rail – upper	86	
British Rail – lower	22	
	<b>943</b>	
<b>Car Parks outside Wilmslow Town Centre</b>		
School Road, Handforth	47	(1)
Wilmslow Road, Handforth	55	(1)
The Paddock, Handforth	98	
West Street, Alderley Edge	20	(2)
The Parade, Alderley Edge	62	(1)
The Station, Heyes Lane, Alderley Edge	25	
Assembly Rooms, Alderley Edge	52	(1)
Ryleys Lane, Alderley Edge	34	
South Street, Alderley Edge	47	
Chelford Cattle Market (private)	120	
Lindow Common (Main Gate)	10	
Lindow Common (Boddington Arms)	20	
Twinnies Bridge	42	
Jim Evison	75	
Lacey Green	45	
The Carrs	60	
<b>Knutsford Area</b>		
<b>Knutsford Town Centre Public Car Parks</b>		
King Street	131	(3)
Old Market Place	12	
Tatton Street	144	
Princess Street	54	(1)
Booths	264	(6)
Silk Mill Street	30	
<b>Private Car Parks Public Usage</b>		
Station	58	
Session House	28	
	<b>721</b>	

<b>Poynton Area</b>	<b>Capacity</b>	<b>Disabled Spaces</b>
Civic Hall, Poynton	204	(5)
Queensway	84	
Poynton Station	40	
Anson Road, Higher Poynton	30	
The Coppice (Poynton)	15	
Deva Close (Poynton)	25	
Nelson Pit, Higher Poynton	15	
Layby, Shrigley Road, Higher Poynton	10	
<b>Disley</b>		
Disley Community Centre	40	

## Appendix 10: Maximum Parking Standards

### Land Use

<b>A1 - Shops</b>	
Food retail	1 space per 14 sqm
Non-food retail	1 space per 20 sqm
<b>A3 - Food and Drink</b>	
Restaurants	1 space per 5 sqm public floor area
Fast food - drive through	1 space per 7.5 sqm public floor area (1)
<b>B1 - Business</b>	
B1 including offices	1 space per 30 sqm
Stand-alone offices	1 space per 30 sqm
Business parks	1 space per 35 sqm
<b>B2 - General Industry</b>	
General Industry	1 space per 45 sqm
<b>B8 - Storage and Distribution</b>	
Storage and Distribution	1 space per 45 sqm
<b>C1 - Hotels and Hostels</b>	
Hotels	1 space per bedroom including staff (3)
<b>D1 - Non-Residential Institutions</b>	
Medical or health facilities	1 space per 2 staff + 4 per consulting room
Higher and further education	1 space per 2 staff (2,4)
<b>D2 - Assembly and Leisure</b>	
Cinemas and conference facilities etc	1 space per 5 seats
D2 including leisure	1 space per 22 sqm
<b>Miscellaneous</b>	
Stadia	1 space per 15 seats

The standards set out in this table are those in the approved Regional Planning Guidance (RPG13).

- 1 For predominantly drive-through/take-away establishments. 'Drive-through' restaurants featuring significant seating should be considered as a conventional restaurant.
- 2 To be backed up with a more detailed justification, including Green Transport Plan proposals.
- 3 Additional facilities, such as leisure and conference facilities, should be considered separately if appropriate.
- 4 Parking for students should be included within this figure. Separate consideration would be required for any parking related to residential facilities.

## Appendix 11: List of Locally Important Buildings

### Knutsford Area

Adams Hill	Unitarian School Room The3 Library
Chelford Road	Post Office The White Cottage Kerfield Hall Hazeldene Moseley Hall
Cranford Avenue	Cranford Four Ways Sandilands
(off) Leycester Road	Humbug Cottage White Lodge Fir Wood Somersford
Manchester Road	11, 59-61
Tabley Road	Ivy Lodge Ivy Cottage
Toft Road	Ivy Cottage Roebuck Cottage

### Tabley

Chester Road	Yewtree House Altrincham Lodge Red Lodge
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### Wilmslow Area

#### Alderley Edge

Beechfield Road	The Quinta
Brook Lane	Northleigh Eastleigh Oakbank
Elm Grove	Heath Lodge Ingleside Beech House Chips Croft Brantingham House The Elms
Ryleys Lane	1/2 Brookside
Whitebarn	Windy House White Barn Lodge

#### Wilmslow

Knutsford Road	140-142, 105-107
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**Handforth**

Church Road 28-36

**Macclesfield Area**

Chester Road 168, Summerhill  
Macclesfield Preparatory School  
164-166

Beech Lane 8-14 (inclusive)  
81-83

Brocklehurst Avenue 2

Byrons Lane 97  
Woodland House  
Kelvin House  
The Elms  
Elmside  
The Vicarage  
89, 91, 93, 95

London Road 1-5 (inclusive) Sunny Bank  
111  
Fernbank  
Brooklyn

Buxton Road The Public Baths (*original frontage block only*)

Park Lane Highfield House  
Park Villa

Mill Street The Majestic Cinema

**Bollington**

Wellington Road 55, 57, 59

Palmerston Street 81, 83

**Langley and Sutton**

Langley Road, Langley Invercraig  
Abbotsdale  
Cherrywood House

Church Lane, Sutton The Vicarage

**Gawsworth**

Dark Lane The Old Police Station  
The Old Post Office

Church Lane The Warren Cottage

**Poynton Area**

London Road South 24, 26, 30, 32

**Disley Area**

Buxton Road West 12, 14, 16, 18

## 19. Glossary

This glossary explains terms which it is felt may not be readily understood by everyone. The glossary is in alphabetical order.

<b>Adoption</b>	If no objections to the Local Plan are received after advertisement the Borough Council may resolve to adopt the Plan. If objections are made within a specified period then after considering the objections (with or without the holding of a public inquiry or a 'private hearing' with an Inspector from the Planning Inspectorate) the Borough Council may resolve to adopt the Plan as amended in the light of the objections considered by the Borough Council.
<b>Affordable Housing</b>	Circular 6/98, Planning and Affordable Housing, defines affordable housing or affordable homes, as encompassing both low-cost market and subsidised housing (irrespective of tenure, ownership – whether exclusive or shared – or financial arrangements) that will be available to people who cannot afford to rent or buy houses generally available on the open market.
<b>Agriculture</b>	Includes horticulture, fruit growing, seed growing, dairy farming and livestock breeding and keeping, the use of the land as grazing land, meadow land, osier land, market gardens and nursery grounds and the use of land for woodlands where that use is ancillary to the farming of land for other agricultural purposes.
<b>Agricultural Land Classification</b>	Agricultural land classification maps are produced by the Ministry of Agriculture primarily for planning purposes. Land is graded according to the degree to which its physical characteristics impose long-term limitations on agricultural use
<b>Alteration</b>	The formal term for the process of changing a Plan (e.g. the Cheshire County Structure Plan).
<b>Amenities</b>	The desirable physical and social features of a particular environment or situation.
<b>Area of Special Advertisement Control</b>	An area within which the display of advertisements is more stringently controlled in order to safeguard amenity. The boundaries of such areas have to be approved by the Office of the Deputy Prime Minister.
<b>Area of Special County Value</b>	Areas which are particularly important to the County of Cheshire due to the quality of their landscape,

ecology, archaeology or history and which merit protection from development.

**Article 4 Direction**

A resolution by the Borough Council, subject to the approval of the Office of the Deputy Prime Minister, which brings under control specified developments normally permitted under the Town and Country Planning General Development Order.

**Basic Amenities**

Fixed bath or shower; WC with entrance inside the building; wash-hand basin; hot water at three points, (bath, basin, kitchen sink); kitchen sink.

**Brownfield Sites**

Brownfield land (previously developed land) is that which is or was occupied by a permanent structure (excluding agricultural or forestry buildings) and associated fixed surface infrastructure. The definition covers the curtilage of the development. Previously developed land may occur in both built-up and rural settings. The definition includes defence buildings and land used for mineral extraction and waste disposal where provision for restoration has not been made through development control procedures. The definition excludes land that was previously developed but where the remains of any structure or activity has blended into the landscape in the process of time (to the extent that it can reasonably be considered as part of the natural surroundings) and where there is a clear reason that could outweigh the re-use of the site (such as its contribution to nature conservation) or it has subsequently been put to an amenity use and cannot be regarded as requiring redevelopment.

**Building Preservation Notice**

Such a notice is served where a building is not 'listed' but appears to the Borough Council to be of special architectural or historic interest and is 'threatened' with demolition or alteration. Once served on the owner and/or occupier it lasts for a maximum period of 6 months and subjects the building to the same protection and provisions as if it were listed, (Town and Country Planning Act 1990).

**Built up Areas**

See Urban Areas.

**Business Park**

Sites with a high standard of development and landscaping, low density of development and accommodating a mixture of business uses (including light industry, office and research and development) and storage and distribution uses.

<b>Business Uses (Class B1 Use)</b>	Offices, research and development of products or processes, and / or industrial processes, which can be carried out in any residential area without vibration, smell, fumes, smoke, soot, ash, dust or grit. (Class B1 of the Town and Country Planning (Use Classes) Order 1987).
<b>Bridleway</b>	See Rights of Way
<b>Catchment Area</b>	The catchment area of for example a shop is the area which contains the majority of the customers who will use that shop.
<b>Certification</b>	The Borough Council cannot formally adopt the Local Plan unless the County Council issues a certificate confirming that the Local Plan conforms with the County Structure Plan. In the case of a disagreement between the County and Borough Councils the matter will go for determination to the Office of the Deputy Prime Minister.
<b>Circular</b>	A Government publication giving advice and guidance to Local Authorities and other interested agencies, including the private sector.
<b>Commitments (committed land)</b>	Land for which the planning future has to some extent been agreed. For example, land with planning permission is a firm commitment.
<b>Commuting</b>	The act of journeying to work to locations away from the area of residence.
<b>Comparison Goods</b>	Comparison goods are those which must be stocked by the retailer in a wide range of sizes, styles, colours and qualities. They include clothing and footwear, do-it-yourself goods, household goods (furniture, carpets, soft furnishings, etc.), recreation goods (radio, television, sports goods, hi-fi, etc.) and other goods such as pharmaceutical products and medical equipment.
<b>Compulsory Purchase</b>	A procedure where the Borough Council (or County Council) is authorised by the Office of the Deputy Prime Minister to acquire land compulsorily where he or she is satisfied that it is necessary or expedient for the Borough Council to acquire the land. Otherwise land must be acquired by agreement.
<b>Conservation</b>	The planning and management of resources or assets so as to secure their wide use and continuity of supply

while maintaining and enhancing their quality, value and diversity.

<b>Conservation Area</b>	Area designated by the Borough Council as being of special architectural or historic interest, the character of which it is desirable to protect and enhance. (S.69 of the Planning (Listed Buildings and Conservation Areas) Act, 1990).
<b>Conurbation</b>	Large scale urban development, usually a major city linked to nearby towns or a group of individual towns.
<b>Convenience Goods</b>	Convenience goods include food, newspapers, tobacco and durables of a standardised or mass produced type for which there is a wide sale.
<b>Country Park</b>	An area of land provided, maintained and managed by the Local Authority for the public enjoyment of the countryside, with the provision of facilities and services for open-air recreation. (Countryside Act 1968, S.6 & 7).
<b>Countryside</b>	All areas which lie outside the boundaries of urban areas as defined on the Proposals Map. (See also the definition of Urban Areas).
<b>Countryside Agency</b>	A national body established to promote the conservation and recreational use of the countryside and to give grants to projects designed to achieve these objectives.
<b>Countryside Management</b>	A co-ordinated approach to countryside problems which aims to resolve conflicts between those who live and work in the countryside, and those who use it for leisure purposes.
<b>Daylighting and Sunlighting</b>	Guidelines are laid down by the DoE in "Sunlight and Daylight – Planning Criteria and Design of Buildings" which are aimed at ensuring that any new building is sited in such a way that it does not interfere with the reasonable daylighting and sunlighting needs of adjoining land / or buildings.
<b>Day Nursery</b>	Involves care on a full-time daily basis of a substantial number of under-fives in a hall or other suitable premises by a group of persons for reward. (May include older children outside normal school hours).
<b>Dedicated Woodland</b>	Where the owner of a woodland enters into a legal agreement with the Forestry Commission in respect of the management of his woodland and in return obtains

grant aid from the Commission. A Tree Preservation Order cannot be made on 'dedicated woodland'.

**Demographic**

Relating to population, for example the age and sex composition of the population of an area.

**Density**

Density is an expression of intensity of use. Most references to density in this Plan indicate the number of dwellings per hectare unless otherwise stated.

**Derelict Land**

"Land so damaged by industrial or other development that it is incapable of beneficial use without treatment". (Circular 68/65 MHLG).

This includes disused spoil heaps, worked out mineral extractions, abandoned industrial installations and land damaged by mining subsidence. It excludes land derelict from natural causes, land still in use and land with a planning permission containing conditions requiring after treatment.

**Development**

Development is defined in Section 55 of the Town and Country Planning act 1990 and, subject to the exclusions mentioned in that Section, may be summarised as the carrying out of building, engineering, mining or other operations in, on, over or under land, or the making of any material change in the use of any building or other land. Planning permission is normally required before development can take place (see also Permitted Development).

**Development Briefs**

The Planning Department prepares advisory pamphlets for sites which are likely to undergo rapid change. They set out the physical restrictions and advantages of each site and are seen as aiding developers and ensuring co-ordinated development. Design guidance is offered to prospective developers of land.

**Development Control**

The interpretation of national, regional and local planning policies and their application to specific proposals for development to judge whether a proposal is acceptable. It also includes the enforcement of control and other related matters such as revocation of permission, listed building control and advertisement display.

**Development Plans**

The development plan for an area comprises both the approved Structure Plan and the adopted Local Plan.

<b>D.I.Y. Store</b>	Stores selling goods principally for the improvement and maintenance of private dwellings.
<b>Distributor Road</b>	A road giving access to areas of development from principal roads.
<b>Draft Plan</b>	The initial published form of a Local Plan which is not part of the Development Plan, but has been approved by the Macclesfield Borough Council to enable public representations to be made before the actual Local Plan is compiled.
<b>Dual Use</b>	The use of a building or facility by the general public as well as by the people for whom the building or facility was primarily designed.
<b>Durable Goods</b>	See Comparison Goods.
<b>Dwelling</b>	A building or part of a building occupied or (if not occupied) last occupied or intended to be occupied as a private residence and includes any garden, yard, outhouses and appurtenances belonging to or usually enjoyed with that building or part of the building.
<b>Ecological</b>	Pertaining to the relationship between organisms, to one another and to their natural environment.
<b>Economically Active</b>	A statistical term used in the Census which refers to the population aged 16 and over who at a given time have a full time, part time or temporary job, including persons temporarily away from work for sickness or other reasons where their job is waiting for them on their return. Included also are those who, though out of work, are seeking work, or are waiting to take up a job already obtained.
<b>Elevation</b>	An architectural term usually referring to a detailed drawing of the appearance of a building from one direction. Thus, it is common to refer to the 'north' elevation or 'west' elevation of a building.
<b>Employment Area</b>	The existing and proposed areas which are intended to cater for a mix of employment development including general industry, business uses and storage and distribution (see elsewhere in Glossary for more detailed definitions of these classes of employment development). The primary purpose of an employment area remains employment. For the avoidance of doubt, retailing is excluded from the definition of employment.

<b>Enforcement</b>	The process by which a Local Planning Authority can take steps to remedy a breach of planning control.
<b>English Heritage</b>	An independent body formed by Act of Parliament in 1983 with responsibility for the preservation and interpretation of ancient monuments and historic buildings and areas in England.
<b>English Nature</b>	The official body, formerly known as the Nature Conservancy Council, responsible for the conservation of flora, fauna, geological and physiographical features. It is responsible for the notification of Sites of Special Scientific Interest, and National Nature Reserves.
<b>Environmental Capacity</b>	The capacity of a road or area to accommodate moving and stationary vehicles while maintaining environmental standards.
<b>Environmental Assessment</b>	A report, based on detailed studies, that discloses the environmental consequences of a particular development.
<b>Examination in Public</b>	Before deciding whether or not to approve a Structure Plan, the Office of the Deputy Prime Minister must appoint a person to hold an examination in public of certain issues relevant to the Structure Plan and selected by the Secretary of State in the light of objections to it and what he considers should be examined.
<b>Express Consent</b>	The Town and Country Planning Act 1990 provides for the display of advertisements without planning permission provided that such display is in accord with Advertisement Regulations. Under the terms of the Regulations, an express consent is required for the display of a wide range of advertisements, although certain exceptions to the requirement to gain express consent are made.
<b>Footpath</b>	See Rights of Way
<b>Footprint</b>	The area covered by the ground floor of a building, excluding any adjoining roads, paths and borders.
<b>Forestry Commission</b>	An official national body established by Act of Parliament charged with the general duty of promoting the interest of forestry, the development of afforestation and the production and supply of timber and forest products. It also has an important recreation

and amenity role and can provide for tourism, recreation and sporting facilities in its forests.

**Formal Recreation**

Recreation with a degree of organisation, usually subject to rules of play, and normally needing to be accommodated at a specific recreation facility.

**Fragmentation**

The process whereby farm holdings are reduced in size or split into smaller holdings, often where the original owner disposes of the farm in lots. This can often result in the introduction of non-agricultural uses.

**General Permitted Development Order (GDPO) and General Development Procedure Order (GDPO)**

The Town and Country Planning General Permitted Development Order 1995 and Town and Country Planning General Development Procedure Order 1995 set out various planning procedures, but particularly state those types of development which may be carried out without the need to seek specific planning permission from the Borough Council.

**General Industry**

An industry other than a business use (including offices, light industry and research and development) or a special industry, as defined in Class B2 in the Town and Country Planning (Use Classes) Order 1987.

**Green Belt**

Area of land, largely rural in character, which is adjacent to the main urban areas and which is protected from development by permanent and severe restrictions on building. The emphasis is on restricting the sprawl of urban centres, preventing the coalescence of neighbouring towns and preserving the individual character of settlements, although Green Belts also provide suitable locations for recreational development and act as a buffer between the most rural countryside and the pressures of growing towns. The Green Belt boundary is shown on the Proposals Maps.

**Greenfield Sites**

Sites upon which no development has taken place and usually referring to sites outside the main built up areas.

**Gross Shopping Floorspace**

The total enclosed floor area used for selling purposes, storage and ancillary uses, including basements, mezzanines and all upper floors designed for the exclusive use of the shop.

**Groundwork Trust**

A co-ordinated programme undertaken in partnership between the public, private and voluntary sectors to improve the urban fringe and encourage a wider

	appreciation of issues affecting land and the landscape and opportunities for countryside recreation.
<b>Habitat</b>	Dwelling place of a species or community, providing a particular set of environmental conditions.
<b>Hazardous Industry</b>	An industry or related installation which, because of the nature of its process or the raw materials used, presents a potential threat to the safety of employees or the general public, and which has been notified as such by the Health and Safety Executive.
<b>Health and Safety Executive</b>	A body set up under the 1974 Health and Safety at Work Act responsible for enforcing the relevant statutory provisions. It brings together all the various national Inspectorates concerned with health and safety at work and with the general public as affected by work activities.
<b>Heritage</b>	A general term used to refer to the historical and archaeological features, buildings, monuments, etc. which are of local and regional interest.
<b>Historic Parklands</b>	Maintained areas of countryside (ranging from the extensive 'stately home' to more modest country houses) characterised by permanent grassland, individual trees and clumps, water and woodlands.
<b>Hotel</b>	An establishment which provides accommodation and breakfast and at least one other main meal and service, to residents and non-residents without special contract. (English Tourist Board standard accommodation categorisation).
<b>Household</b>	One person living alone or a group of people living at the same address and sharing house-keeping arrangements.
<b>Housing Areas</b>	An area of predominantly residential and other ancillary development where the existing land use pattern is to be retained.
<b>Housing Associations</b>	Non-profit making organisations usually providing subsidised housing for rent. They are usually financed by grants from the Housing Corporation.
<b>Infilling</b>	The filling of a small gap in an otherwise built-up frontage. (A small gap is one which could be filled by one or two houses).

<b>Informal Recreation</b>	Recreational activity which is essentially unorganised and often individual. Use of facilities is more casual and more widespread. Examples are walking and picnicking.
<b>Infrastructure</b>	Basic services necessary for development, for example, roads, electricity, sewerage.
<b>Inset Villages</b>	Villages enclosed by, but not 'washed over' by a Green Belt.
<b>Institutional Use</b>	As defined in Class C2 of the Town and Country Planning (Use Classes) Order 1987, namely use as a home or institution providing for the boarding, care, maintenance of children, old people or persons under disability, a convalescent home, a nursing home, a sanatorium or a hospital.
<b>Jodrell Bank</b>	A complex of radio telescopes of international importance for radio astronomy and an arboretum situated immediately south east of the Local Plan Area. In order to minimise electrical interference which would impair the efficiency of this facility, an area around it (known as a safeguarding zone) has been defined within which restrictive planning policies are operated.
<b>Land Allocations</b>	Sites where a specified use is encouraged in the Local Plan.
<b>Landscaping</b>	This term means the treatment of land within a site for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes screening by fences, walls or other means of enclosure, planting of trees, hedges, shrubs or grass, formation of banks, terraces or other earthworks, layout of gardens or courts and other amenity features. Plants are referred to as soft landscaping as opposed to hard landscaping which involves building materials.
<b>Land Use</b>	The use of land as defined for the purpose of planning under the Town and Country Planning (Use Classes) Order 1987.
<b>Light Industry</b>	An industry in which the processes carried on or the machinery installed are such as could be carried on or installed in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit, as defined

in Class B1(c) of the Town and Country Planning (Use Classes) Order 1987.

<b>Listed Building</b>	A building of special architectural or historic interest included in a list prepared by the Office of the Deputy Prime Minister under S.1 of the Planning (Listed Buildings and Conservation Areas) Act 1990. A specific form of permission known as “Listed Building Consent” is required for its alteration or demolition.
<b>Listed Building Repairs Notice</b>	A notice served by the Local Authority specifying the works necessary for the proper preservation of a Listed Building that has not been kept in a reasonable state of preservation.
<b>Local Nature Reserves (LNRs)</b>	Areas considered by English Nature as being of special importance for wildlife and worthy of preservation. Declared and managed by the local authority.
<b>Local Plan</b>	A general term for any plan proposed or adopted by a local planning authority for part or all of an area already subject to an approved Structure Plan. It is a detailed plan for land use, transport or environmental matters.
<b>Local Transport Plan</b>	A document formally submitted to Central Government by the County Council as the Highway Authority responsible for the coordination of transport services. It puts forward the County Council's transport policy and a justified priority list of work to meet these policies together with a detailed five year programme for spending on transportation.
<b>Long Stay Parking</b>	Parking over the working day (approximately 09.00 to 17.00 hrs) or longer.
<b>Lorry Routes</b>	Through routes for heavy goods vehicles, generally advisory.
<b>Management Plan / Agreement</b>	Section 39 of the Wildlife and Countryside Act 1981, permits Local Planning Authorities to enter into management agreements to conserve or enhance the natural beauty or amenity of land. It is a plan for use by both statutory bodies, local interest groups and landowners which incorporates measures for the future management of a rural area in order to reconcile the conflicting demands made upon it by different land uses and interests.

<b>Manufacturing Industry</b>	Industries which are concerned with the production or working up of material into articles.
<b>Material Planning Considerations</b>	Are those factors which the Borough Council can legally consider when determining a planning application.
<b>Mixed Use Areas</b>	An area where, in principle, a mix of land uses may be permitted, subject to development control policies.
<b>Modification</b>	The Office of the Deputy Prime Minister can modify a Structure Plan submitted to him for approval and consider any objections subsequently made by the public to any of his modifications. Before it is adopted, the Borough Council may modify a Local Plan which has been placed on deposit and must allow a period of at least six weeks for objection to any proposed modification (minor modifications by way of clarification of policies, statements, maps, etc. are permissible without the need to publish them and allow for objections). After adoption, changes to a Local Plan can only be effected through the procedures for 'Alteration'.
<b>Monitoring</b>	Monitoring is a continuous activity which involves data selection, acquisition, storage, retrieval and analysis to furnish information on matters affecting the Plan. It also involves using the information to evaluate the degree to which the policies are being implemented, the extent to which policies are achieving the required results, the rigidity of assumptions, and the significance of emerging issues, in order to indicate whether actions may be needed to modify the Plan.
<b>Monuments</b>	Buildings or earthworks above or below ground whose preservation is of national importance and which have been scheduled by the Office of the Deputy Prime Minister because of their historic, architectural, traditional, artistic or archaeological interest.
<b>Natural Change</b>	The growth or decline in the population of an area due to (of population) birth rate and death rate of that population.
<b>Natural Increase</b>	The growth of the existing population in an area as a result of (in population) live births exceeding deaths.
<b>Nature Reserve</b>	An area of land and / or water managed primarily to safeguard the fauna, flora and physical features which it contains.

<b>Nuisance Sport</b>	Sports activities which cause a nuisance to non-participants either because of noise, pollution or visual and spatial intrusion, or which are for other reasons incompatible with other activities.
<b>OAP Accommodation</b>	Housing which is specifically designed to cater for elderly persons being built in either public or private sectors.
<b>Objection</b>	Following advertisement of e.g. planning proposals, a period is allowed for objections to be made before a decision is reached.
<b>Office</b>	A building used primarily for administrative activities, corresponding to Class B1(a) of the Town and Country Planning (Use Classes) Order 1987. It does not include mixed shops / offices (such as banks, building societies and post offices) which fall under Class A2 covering financial and professional services.
<b>On Deposit</b>	After public participation and consultations have been carried out, the Council is required to make the Local Plan available for public inspection and comment. A minimum of six weeks is available for representations and objections to be made by the general public.
<b>Operational and Non-Operational Parking</b>	Operational parking space is that required for vehicles regularly and necessarily involved in the operation of the business of particular buildings whereas non-operational parking space is for vehicles which do not necessarily have to be parked on the site (for example employee parking).
<b>Original Floorspace</b>	Means, in relation to a building existing on 1 July 1948, as existing on that date and, in relation to a building built on or after 1 July 1948, as so built.
<b>Out of Centre Shopping</b>	Shopping undertaken in large retail units which are not located in established centres, either town centres or local shopping centres.
<b>Pedestrianisation</b>	The prohibition of traffic from part of the highway network and the change of its use to that solely by pedestrians. Partially pedestrianised areas accommodate some vehicles, such as buses.
<b>Pedestrian Priority Scheme</b>	Where essential service vehicles and certain public services (e.g. buses) may have restricted access to a part of the highway network, but where pedestrians have the right of way.

<b>Permitted Development</b>	Development for which planning permission is not required under the terms of the Town and Country Planning Permitted Development Order 1995.
<b>Phasing (of development)</b>	The gradual release of land for development over a period of time to meet demand and / or changing planning policies by avoiding a surplus of land, development at too rapid a pace or delays in infrastructure provision.
<b>Plan Period</b>	The period over which policies in the plan are expected to apply – in the case of the Macclesfield Local Plan covering the period up to 2011.
<b>Play Groups</b>	Involve a large number of under-fives in residential or other premises by (usually) a group of persons for reward. Typically run on a part-time basis, e.g. mornings only.
<b>Planning Obligation</b>	Under Section 12 of the Planning and Compensation Act 1991, which substitutes Section 106 of the Town and Country Planning Act 1990, any person interested in land in the area of a Local Planning Authority may by agreement or otherwise, enter into an obligation regulating the use and development of the land or requiring the payment of sums of money.
<b>Planning Permission</b>	Permission granted by a Local Planning Authority to carry out development (see definition of development).
<b>Planning Policy Guidance Note (PPG)</b>	A note issued by the Office of the Deputy Prime Minister which is the Government statement of planning policy on a particular subject. Guidance Notes are material considerations which must be taken into account in preparing development plans and determining planning applications.
<b>Population Change</b>	<p>The population of an area changes over time as a result of:</p> <p>a) natural change – the effects that births and deaths will have;</p> <p>b) migration – the movement of people into and out of the area.</p>
<b>Primary Route Network</b>	All trunk roads and important principal roads of more than local significance in both urban and rural areas, but not motorways. The network is designated jointly by the Department of Transport and the County Council.

<b>Principal Roads</b>	See Primary Route Network.
<b>Primary Shopping Area</b>	The main area of continuous retail frontage in each town centre with a predominance of shops trading in durable goods and where changes of use on shopping frontages from retail to non-retail uses will be strictly controlled.
<b>Proposals Map</b>	This map (or series of maps at different scales) identifies the precise sites and areas affected by the policies and proposals in the Local Plan; the map has to be cross-referenced to the Written Statement and has to be on an ordnance survey base.
<b>Protection / Safeguarding</b>	The process whereby local authorities restrict development of land which will be required at some future date for a new highway, public transport or other scheme or an area within which development would prejudice a prevailing interest.
<b>Provisional Tree Preservation Order</b>	In order to prevent felling before a tree preservation order can be confirmed, the planning authority can include a direction in the Order that it shall take effect provisionally on a specified date and will continue in force for a maximum of 6 months.
<b>Public Local Enquiry</b>	Any persons putting forward an objection or representation to the draft Local Plan will usually have the right to be heard at a Public Local Inquiry. The Inspector although appointed by the Office of the Deputy Prime Minister, reports directly to the planning authority.
<b>Public Participation</b>	The involvement of the public in the process of making plans and planning decisions
<b>Public Utility Services</b>	Any service provided by Local Authorities, Statutory Undertakers, public corporations or other bodies or persons entitled to provide a service by virtue of powers granted to them by an Act of Parliament.
<b>Ramsar Site</b>	Ramsar sites are wetlands of international importance especially valued as breeding waterfowl habitats.
<b>Rebuilding of a Dwelling</b>	The total replacement of a building or replacement of part of a building which has been partially demolished to such a degree that the new building would be a new dwelling and not resemble the old dwelling size, character or appearance.

<b>Recreation and Leisure</b>	The term “leisure” refers to the time available to the individual when sleep and other basic needs have been met. “Recreation” refers to any activity engaged upon during leisure time.
<b>Repairs Notice</b>	Can be served by the Borough Council on the owner of a Listed Building specifying the works which the Council consider reasonably necessary for the proper preservation of the building. If these repairs are not carried out the Council can compulsorily purchase the building.
<b>Representations</b>	The formal views, submitted to the Office of the Deputy Prime Minister or the Local Planning Authority, of any person or body of persons likely to be affected by a policy or proposal of a plan. Can be either for or against.
<b>Residential / Transit Caravan</b>	Transit caravans are those which when occupied are not located on one site for any significant length of time whereas residential caravans are located on one site for a significant length of time (e.g. static holiday caravans).
<b>Residential Institution</b>	Defined by Class C.2 of the Town and Country Planning (Use Classes) Order 1987. This class includes: <ul style="list-style-type: none"> <li>• Use for the provision of residential accommodation and care to people in need of care (other than a use within Class C3 (dwelling houses).</li> <li>• Use as a hospital or nursing home.</li> <li>• Use as a residential school, college or training centre.</li> </ul>
<b>Restraint</b>	The limiting, through planning policies, of both the total number and the rate of new development. The term is also used to limit development either in support of regeneration of the conurbations or for local environmental reasons.
<b>Retail Warehouse</b>	Large retail store with a floorspace of 1,000 sq.m. or more and devoted to the sale of comparison goods. Such stores normally are single storey and have a high proportion of total floorspace devoted to sales and only a small amount of storage. Adjacent surface

level car parking is a normal pre-requisite for this type of store.

**Rights of Way**

Paths over which the public have right of access, including footpaths, bridleways, byways open to all traffic and roads used as public paths. The latter will shortly cease to exist and will be re-classified as one of the three former types.

**Secondary Shopping Area**

An area adjacent to a Primary Shopping Area which is still regarded as performing a valued shopping function, but where changes of use on shopping frontages from retail to those non-retail uses requiring a town centre location will normally be permitted provided that the shopping function is not threatened.

**Service Industry**

Industries concerned with gas, electricity and water supply; transport and communication; the distributive trades; insurance, banking, finance and business services; professional and scientific services; entertainment and personal services and public administration and defence.

**Site of Biological Importance (SBI)**

Site identified by the Cheshire Conservation Trust as being of wildlife interest. Sites are graded 'A' (very high wildlife importance), 'B' (high wildlife interest) and 'C' (wildlife interest).

**Site of Special Scientific Interest (SSSI)**

Area designated under the National Parks and Access to the Countryside Act 1949, or the Wildlife and Countryside Act, 1981, as being of special importance by reason of its flora, fauna, geological or physiographical features. (see English Nature).

**Special Industry**

An industry which uses any of the processes, or is one of the industries, specified in Class B2 (formerly Classes B3, B4, B5, B6 and B7) of the Town and Country Planning (Use Classes) Order 1987. These industries are generally of a noxious or offensive nature.

**Special Needs Housing**

Housing that caters for a particular group. For example, local assessments of needs for affordable housing may show that there are elderly households who cannot afford sheltered housing provided by the market. Regarding the Borough of Macclesfield Special Needs Housing is non-market housing, for example, housing for those with disabilities, mental illness and those who need support.

<b>Special Needs Transport</b>	A scheme in which a pool of owner drivers operate a voluntary service which is co-ordinated by a local supervisor. There are sometimes payments by passengers but the net costs to the owner driver are usually reimbursed by a local authority.
<b>Statutory Undertaker and Public Utilities</b>	Persons or bodies authorised by any enactment to carry out certain undertakings, principally concerned with transport and the supply of electricity, gas or water.
<b>Storage and Distribution</b>	Use for storage or as a distribution centre, as defined in Class B8 of the Town and Country Planning (Use Classes) Order 1987. This does not include warehouses, such as retail warehouses, where the main purpose is the sale of goods direct to visiting members of the public.
<b>Street Furniture</b>	A general term for equipment erected in the street by local or statutory authorities, e.g. traffic lights, road signs, litter bins, seats, bus shelters, bollards, lighting columns etc.
<b>Structure Plan</b>	A written statement formulating the County Council's policies and general proposals in respect of the development and other uses of land in the County (including measures for the improvement of the physical environment and the management of traffic). A Structure Plan includes a diagram summarising its proposals (known as the Key Diagram), but this is not related to an Ordnance Survey base map.
<b>Subject Plans</b>	Plans to enable detailed treatment to be given to particular aspects of a structure plan (e.g. The Minerals Subject Plan).
<b>Superstore</b>	Large single retail store with a sales area of 2,500 sq.m. or more and devoted mainly to the sale of convenience goods. Adjacent surface-level car parking is also a normal pre-requisite for this type of store.
<b>Sustainable Development</b>	Development that meets the needs of the present without compromising the ability of future generations to meet their own needs. In relation to the Local Plan it refers to providing all the necessary requirements and development of sufficient quality which will make the Plan Area a place where people will wish to live and continue living.
<b>Tourism</b>	Relates to visits by people living outside the local area, often staying overnight. The term overlaps with

	recreation, e.g. a day spent on the water is a recreational activity for a local resident, but a tourism activity if part of a holiday. Together tourism and recreation are referred to as leisure.
<b>Town Centre</b>	A town centre is the main commercial and shopping area of a town. The boundary is generally where shops and offices give way to other uses.
<b>Town Scheme</b>	An arrangement between the Office of the Deputy Prime Minister and Local Authorities to provide joint grants in historic towns for the repair of selected buildings which form part of an outstanding group.
<b>Traffic Management</b>	The promotion of a more efficient and appropriate use of a street system by rearranging the flows, controlling the intersections and regulating the times and places for parking by means of traffic orders. Traffic management can give priority to different forms of transport, such as buses, or to pedestrians.
<b>Transit Caravan Site</b>	Sites which act as staying points on or near a through route where mobile caravanners can stay overnight.
<b>Travel Plan</b>	A package of measures that supports all aspects of an organisation's transport needs commonly introduced in response to concerns about growing traffic congestion or where serious car parking problems exist.
<b>Tree Preservation Order</b>	An order, made under Section 198 of the Town and Country Planning Act 1990 to preserve trees of high amenity value and to prevent felling or pruning without the consent of the Borough Council.
<b>Underused Land</b>	Land which is not used for any productive purpose for long periods.
<b>Urban Areas</b>	Largely built up areas, comprising towns and other major settlements, the boundaries of which are defined on the Proposals Map. (See also the definition of countryside).
<b>Urban Fringe</b>	A term applied to areas or pockets of generally open, sometimes neglected, land on the periphery of urban areas.
<b>Use Classes</b>	Refers to the classification in the Town and Country Planning (Use Classes) Order 1987. The Order removes the need for permission to change the use of land and buildings where both the existing and

proposed uses fall within the same class. The Classification may be summarised as follows:

**Class A1 - Shops**

For the retail sale of goods other than hot food, including superstores and retail warehouses.

**Class A2 - Financial & Professional Services**

Banks, Building Societies, Betting Offices etc.

**Class A3 - Food & Drink**

Use for the sale of food or drink for consumption on the premises or of hot food for consumption off the premises.

**Class B1 - Business**

- (a) Offices not within Class A2.
- (b) Research & development.
- (c) Industrial processes provided use could be carried out in a residential area without detriment to amenity.

**Class B2 - General Industrial**

Other than within Class B1 or Class B8.

**Class B8 - Storage or distribution**

Use for storage or as a distribution centre.

**Class C1 - Hotels and Hostels**

Use as a hotel, boarding guesthouse or as a hostel where in each case no significant element of care is provided.

**Class C2 - Residential Institutions**

Use for provision of residential accommodation and care, as a hospital or nursing home, or as residential school, college or training centre.

**Class C3 - Dwelling-Houses**

Use by a single person or people living together as a family, or by not more than 6 residents living together as a single household.

**Class D1 - Non-residential institutions**

Including religious buildings, public halls, medical services

**Class D2 - Assembly and leisure**

Use as a cinema, concert hall, casino or area for indoor or outdoor sports.

**Sui generis**

Many uses do not fall within any class and are described as sui generis. Examples include theatres, funfairs, launderettes and petrol filling stations.

**Vacant land**

Land lying vacant or in temporary use, which could be brought into permanent use without major reclamation works.

**Village**

A group of houses in a predominantly rural area with some services such as a shop, post office or public house.

**Washed Over**

A term which refers to a settlement which lies in the Green Belt and where Green Belt policies apply.

**Watercourse**

Any channel through which water runs, be it man-made such as a canal, or natural such as a river or stream.

**Windfall Housing Sites**

Sites for housing development (including increases in density) generally located within urban areas, which have not been identified as part of the potential housing commitment for the Borough prior to them receiving planning permission for development.

**Written Statement**

Document forming part of a statutory development plan setting out the local planning authorities' policies or proposals made in that Plan, in this case the Local Plan Written Statement.

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