

Cheshire East Local Plan

Local Plan Strategy 2010 - 2030

Adopted 27 July 2017





Foreword

The Local Plan is the council's most important tool for shaping development in Cheshire East over the period to 2030. This Local Plan Strategy is the first part of this new Local Plan and supports the council's priority of jobs-led growth. The plan has been developed to support the generation of jobs focused around Crewe High Growth City, the M6 Corridor and the North Cheshire Science Corridor. In addition, there is provision for extended employment sites in our main towns.

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

The Inspector acknowledged that this is one of the most complex and consulted-upon planning documents he had seen in his more than 20 years' experience. There has been a tremendous response from our residents and other stakeholders during the extensive 13 rounds of public consultation on the proposals in the plan and I'm sure it has allowed everyone to feel they had the opportunity to have their say. The council received a total of more than 60,000 comments during the various consultations to arrive at the finalised Local Plan Strategy. This represents an unprecedented level of interest in a council consultation process.

Over the course of plan preparation, we have evaluated hundreds of strategic sites to ensure sustainability. This has included their accessibility to public services, open spaces and transport, as well as their potential impact on heritage and health. Contained in this document is the final list of 50 strategic sites, three strategic locations and eight safeguarded sites. In arriving at these sites, we have considered comments from a large number of stakeholders including the residents of Cheshire East, town and parish councils, the development industry and, of course, the planning inspector.

I would like to thank everybody who has contributed to this process and would especially like to thank the large number of people who responded to the consultations and who participated in the examination process; the plan is certainly a better one as a result of these contributions. Some people will be pleased with the result and others will be less satisfied; however this plan has taken all views into consideration and I firmly believe it meets the requirements of Cheshire East's residents both now, and over the period to 2030.

Following on from the Local Plan Strategy, our next task is to prepare the 'Site Allocations and Development Policies Document' and the 'Minerals and Waste Development Plan Document'. These will form the second and third parts of our new Local Plan. They will allocate non-strategic sites to meet the remaining development requirements, provide further detailed policies to assist in determining planning applications, and set out our approach to minerals and waste planning in Cheshire East.

Thank you once again for your interest and continued involvement. Keep up to date with Local Plan issues by visiting our website at www.cheshireeast.gov.uk/localplan.



Cllr Ainsley Arnold
Cabinet Member for Housing and Planning



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Data and Statistics

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Introduction



1 Introduction

Key Diagram

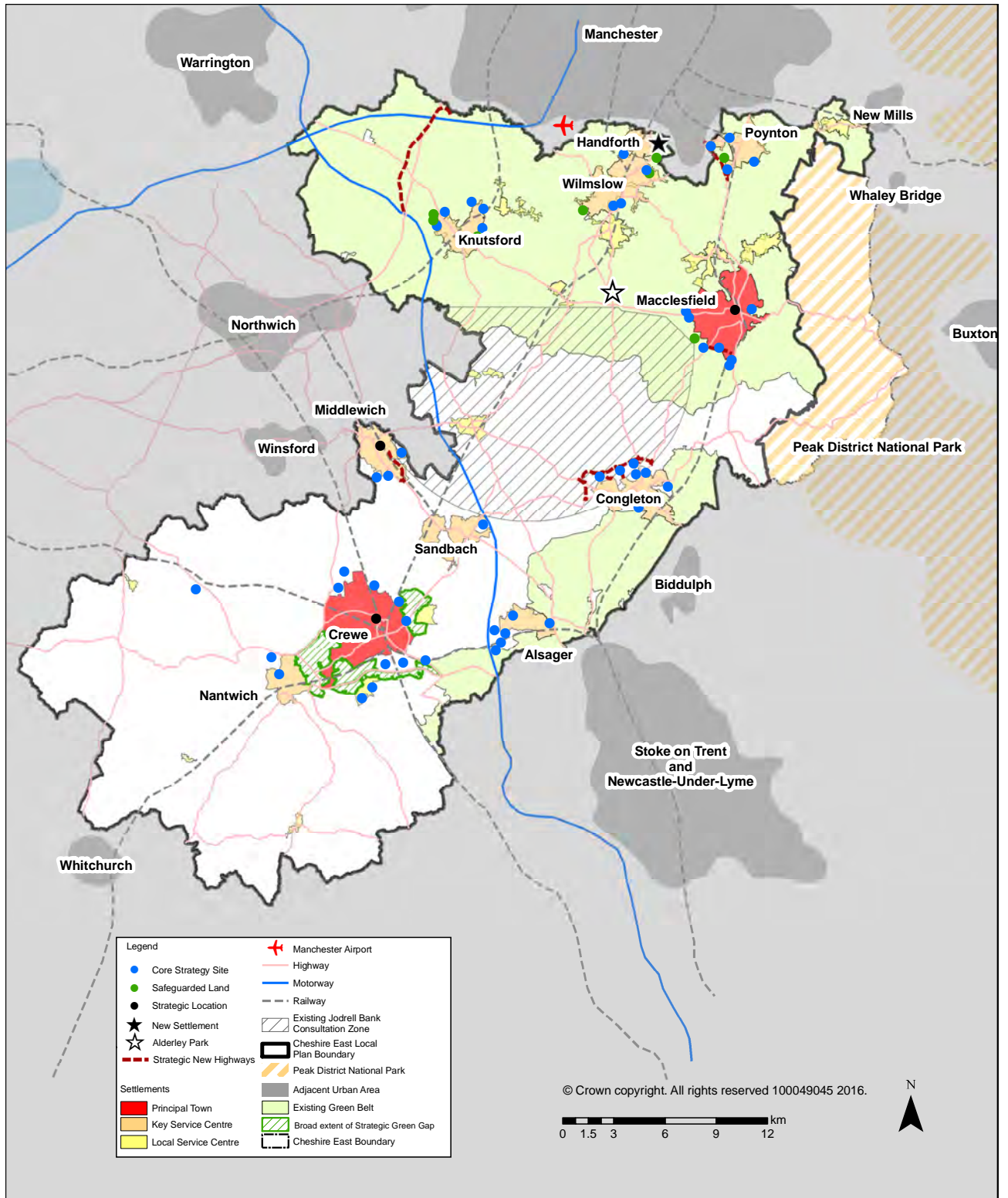


Figure 1.1 Cheshire East Local Plan Strategy Key Diagram



Overview

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

1.18 The plan proposes housing and employment development in a variety of locations and sizes of site that provide an appropriate range and choice of opportunities. Some of these development locations are required to be serviced by significant new infrastructure.

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

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

Background

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

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

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

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

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

Sustainable, Jobs-led Growth and Sustainable, Vibrant Communities.

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

1.27 The overall growth proposition is to deliver at least 36,000 new homes and around 31,000 additional jobs by 2030. These figures represent a pro-growth policy position that is forecast to see the borough's population grow by around 58,100 people. Policies in this plan will also make sure that



the right mix of new homes is provided to meet the needs of a growing workforce and support both current and future employers. This is set within the demographic context that Cheshire East will have a 65% increase in the population aged 65 and above, and a 134% increase in the population aged 85 and above over the plan period.

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

1.29 The policy principles underpinning the vision are to:

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

1.30 There are 50 strategic sites, 3 strategic locations and 8 safeguarded sites proposed in this plan.

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

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

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

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

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



Allocations and Development Policies Document and the Minerals and Waste Development Plan Document.

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

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

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

1.39 In total, the plan makes detailed boundary amendments to the Green Belt that exclude an area of around 1.5% of the total previous area of Green Belt in the borough.

1.40 A new settlement is also proposed to mitigate some of the impact on existing Green Belt.

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

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

1.43 This plan will provide for at least 36,000 new homes by 2030. This does not mean house building to meet a false target, but a considered approach to meeting the needs of future demographic changes and to make sure that current and future employers have a skilled, local workforce who can support their growth.

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

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



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

The Context of the Local Plan Strategy

1.46 Cheshire East is a unitary authority with borough status; created as part of local government reorganisation in 2009 it covers the eastern part of the historic county of Cheshire. As a unitary authority, the council is responsible for all local government functions including education, housing, planning, highways, leisure and recreation, environmental health, adult and social services and through its Health and Wellbeing Board, responsibilities for health in partnership with the NHS and other agencies (police, fire and the voluntary sector).

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

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

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

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

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

1.51 The Local Plan Strategy sets out how the council will deliver sustainable, jobs led growth by making the most effective use of land and development across the borough. The economy in Cheshire East is already one of the most successful in the North of England. The Local Plan Strategy will make sure the right foundations are in place to sustain this success over the plan period.

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

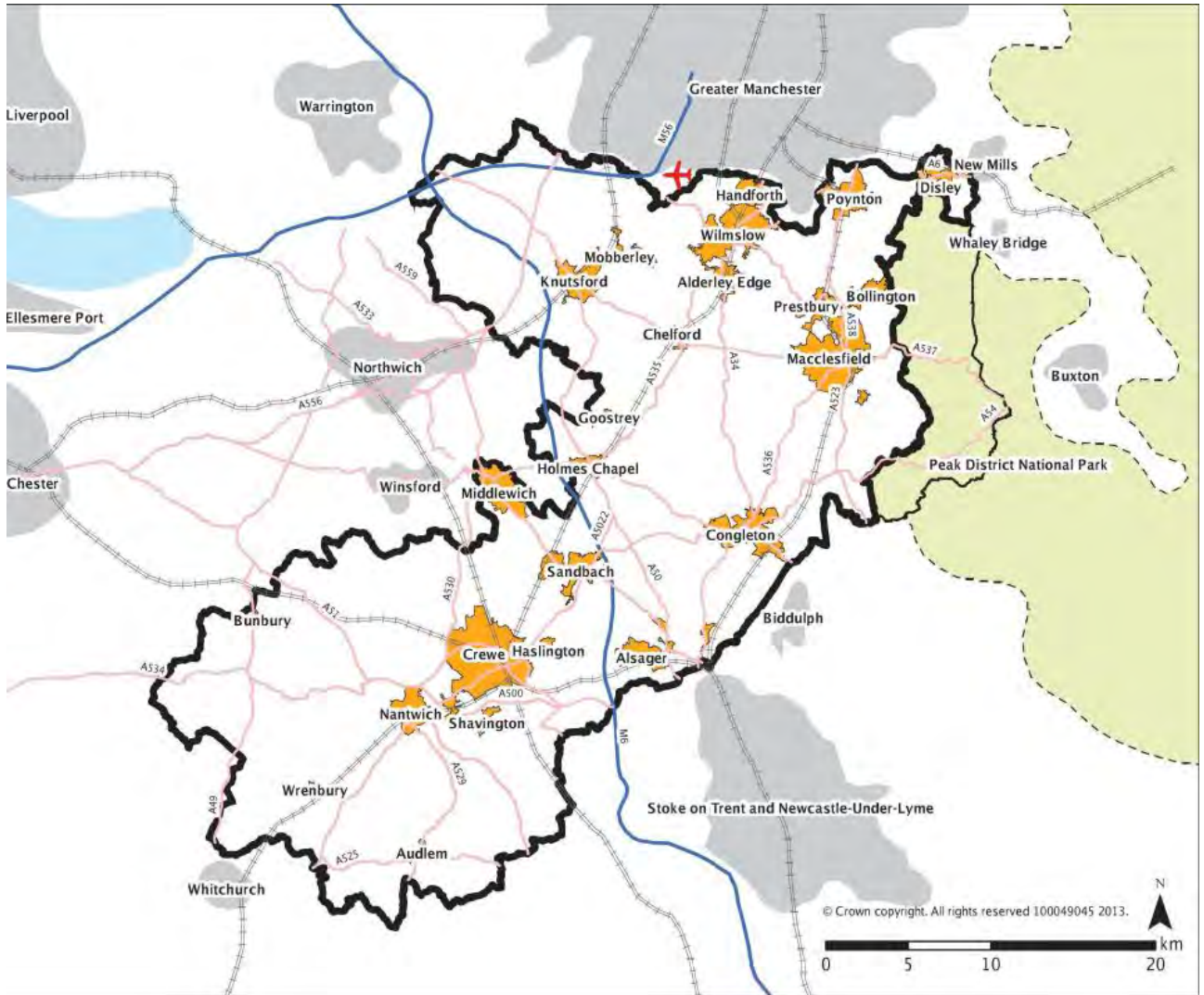


Figure 1.2 Cheshire East in Context

Diagrams and Maps

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

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

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

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

1.57 The definitive spatial application of the proposals that are land allocations and the consequential policy boundary changes are to be shown on the new Policies Map. This will be an update of the combined Proposals Maps produced as part of the previous Local Plans adopted by the former district and county councils.



2

Spatial Portrait



2 Spatial Portrait

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

Cheshire East's Key Characteristics

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

Economic

2.3 The economy of Cheshire East is diverse and generally vibrant. The Borough provides 7% of the economic output in the North West⁽¹⁾ and 7.6% of the region's businesses - the highest share of any North West Unitary or District authority⁽²⁾. Its residents make up a significant proportion of the 'knowledge economy' workforce that drives the region: around 68,000 of its residents work in managerial or professional occupations - which is higher than in any other North West unitary or district authority apart from Manchester⁽³⁾. Cheshire East performs better than the regional and UK averages in skill levels⁽⁴⁾, business start ups⁽⁵⁾ and knowledge-based employment⁽⁶⁾.

2.4 The number of people employed in the chemical and pharmaceutical industry and in Research and Development (R&D) is significantly above the Great Britain average with particular concentrations in the former Macclesfield district, for example AstraZeneca⁽⁷⁾. There is a relative abundance of jobs (significant net inflows of commuters, in other words) in Crewe, Handforth and Knutsford, whereas Alsager, Congleton, Middlewich, Poynton and Sandbach face a relative shortage of jobs (a significant net commuting outflow). Macclesfield and Nantwich have more modest net outflows, whilst Wilmslow's inflows and outflows are broadly equal⁽⁸⁾. The rural nature of the borough is reflected in the relatively high number of people employed in agriculture which is above the England average⁽⁹⁾.

Labour Force

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

2.6 An estimated 173,500 people were working in Cheshire East in 2012, as either employees or working proprietors. Of those working as employees (167,000), 69% were full-time and 31% part-time. 13% of employees worked in the health and social work sector, with professional, scientific and

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- 1 Regional GVA (Income Approach) NUTS3 Tables, ONS Dec 2013. Commentary based on data for 2012.
 - 2 Business Demography 2012: Enterprise Births, Deaths and Survivals, Nov 2013. Commentary based on data for 2012.
 - 3 Annual Population Survey, Oct 2012 – Sept 2013, ONS, NOMIS.
 - 4 Annual Population Survey, Jan-Dec 2012, ONS. Based on the proportion of the working-age (16-64) population who had a qualification at or above NVQ Level 4 (first degree level) as of 2012.
 - 5 [1] Business Demography – 2012: Enterprise Births, Deaths and Survivals, ONS, Nov 2013. [2] ONS mid-year population estimates 2012.
 - 6 Annual Population Survey, Oct 2012 – Sept 2013, ONS, NOMIS.
 - 7 [1] AstraZeneca website information on its employment at local sites. [2] Local knowledge about other local pharmaceutical industry employment sites. [3] Business Register and Employment Survey (BRES) 2011 (for R&D) and 2012 (chemicals & pharmaceuticals), ONS, NOMIS.
 - 8 [1] Business Register and Employment Survey (BRES) 2011, ONS. [2] 2011 Census data on the numbers of local residents (of each town) who are in employment. Net commuting flows were calculated by deducting residence-based employment (Census figures) from workplace-based employment (BRES figures).
 - 9 [1] June 2010 Agricultural & Horticultural (A&H) Survey, Defra. [2] Business Register and Employment Survey (BRES) 2010, ONS. The BRES excludes farm-based agricultural employment from its Local Authority estimates, so Cheshire East's agricultural employment share was calculated by taking the June 2010 A&H Survey estimate and dividing by total employment (2010 BRES figure plus the A&H Survey estimate).



technical activities (12%), manufacturing (11%) and retail (10%) also accounting for a large proportion of the employee total⁽¹⁰⁾.

Income Levels

2.7 The latest available average (mean) household income figure (2010) for Cheshire East is £39,900 per year, however there are significant differences in income levels across the borough⁽¹¹⁾. Seven towns and major settlements have a mean income below the Cheshire East average; of these, five (Alsager, Congleton, Crewe, Nantwich and Sandbach) are in the south of the borough; only Handforth and Macclesfield are in the north. Conversely, high mean incomes are more prevalent in the north of the borough; Knutsford, Poynton and Wilmslow are all above the Cheshire East average (as is Middlewich further south). Mean incomes are also above the borough average in Cheshire East's rural areas. This is shown in Figure 2.1 below.

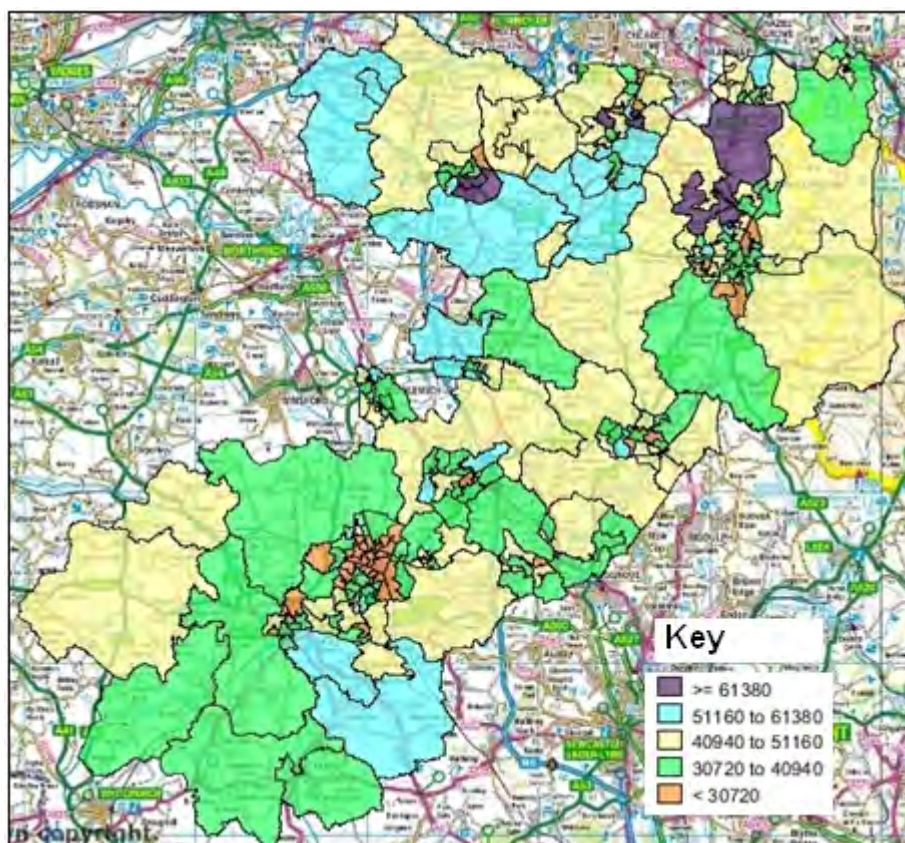


Figure 2.1 Mean Average Yearly Household Income in Cheshire East (£)

Skills

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

Manchester Airport

2.9 The closeness of Manchester Airport provides considerable economic benefits to the borough by providing access to national and international markets as well as supporting a substantial number of jobs, both directly and indirectly. In 2011, the Airport was estimated to contribute £627 million of Gross Value Added for the North West Region, supporting over 17,000 onsite jobs and 40,000 in the wider sub-region⁽¹²⁾.

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

11 2010 Paycheck data, CACI Limited.

12 York Aviation Study (2011).



Mineral Working

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

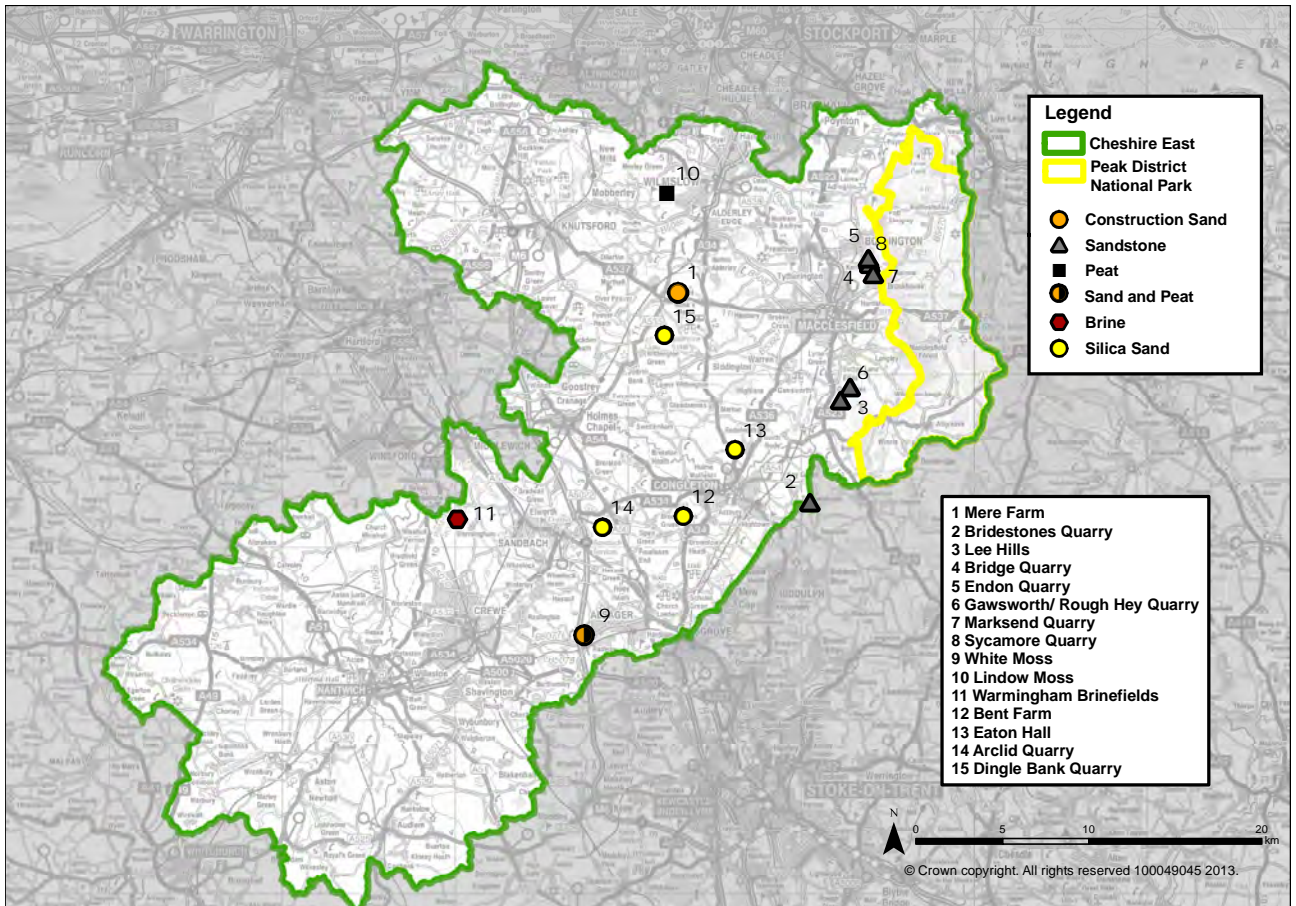


Figure 2.2 Mineral Sites in Cheshire East

Waste Management

2.11 Evidence shows that about 870,000 tonnes of waste were generated in Cheshire East in 2009. This is predicted to fall to about 797,000 tonnes by 2030⁽¹³⁾. The principal types of waste arising in Cheshire East are municipal (including household), commercial and industrial (C&I), construction, demolition and excavation (CD&E) and hazardous. The way in which waste is managed has been changing significantly with decreasing amounts being disposed of to landfill and increasing amounts being recycled.

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



Figure 2.3 Mineral Operations and Waste Collection in Cheshire East

Retailing

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

Visitor Economy

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

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



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

Social

Local Housing Market

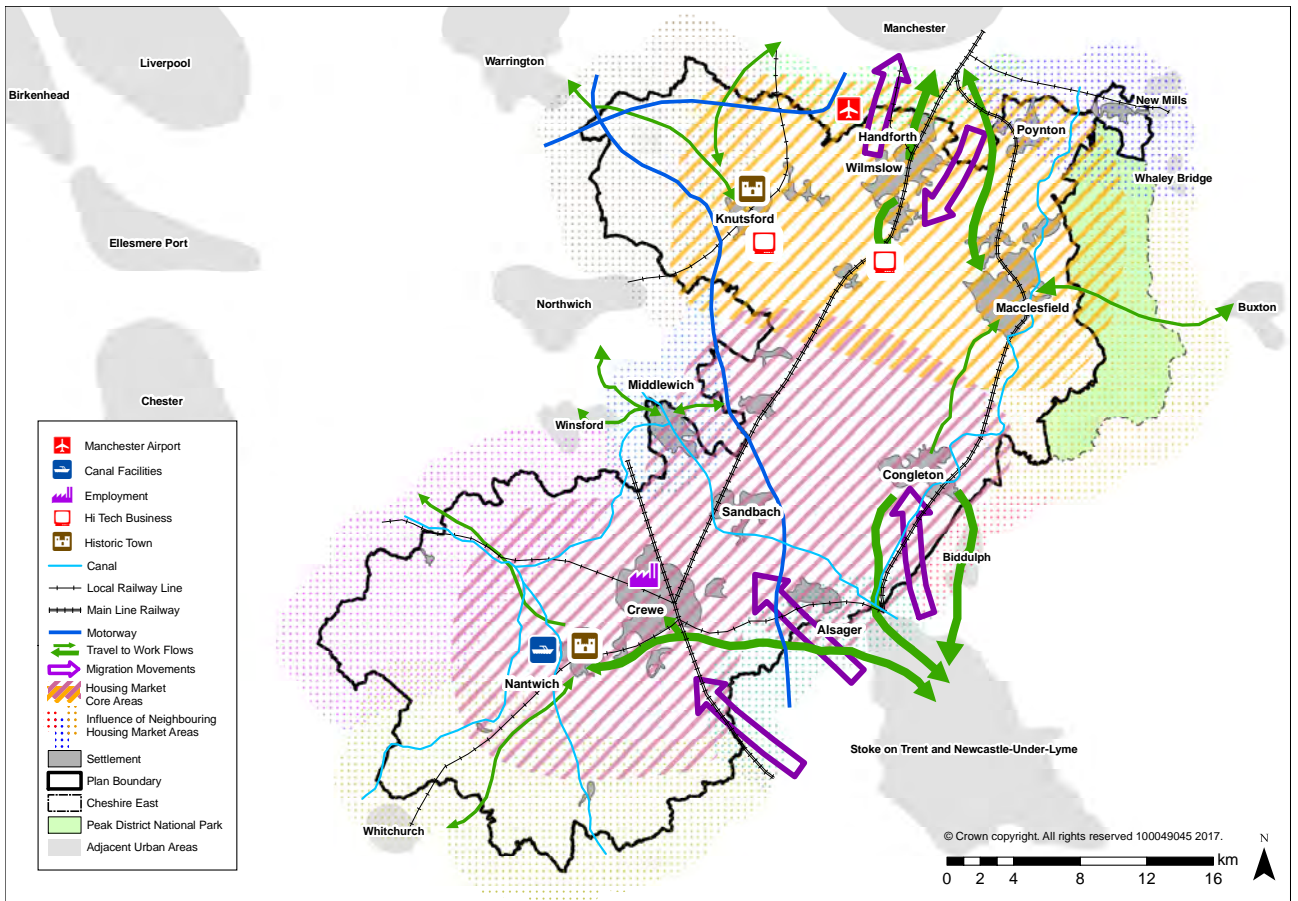


Figure 2.5 Cheshire East Functional Diagram



2.14 The Strategic Housing Market Assessment (SHMA) 2010 and 2013 Update considered that, on the basis of migration and travel to work data, Cheshire East is an appropriate geography for planning purposes over which to assess and meet housing requirements and comprises of three functional housing market areas: one focused on the former Macclesfield district exhibiting strong interactions with the South Manchester market; a second focused on the former Crewe and Nantwich district being largely self-contained; and a third centred around Congleton. The subsequent Housing Development Study (2015) concludes that Cheshire East comprises two functional sub-market areas suggested by the data: a southern part which is strongly linked to North Staffordshire and Stoke-on-Trent, and a northern part which is closely linked with Greater Manchester. At the Borough scale there are noticeable market interactions with North Staffordshire and South Manchester (see Figure 2.5).

Population

2.15 Cheshire East has a population of 372,100, 51% (189,700) are female and 49% (182,400) are male⁽¹⁵⁾. This represents 0.66% of the population of England and Wales. The population pyramid in Figure 2.6 shows the age distribution of Cheshire East residents. It reveals a lower than average proportion of both males and females for residents under the age of 40 compared to England and Wales. The proportions are particularly low (greater than one percentage point below the England and Wales average) for residents aged 20 to 34. Conversely, Cheshire East has an above average proportion of residents within each of the five year age bands over the age of 40. The relatively low proportion of people of working age and relatively high proportion of older people has implications for the housing needs of the population and for the future economic prosperity of the borough.

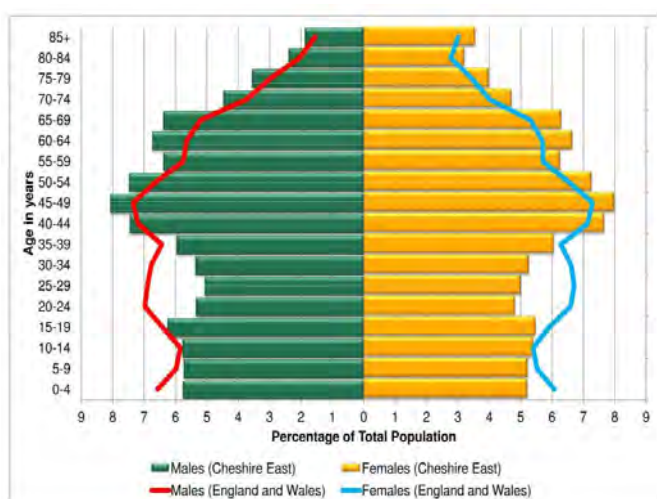


Figure 2.6 Population Pyramid for Cheshire East 2012 (Mid Year Estimates)

2.16 Over the ten year period from July 2001 until June 2011, an estimated 157,000 people moved into Cheshire East and 141,800 people moved out of the borough. These estimates include people immigrating and emigrating and those moving within the UK. The result is a net in-flow of 15,200 people (an average of around 1,500 each year). Net migration was higher in the early part of this ten year period: for example, the average net migration per year between July 2001 and June 2006 was around 1,900, compared to 1,200 between July 2006 and June 2011⁽¹⁶⁾.

Households

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

House Prices

2.18 House prices across Cheshire East and its former Districts have increased dramatically over the period 1996 to 2012 from median house prices of £59,833 in 1996 to £174,950 in the autumn of

15 ONS mid-year population estimates 2012.

16 ONS mid-year population estimates 2002 to 2011: Components of population change.



2012, with median prices peaking at £185,843 during 2007⁽¹⁷⁾. This represents an increase of 192% in median house prices over a 16 year period.

2.19 Cheshire East has a ratio of lower quartile house prices to lower quartile earnings of 6.51⁽¹⁸⁾. This means that the price of a house at the top end of the cheapest quarter of all houses costs 6.51 times the earnings of a person who earns the most out of the lowest quarter of all earnings. In terms of relative affordability, the borough is ranked the sixth least affordable district in the North West⁽¹⁷⁾.

Deprivation

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

2.21 Of the 231 LSOAs (pre-2011) in Cheshire East, 23 are amongst the 25% most deprived in England. Fourteen of these are in Crewe, three are in Macclesfield and one is in each of Alsager, Congleton, Handforth, Knutsford, Nantwich and Wilmslow. Five of these LSOAs, all in Crewe, are amongst the 10% most deprived in England. Conversely, 121 of the 231 LSOAs in Cheshire East are amongst the 25% least deprived in England, including 71 that are amongst the 10% least deprived⁽¹⁹⁾.

Environmental

Landscape Character

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

Nature Conservation

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

2.24 The most prominent environmental designations in Cheshire East are:

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

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

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

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

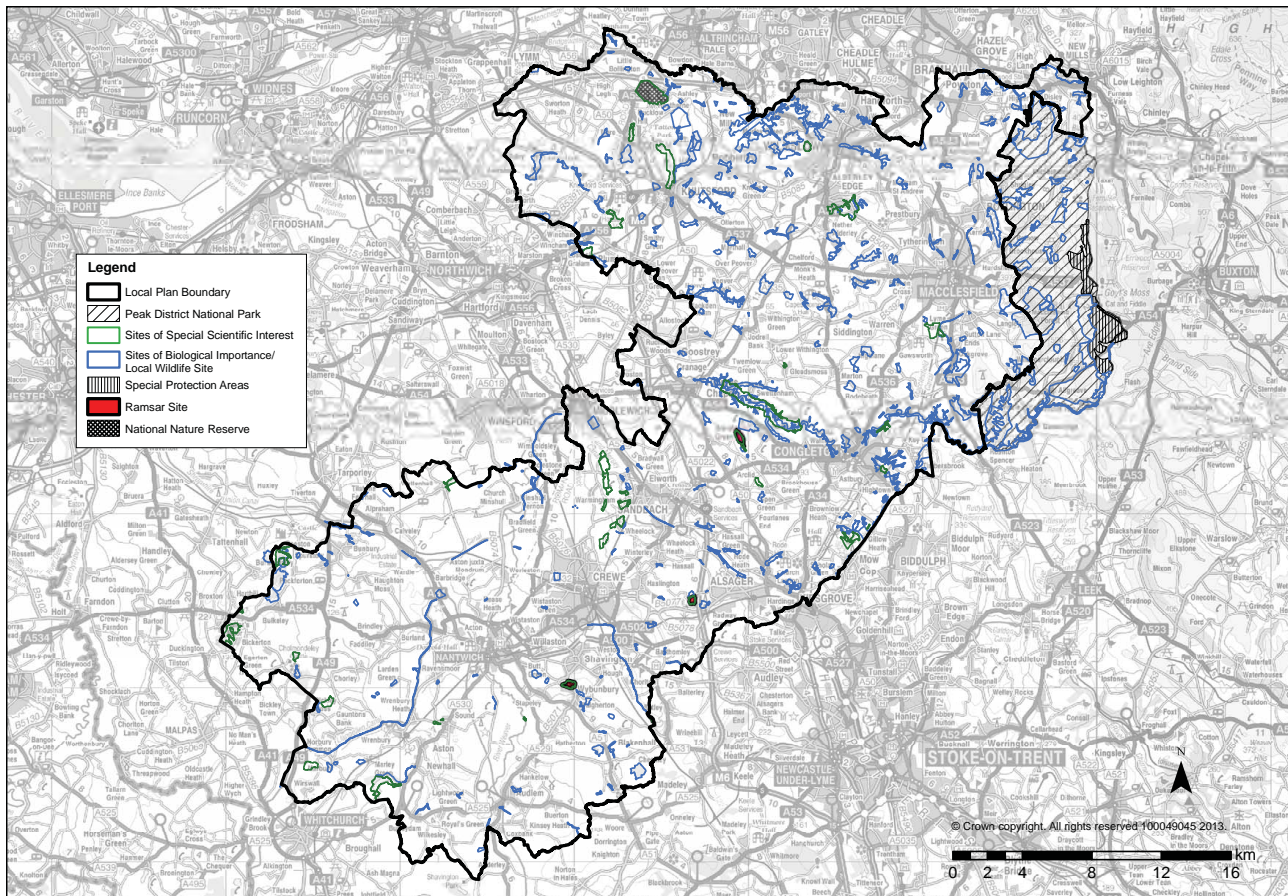


Figure 2.7 Key Nature Conservation Sites in Cheshire East

Historic Environment and Heritage

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

2.26 Formal cultural designations present in Cheshire East include:

- 76 conservation areas of varying size and scale;
- 2,638 listed buildings covering different gradings;
- 108 scheduled monuments;
- 17 registered parks and gardens of historic interest;
- 1 registered battlefield;
- 10 areas of archaeological potential and 6,708 sites of archaeological importance; and
- 387 locally listed buildings.



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

Green Belt

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

Carbon Dioxide Emissions

2.28 Statistics indicate that, in 2011, Cheshire East's residents, commerce and industry and other non-residential energy uses resulted in carbon dioxide emissions of 3.159m tonnes. This equates to 8.5 tonnes of CO₂ emissions per person, which is more than the regional average of 7.0 tonnes per person. However, CO₂ emissions per person have fallen in recent years from 10.6 tonnes in 2005 and 9.2 tonnes in 2010⁽²⁰⁾. This has implications for local, regional and national air quality.

Connectivity

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

2.30 The rail network is accessible from 22 railway stations across the borough. Crewe and Macclesfield are on separate branches of the West Coast Main Line, giving access to Greater Manchester and London Euston. Central government has announced plans for a High Speed 2 rail route from London, through the borough and up to Manchester and beyond. The initial preferred route from the Department for Transport follows the West Coast Main Line, via Crewe, before passing to the west of Middlewich and through the High Legh area before splitting, with a line going north over

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



the M56 to Manchester Airport and a separate line towards Wigan. Cheshire East Council is supportive of the economic impacts of High Speed Rail but wants to keep environmental impacts to a minimum.

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

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

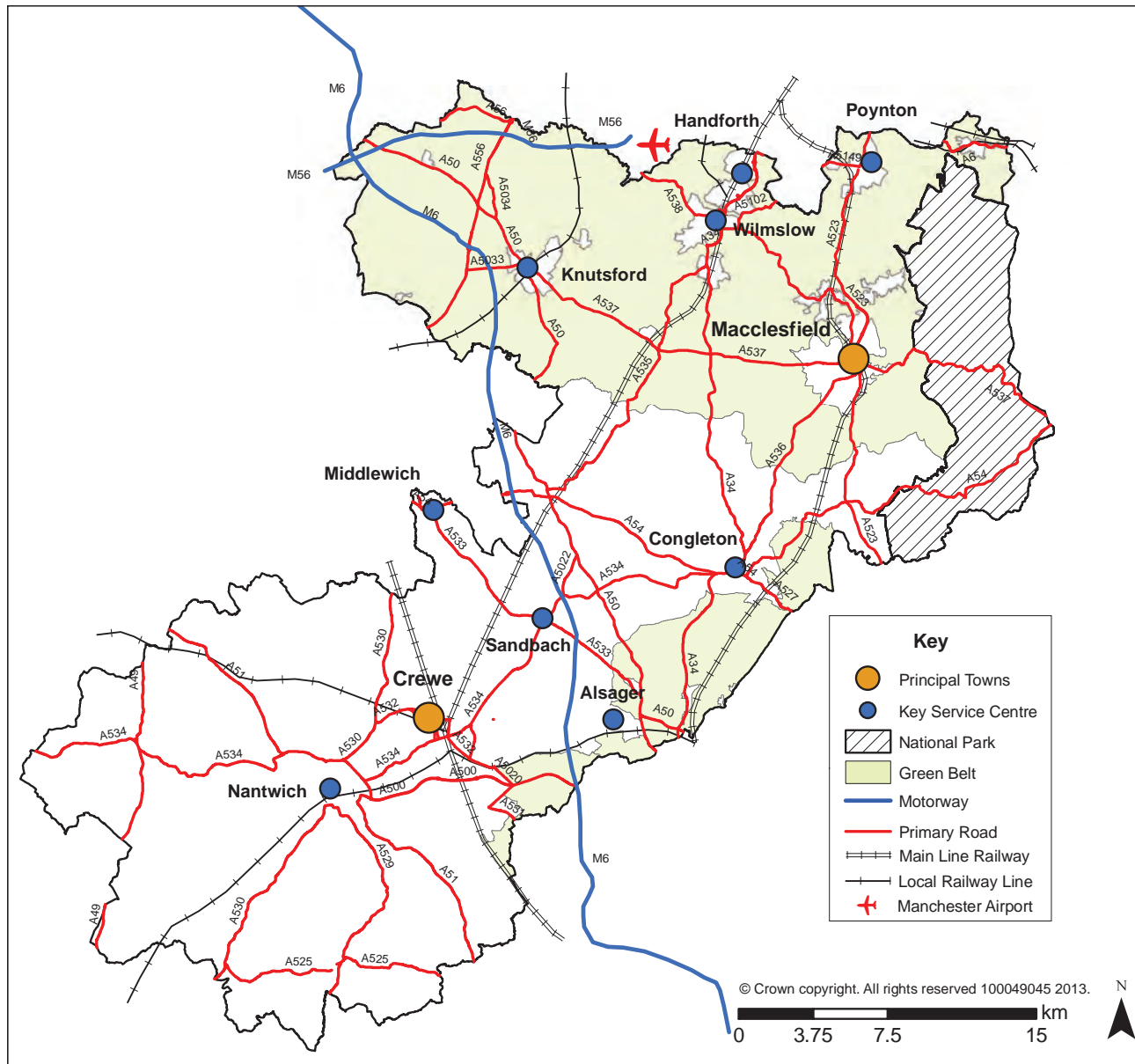


Figure 2.9 Connectivity Map of Cheshire East

Principal Towns

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



Crewe

2.34 Crewe is the largest town in Cheshire East, with a population of 73,400⁽²¹⁾. It is a major employment centre with a diversified base in education, manufacturing, services and distribution. Major employers include Bentley Motors, Mornflake, Leighton Hospital and Manchester Metropolitan University. Crewe is the primary shopping centre in the south of the borough, but the town centre is in need of major investment. The town is also noted for the award winning Crewe Business Park, regarded as the country's first 'green business park'.

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



2.36 Crewe is often referred to as the 'Gateway to the North West'. It was established as a major railway hub in the late 1830s and it remains a significant railway interchange on the West Coast Main Line with over 1.1 million passengers changing trains per year⁽²²⁾. As a consequence of the existing railway infrastructure, there are problems with railway lines forming significant barriers to connectivity within the town.

2.37 Crewe's unemployment rate is higher than the borough average⁽²³⁾. In addition, Crewe residents have the lowest average (mean) income within Cheshire East⁽¹¹⁾. Several parts of Crewe are particularly disadvantaged⁽¹⁹⁾ and in parts of the town, male life expectancy is around 10 years less than in some of the more affluent areas of Cheshire East; for females, the gap is nearly 15 years⁽²⁴⁾.

Macclesfield

2.38 Macclesfield is the second largest town in Cheshire East, with a population of 52,500⁽²¹⁾. It is situated in the north eastern part of the borough on the River Bollin. It is close to the borders of Greater Manchester to the north, and the Peak District to the east. Macclesfield is a unique town, with a proud history as a centre for commerce and business. This is best evidenced through Macclesfield's role in the silk trade and the town continues to play a leading role on the international stage through the science and pharmaceutical industries.

2.39 Macclesfield was established as a settlement in the 13th Century and later developed around the silk and textiles industries. Situated on the River Bollin, the early mills were located alongside the river, utilising the damp conditions and the power of the river for mill machinery. Present day industries include pharmaceuticals, plastics, architectural and engineering services and advertising and market research⁽¹⁰⁾. One of the world's largest pharmaceutical companies, AstraZeneca, is located at the Hurdsfield Industrial Estate in Macclesfield and also at nearby Alderley Park. In addition, many residents work in Greater Manchester.⁽²⁵⁾

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

21 ONS mid-year population estimates 2012.

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

23 December 2013 Claimant Count, ONS, NOMIS. [2] ONS mid-year population estimates 2012.

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

25 2001 Census, ONS. Note: At the time of writing, Census 2011 data were not yet available for commuting flows to and from individual Local Authorities.



2.41 Macclesfield has an important retail centre with just under 500 shops. The centre of Macclesfield, characterised in part by its cobbled and meandering streets and narrow lanes, is essentially a medieval street pattern, partly overlaid by later phases of the town's growth. Although the northern part of Cheshire East is largely very prosperous, Macclesfield suffers localised problems, with some areas of the town experiencing multiple deprivation⁽¹⁹⁾. Its unemployment rate exceeds the borough average⁽²³⁾.

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

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

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

Key Service Centres

2.45 Cheshire East is characterised by its many smaller towns, each with its own distinctive history, character and form. These towns lie at the heart of the borough, and their vitality and growth is essential for the prosperity of the borough as a whole. Such towns serve as Key Service Centres for a wider locality and usually have a good range of facilities including shops, schools and cultural and leisure facilities.

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

Alsager

2.47 Alsager is a small town in the south east of the borough with a population of 11,800⁽²¹⁾. It lies east of Crewe and is close to the Potteries conurbation to the south. It was a small farming village until the 19th Century when, due to its rail connections and rural character, it became popular with managers from the nearby Potteries. During the Second World War, a large armaments factory was built outside the town at Radway Green and the town grew to house the influx of factory workers. This site, now with a range of occupiers, remains the town's largest employment location.

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



2.49 The number of jobs available within the area is low⁽⁸⁾, although the unemployment rate is lower than the Cheshire East average⁽²³⁾. Income levels are generally below the Cheshire East average⁽¹¹⁾. One of the major employers in the town, Twyford, has closed its manufacturing operation (although its distribution operation remains open).



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

Congleton



2.51 Congleton is a large market town with a population of 26,700⁽²¹⁾. It lies on the River Dane in the east of the borough. In its early days, it was an important centre of textile production, especially lace and leather gloves. Currently, the principal industries in Congleton include the manufacture of airbags. There are a number of light engineering factories and sand extraction occurs on the Cheshire Plain, although many of the town's residents work in Manchester, Macclesfield and Stoke-on-Trent⁽²⁵⁾.

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

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

Handforth

2.54 Handforth is a suburban area on the northern edge of Cheshire East with a population of 6,600⁽²¹⁾. In the 1950s, two overspill housing estates were built in the area to re-house people from inner city Manchester.

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

2.56 Average (mean) household income levels are the third lowest in Cheshire East (out of 25 settlement areas)⁽¹¹⁾. A large proportion of jobs in Handforth are located at the Stanley Green industrial estate and the Handforth Dean Retail Park. There is a very high level of in-commuting, particularly from Stockport⁽²⁵⁾. There is a smaller, but still substantial volume of out-commuting (with the majority of residents working outside Handforth)⁽²⁶⁾.



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

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



Knutsford



2.58 Knutsford is said to be named after King Canute, who by tradition forded the nearby River Lily. The town later prospered in the 18th and 19th Centuries and has many historic buildings. Today, Knutsford has a distinctive character and identity and contains a number of employment areas including the Parkgate Trading Estate, Longridge Trading Estate, Booths Park, Radbroke Hall and others. The town has a population of 13,300⁽²¹⁾. It lies in the north east of the borough approximately 19km to the south west of Manchester and 18km north west of Macclesfield. After the Second World War, overspill housing estates were created in the town to accommodate families from Manchester. The town has one localised pocket of deprivation which ranks among England's most deprived 25%⁽¹⁹⁾.

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

2.60 There are daytime bus services linking Knutsford with Altrincham, Macclesfield, Northwich and Wilmslow. The railway station is centrally located and has one train per hour to Chester, Manchester, Northwich and Stockport. There are significant levels of out-commuting to Manchester, Trafford and Cheshire West & Chester⁽²⁵⁾.

Middlewich

2.61 Middlewich is a market town with a population of 13,700⁽²¹⁾. It dates back to prehistoric times with salt extraction from the Iron Age and throughout Roman times to the present day with British Salt employing around 125 people. The salt industry and the canals remain important culturally and economically. The closeness to the M6 motorway has led to the creation of a large distribution and business park at Midpoint 18.

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



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



Nantwich

2.64 Nantwich is a historic market town with a population of 18,000⁽²¹⁾. It dates back to Roman times, when it was a centre for the production of salt. Nantwich has a thriving town centre with about 250 mainly independent units. The town contains more than 100 listed buildings, and has the largest concentration of historic buildings in the borough. It is also a popular destination for tourists and visitors drawn from its large rural hinterland.



2.65 The centre of Nantwich is in essence a planned Elizabethan town, largely rebuilt as a consequence of a fire in 1583; the re-build being partly financed by Elizabeth I. This has resulted in a re-created original street pattern and a number of fine timber framed buildings dating from the 16th Century onwards. There are also a number of elegant Georgian and Victorian buildings. The centre of Nantwich contains a number of listed buildings and is designated as a conservation area. The town was also prominent in the Civil War and besieged until the Parliamentary victory in January 1644. The battlefield is designated and lies to the north of the town.

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

Poynton

2.67 Poynton's origins lie as a small mining village. However, the decline of mining and its accessibility to Greater Manchester led to significant growth during the 20th Century. Much of the mining infrastructure has therefore been lost as the town expanded, but remnants of the associated landscape still exist. It has a population of 13,000⁽²¹⁾ and lies in the north eastern corner of the borough, 11km north of Macclesfield and 8km south of Stockport.

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

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



Sandbach

2.70 Sandbach is a market town with a population of 18,100⁽²¹⁾. Its origins date back to Saxon times and it is widely famed for its weekly Thursday market and the ancient Saxon Crosses. It contains a number of areas and features of historical and architectural value as well as encompassing several significant areas of local environmental importance. The town grew around truck manufacturing industries, but since their closure in 2002 there have been significant changes in its employment base with considerable losses of manufacturing jobs.

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



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

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

Wilmslow

2.74 Wilmslow, with a population of 23,900⁽²¹⁾ lies in the north of the borough. The town is noted for its high quality housing and shopping as well as the historic Quarry Bank Mill and Styal Estate, making it a sought-after location. Wilmslow has developed beyond its historic core and has substantial late Victorian and Edwardian suburbs.

2.75 The town centre has about 230 retail units and is also served by the out-of-town Handforth Dean Retail Park. The town has a strong office sector both within the town centre and also on a number of large peripheral office parks. A large number of residents work in Manchester, with other significant commuter flows to Stockport, Trafford and Macclesfield town⁽²⁵⁾. The nearby Manchester Airport is also a major employer.



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

Local Service Centres

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

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

Other Settlements and Rural Areas

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



Surrounding Areas

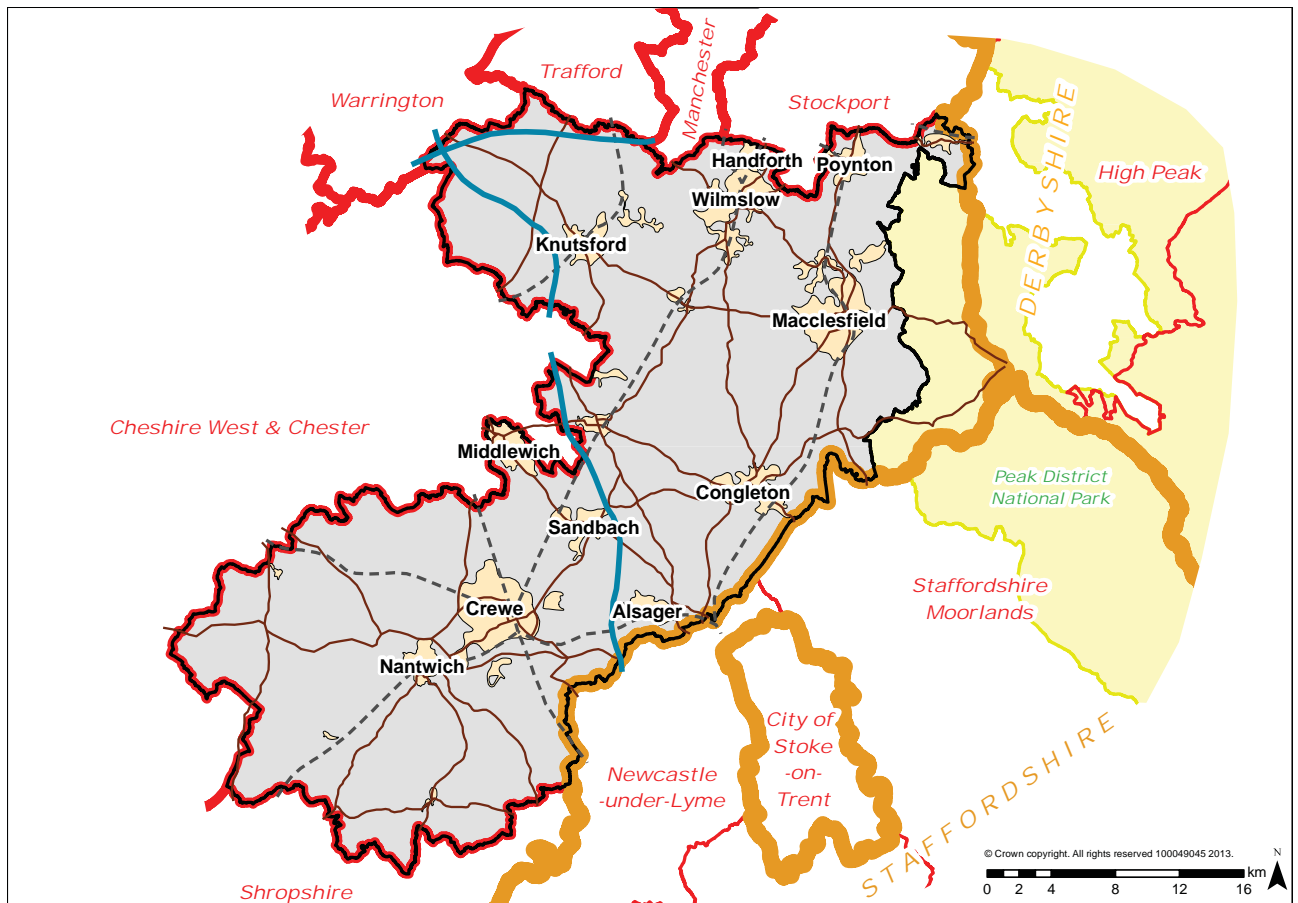


Figure 2.10 Neighbouring Authorities

The Potteries

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

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

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

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



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

2.85 Despite its economic difficulties, the Potteries is still a focus for employment. Travel-to-work flows are particularly pronounced from the Cheshire East towns of Alsager, Congleton and Crewe. Although with respect to the latter two towns, there is an even greater reverse flow⁽²⁵⁾.

Greater Manchester

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

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

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

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

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

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



Cheshire West and Chester

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

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

2.94 It is recognised that there are cross boundary movements of waste in both directions between Cheshire West and Chester and its neighbouring areas. The emerging Local Plan will identify sufficient land to meet Cheshire West and Chester's predicted waste management requirements and safeguard consented waste management facilities including Kinderton Lodge near Middlewich. Mineral resources of sand, gravel, salt and brine are extracted in Cheshire West and Chester and the emerging Local Plan seeks to provide a continued supply of these, contributing to sub-national (regional) supply guidelines.

Warrington

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

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

2.97 Warrington attracts commuters from a wide area due to its high concentration of businesses and good transport connectivity. However, the main flow involving Cheshire East is that of Warrington residents travelling to work in Knutsford⁽²⁵⁾.

Peak District, High Peak and Staffordshire Moorlands

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



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

2.100 The National Park is a complex tapestry of different landscapes but there are three distinct areas: the less populated upland moorland areas and their fringes (the Dark Peak and Moorland Fringes); the most populated lower-lying limestone grasslands and limestone dales and the Derwent and Hope Valleys (the White Peak and Derwent Valley); and the sparsely populated mixed moorland and grassland landscapes of the south west (the South West Peak).

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

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

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

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

Shropshire

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





3

Duty to Co-operate



3 Duty to Co-operate

3.1 In preparing the Local Plan Strategy, the council complied with the 'Duty to Co-operate', as introduced by the Localism Act 2011 and the National Planning Policy Framework. Activities undertaken include:

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

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

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

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

- Housing growth and regeneration - to ensure that Cheshire East provides for its own housing needs, whilst limiting any impacts of this on the adjoining authorities' ability to regenerate their own urban housing areas.
- Gypsy and Traveller and Travelling Showpeople - to assess the need for and provision of accommodation.
- Employment development - to ensure that Cheshire East provides sufficient employment land to meet its own legitimate economic growth aspirations without undermining investment in neighbouring areas.
- Transport - to mitigate the congestion effects of development generated movements.
- Green Belt - to minimise the loss of Green Belt land in the borough in ways consistent with the sustainable location of new development and balanced with retaining the openness of the countryside in the long term.
- Infrastructure - to establish the means to provide for all the infrastructure needed to help deliver the development proposed in the plan.
- National Park / Recreation - to protect the natural attractions of the area and cater sensitively for visitor trips.
- Minerals - to ensure an appropriate supply of Cheshire East's key mineral resources is planned for, including a contribution towards the North West's sub-national aggregate apportionment.
- Waste - the need to deal appropriately with locally-generated waste in ways that minimise dependence on neighbouring areas.

3.5 Progressive iterations of this plan have directly addressed specific cross boundary issues raised by neighbouring authorities and consultees. Full details of the changes / shared understandings are summarised below:



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





4

The Case for Growth



4 The Case for Growth

4.1 The government has stated that *'Britain has lost ground in the world's economy, and needs to catch up. If we do not act now, jobs will be lost, our country will become poorer and we will find it difficult to afford the public services we all want. If we do not wake up to the world around us, our standard of living will fall, not rise'⁽²⁷⁾.*

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

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

The Case for Growth

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

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

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

4.5 The economy of Cheshire East already makes an impressive contribution to the Gross Value Added figures in the sub-region. The Gross Value Added (GVA) figure for Cheshire and Warrington is around £21.9 billion⁽²⁸⁾ with the sub-region employing an estimated 444,100 people (as of 2012)⁽²⁹⁾.

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

28 Regional GVA (Income Approach) NUTS3 Tables, ONS Dec 2013. Commentary based on data for 2012.

29 Business Register and Employment Survey (BRES) 2012, ONS, NOMIS.



Cheshire East already makes an impressive contribution to the sub-regional and regional economies: its GVA is around £9.2bn (2012 estimate), which equates to 7.0% of the North West region's economic output. As of 2012, an estimated 173,500 people were working in Cheshire East, as either employees or working proprietors⁽²⁹⁾. The overall ambition of the Local Plan Strategy is to further strengthen the borough's economy.

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

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

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

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

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

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

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



for development in their area, taking into account the needs of the residential and business communities'.

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

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

4.15 The Local Plan Strategy, as the spatial expression of the borough council's Sustainable Community Strategy, will deliver on a number of key priorities for action, including creating the conditions for business growth, unlocking the potential of towns (in particular Crewe and Macclesfield), supporting young people whilst preparing for an increasingly older population, and ensuring a sustainable future by providing appropriate housing, employment land, infrastructure and community facilities to meet future needs. The Local Plan Strategy will also deliver a number of the outcomes set by the council's Three Year Plan (2013 to 2016) including promoting local communities as strong and supportive, providing a strong and resilient economy, promoting a green and sustainable place and a good place to live and work.

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

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

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

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

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



5 Vision



5 Vision

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

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

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

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

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

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



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



Vision for Cheshire East in 2030

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

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

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

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

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

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

Our many areas of landscape value, sites of nature conservation importance, characteristic waterways and heritage assets will have been conserved, and enhanced through appropriate development that recognises the importance of both designated and non-designated assets within their setting and safeguarding them for future generations.





6

Strategic Priorities



6 Strategic Priorities

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

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

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

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

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

Strategic Priority 1

Promoting economic prosperity by creating conditions for business growth

This will be delivered by:

1. Providing a viable and flexible supply of quality employment land and premises, including business parks and strategic sites, to attract new and innovative businesses, to enable existing businesses to grow, to bring empty plots into economic use and to create new and retain existing jobs.
2. Promoting the vitality, viability and accessibility of our town centres to create thriving destinations for retail, culture and leisure to satisfy a growing population and attract visitors from further afield.
3. Supporting major regeneration schemes in the town centres of Crewe and Macclesfield in order to provide an enhanced retail and leisure offer and improved environmental quality.
4. Improving the economy in rural areas by supporting the development of rural enterprise, diversification of the rural economy, sustainable tourism, mineral working, broadband connectivity, and the continued importance of farming and agriculture.
5. Capitalising on the accessibility of the borough, including improved transport links with the Manchester City Region and Manchester Airport, improved transport infrastructure such as Crewe Railway Station; and maximising the opportunities that may be offered by High Speed 2 Rail Links (HS2).
6. Securing excellent educational facilities to meet the needs of the current and future population of all ages, to improve educational attainment and provide a wide skills base.
7. Supporting flexible working and investment in new communication technologies, to allow home working and to support businesses reliant on e-technology.
8. Supporting high quality design and securing improvements to the built and natural environment.



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

Strategic Priority 2

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

This will be delivered by:

1. Providing for the full, objectively assessed housing needs for the borough to support economic growth and to meet housing needs:
 - i. Ensuring that a substantial majority of new housing is provided in sustainable locations such as Crewe, Macclesfield and the Key Service Centres;
 - ii. Ensuring that there is an appropriate mix of house types, sizes and tenures including affordable housing to meet the borough's needs;
 - iii. Enabling vulnerable and older people to live independently, longer.
2. Ensuring that development provides the opportunity for healthier lifestyles through provision of high quality green infrastructure and cultural, recreational, leisure and sports opportunities.
3. Working with infrastructure providers to make sure that infrastructure to support the community is provided; this will include local health and social care facilities, indoor and outdoor leisure and recreation facilities, greenspaces, education, transport, superfast broadband, mobile and other ICT connectivity, water, waste and energy.
4. Improving links between existing and new neighbourhoods by giving priority to walking, cycling and public transport and providing a genuine choice of transport modes and supporting community integration.
5. Ensuring that all new development is well designed, has regard to local character and context, and is sustainable and energy efficient.

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

Strategic Priority 3

Protecting and enhancing environmental quality

This will be delivered by:

1. Respecting the character and distinctiveness of places, buildings and landscapes through the careful design and siting of development.
2. Maintaining and enhancing the character and separate identities of the borough's towns and villages.
3. Reducing the borough's impact on climate change by:
 - i. sustainable patterns of development;
 - ii. prudently managing natural resources;
 - iii. promoting renewable energy;



- iv. encouraging water efficiency;
- v. using energy efficiently; and
- vi. avoiding developing land that may be at risk from the effects of climate change.

4. Addressing the local causes of water, air, light, noise and all other forms of pollution and the contamination of land, reducing the impact on local communities and meeting the requirements of the Water Framework Directive.
5. Conserving and enhancing the natural and historic environment ensuring appropriate protection is given to designated and non-designated assets, including their wider settings.
6. Providing new and maintaining existing high quality and accessible green infrastructure to create networks of greenspace for people, flora and fauna and allow species adaptation and migration.
7. Establishing clearly defined Green Belt boundaries that take into account the need to promote sustainable patterns of development and include "safeguarded land" which can meet the longer term development needs of the borough stretching beyond the plan period.
8. Providing a supply of mineral resources including suitable alternatives in the most sustainable way possible without unacceptable environmental costs.
9. Managing waste in the most sustainable and environmentally sensitive way possible through its prevention and utilisation as a resource, driving it up the waste hierarchy.

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

Strategic Priority 4

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

This will be delivered by:

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



7

Presumption in Favour of Sustainable Development



7 Presumption in Favour of Sustainable Development

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

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

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

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

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

Policy MP 1

Presumption in Favour of Sustainable Development

1. When considering development proposals the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. It will always work proactively with applicants to find joint solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
2. Planning applications that accord with the policies in the Development Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved without delay, unless material considerations indicate otherwise.
3. Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, the council will grant permission, unless material considerations indicate otherwise, taking into account whether:
 - i. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
 - ii. Specific policies in that Framework indicate that development should be restricted.



Justification

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

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

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

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

Key Evidence

1. National Planning Policy Framework





8

Planning for Growth



8 Planning for Growth

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

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

Policy PG 1

Overall Development Strategy

1. Provision will be made for a minimum of 380 hectares of land for business, general industrial and storage and distribution uses over the period 2010 to 2030, to support growth of the local economy.
2. Sufficient land will be provided to accommodate the full, objectively assessed needs for the borough of a minimum of 36,000 homes between 2010 and 2030. This will be delivered at an average of 1,800 net additional dwellings per year.

Justification

Jobs

8.3 The Cheshire East Employment Land Review (2012) highlights that Cheshire East is a key economic driver for the North West. The local economy provides 7% of the North West's economic output⁽¹⁾ and contains 7.6% of its businesses, the highest proportion of any unitary district in the North West⁽²⁾.

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

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

8.6 The Alignment of Economic, Employment & Housing Strategy Report (AEEHS) (2015) used updated econometric projections, which pointed to a significantly greater employment growth rate over the plan period than the Employment Land Review's econometric projections did. The AEEHS



used a methodology that is largely in line with the assumptions and approaches used in the Employment Land Review, but concluded that a 20% flexibility factor was more appropriate, given the use of more optimistic employment forecasts. The AEEHS results suggest employment land totalling 378 hectares will be required over the plan period.

Employment Land Supply	Hectares
Completions 01 April 2010 to 31 March 2013	1.6
Employment Land Supply 01 April 2013 ⁽³⁰⁾	46.7
Total Completions and Supply	48.3
Remaining (minimum)	331.7

Table 8.1 Employment Completions and Supply

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

Homes

8.8 The housing requirement set out in Policy PG 1 responds to the Housing Development Study (2015) and aims to meet the full objectively assessed need for an additional 36,000 dwellings that is predicted to arise in Cheshire East over the 2010 – 2030 period. The Housing Development Study has used the Department for Communities and Local Government (CLG) 2012-based household projections as a 'starting point' and applied a 10-year migration trend. The study also projected economic activity rates up to 2030 and assumed that there are no further falls in unemployment. It considered the evidence on market signals along with the need for affordable housing and for older people (including C2 bed spaces). It then sought to identify the appropriate balance – between working residents and the number of people working in the borough – that is necessary to achieve jobs growth of around 31,000 (an average of 0.7% jobs growth a year). Such a balance requires both migration flows and commuting flows to be sustainable over the plan period.

8.9 The Housing Development Study concludes that Cheshire East is an appropriate geography for planning purposes over which to assess and meet housing requirements. The study also concludes that Cheshire East comprises two functional sub-market areas suggested by the data to reflect the former Macclesfield Borough and a second sub-area reflecting the former Crewe & Nantwich and Congleton areas.

8.10 The CLG 2012-based household projections (period 2012-2037) were used as the 'starting point' for determining the objectively assessed need for housing. This links in with paragraphs 15 and 16 of the Planning Practice Guidance which makes clear that:

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

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

8.11 Following the completion of the Housing Development Study (2015), the council, in line with the Planning Practice Guidance (ID-2a-016), has considered the latest available information from the 2014-based household projections (period 2014-2039) published by CLG in July 2016. These represent a modest reduction which does not warrant a change to the planned approach in the dwellings projection set out in Policy PG 1 'Overall Development Strategy'.

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



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

8.13 The Alignment of Economic, Employment and Housing Strategy Report concluded that net jobs growth of around 31,400 jobs would be ambitious yet realistic for the 20-year period (2010-2030); this represents a jobs growth rate of around 0.7% per annum. This is consistent with Cheshire East's previous long-term economic performance, the council's Local Plan Strategy and the economic growth vision of the Cheshire & Warrington Local Enterprise Partnership.

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

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

8.16 Around 2,200 sites were considered as part of the Strategic Housing Land Availability Assessment (Update 31 March 2012). Of these approximately 1,600 sites were considered suitable for housing during the following 15 years. These 'suitable' sites could potentially provide a total of nearly 50,000 dwellings over the 15 year period, of which about 7,200 homes would be on brownfield sites with a further 4,800 on sites that are a mix of brownfield and greenfield land. This work demonstrates a theoretical capacity for new housing in the borough. An updated assessment of



housing permissions and commitments has been completed to a base date of 31 March 2016. This has been used to inform a housing trajectory for the plan period which does include the envisaged delivery timing of all the sites proposed in the plan. The trajectory is reproduced in Appendix E.

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

8.18 The council fully intends to meet the requirement of delivering 36,000 dwellings over the plan period, taking into consideration a number of key components of supply, which includes commitments (as at 31 March 2016), completions (between 01 April 2010 and 31 March 2016), contributions from Strategic Sites and Locations, proposed Site Allocations and Development Policies Document and a small sites windfall allowance. The full extent of these contributions and their role in meeting and exceeding the housing requirement (allowing for a robust level of plan flexibility) is summarised below and set out fully within Appendix E.

Housing Land Supply	Net Dwellings ⁽³¹⁾
Net completions 01/04/10 - 31/03/11	659
Net completions 01/04/11 - 31/03/12	778
Net completions 01/04/12 - 31/03/13	614
Net completions 01/04/13 - 31/03/14	713
Net completions 01/04/14 - 31/03/15	1,236
Net completions 01/04/15 - 30/03/16 ⁽³²⁾	1,473
Commitments (excluding commitments on Strategic Sites)	10,822
Contribution from Strategic Sites and Locations	18,555
Contribution to be made through the Site Allocations and Development Policies Document	3,335
Small sites windfall allowance	1,375
Total	39,560

Table 8.2 Housing Supply at 31 March 2016

8.19 The overall basis of the plan is to enable economic growth in Cheshire East. The local economy suffered, along with the rest of the country, during the recent recession. The annual rate of house building dipped to a low of less than 500 dwellings in 2010/11 compared to the annualised development plan target of 1,150 applicable at the time. This contraction in the house building industry is shown in starker terms when the new annualised average figure of 1,800 is applied immediately from 2010. The selection of land for residential development within the site allocations will need to take account of both the overall housing requirement and the need to redress past shortfalls in delivery since 2010.

31 Annual completions data now includes C2 uses factored in to the calculations.

32 Latest available data.



8.20 As part of considering options to removing land from the Green Belt, collaboration working with neighbouring authorities has explored the extent to which such authorities could assist in meeting Cheshire East's housing requirements. The outcome of those discussions is that none of these authorities are in such a position.

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

Settlement Hierarchy and Visions

8.22 It is important to make sure that the places where development takes place have good access to jobs, health and community services, education, shops, leisure, open space, and sport and recreation facilities. If it is easy to walk, cycle or use public transport to get to facilities, the number and length of car journeys and carbon dioxide emissions (the primary cause of global climate change), can be reduced. For that reason, the bulk of new development should take place in Principal Towns and Key Service Centres where access to services is generally easier.

Principal Towns

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

Crewe

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

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

Vision for Crewe

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



Macclesfield

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

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

Vision for Macclesfield

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

Key Service Centres

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

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

Vision for Key Service Centres

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



Local Service Centres

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

Vision for Local Service Centres

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

Other Settlements and Rural Areas

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

Vision for Other Settlements and Rural Areas

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

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



Policy PG 2

Settlement Hierarchy

Principal Towns

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

Key Service Centres

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

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

Local Service Centres

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

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

Other Settlements and Rural Areas

In the interests of sustainable development and the maintenance of local services, growth and investment in the other settlements should be confined to proportionate development at a scale commensurate with the function and character of the settlement and confined to locations well related to the existing built-up extent of the settlement. It may be appropriate for local needs to be met within larger settlements, dependent on location.

Justification

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

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

8.34 In Local Service Centres and other settlements and rural areas, the Local Plan Strategy approach is to support an appropriate level of small scale development that reflects the function and character of individual villages. Small scale growth may be appropriate where it supports the creation of stronger local communities and where a clear need exists, which is not more appropriately met in a larger nearby settlement. Development will be restricted to locations well related to the built-up



extent of these settlements. The identification of such sites will be achieved through the allocation of suitable sites and / or the designation of settlement boundaries addressed as part of the Site Allocations and Development Policies Development Plan Document and / or in Neighbourhood Plans, where these come forward. In the case of Goostrey which adjoins Holmes Chapel, a larger Local Service Centre, it is anticipated that development needs will largely be provided for in Holmes Chapel.

8.35 The Local Plan Strategy also includes the North Cheshire Growth Village at Handforth. This new village will be designed to the highest environmental standards, acting as best practice examples for future design and construction. It will embody sustainable development principles including:

- High quality amenities including shops, schools and sports facilities
- A network of green open spaces, parks and gardens
- Employment opportunities close at hand
- Renewable on-site energy production capable of supplying heat and power to every home where appropriate
- User-friendly public transport systems, encouraging people to use buses, cycles and walkways
- Efficient recycling and waste management

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

8.37 The Local Plan Strategy also includes Other Local Plan Strategy Sites at Wardle Employment Improvement Area and Alderley Park Opportunity Site. At Alderley Park Opportunity Site, residential development may come forward where it is demonstrated to be necessary for the delivery of the life science park, in accordance with Local Plan Strategy Site LPS 61.

Key Evidence

1. Determining the Settlement Hierarchy

Green Belt and Safeguarded Land

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

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

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

8.41 The general extent of the existing Green Belt will be maintained, but to achieve sustainable development over a period of several decades, some alterations to the detailed Green Belt boundaries

around settlements in both the north and south of the borough have been necessary through this Local Plan Strategy.



Policy PG 3

Green Belt

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

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



5. The extent of the existing Green Belt⁽³³⁾ remains unchanged, apart from the removal of land from the Green Belt associated with the following sites (shown in Figure 8.1):
 - i. Site LPS 14 'Land East of Fence Avenue, Macclesfield'
 - ii. Site LPS 15 'Land at Congleton Road, Macclesfield'
 - iii. Site LPS 16 'Land south of Chelford Road, Macclesfield'
 - iv. Site LPS 17 'Gaw End Lane, Macclesfield'
 - v. Site LPS 18 'Land between Chelford Road and Whirley Road, Macclesfield'
 - vi. Safeguarded Land LPS 19 'South West Macclesfield'
 - vii. Site LPS 24 'Radway Green Extension, Alsager'
 - viii. Site LPS 33 'North Cheshire Growth Village, Handforth East'
 - ix. Site LPS 34 'Land between Clay Lane and Sagars Road, Handforth'
 - x. Safeguarded Land LPS 35 'North Cheshire Growth Village Extension'
 - xi. Sites LPS 36(A), (B) and (C) 'North West Knutsford'
 - xii. Site LPS 38 'Land south of Longridge, Knutsford'
 - xiii. Safeguarded Land LPS 39 'Land South of Tabley Road, Knutsford'
 - xiv. Safeguarded Land LPS 40 'Land North of Tabley Road, Knutsford'
 - xv. Safeguarded Land LPS 41 'Land adjacent to Booths Hall, Knutsford'
 - xvi. Site LPS 48 'Land adjacent to Hazelbadge Road, Poynton'
 - xvii. Site LPS 49 'Land at Sprink Farm, Poynton'
 - xviii. Site LPS 50 'Land south of Chester Road, Poynton'
 - xix. Site LPS 51 'Adlington Business Park Extension, Poynton'
 - xx. Safeguarded Land LPS 52 'Woodford Aerodrome, Poynton'
 - xxi. Site LPS 54 'Royal London including land to the west of Alderley Road, Wilmslow'
 - xxii. Site LPS 55 'Wilmslow Business Park'
 - xxiii. Site LPS 56 'Land at Little Stanneylands, Wilmslow'
 - xxiv. Site LPS 57 'Heathfield Farm (allocation), Wilmslow'
 - xxv. Safeguarded Land LPS 58 'Land at Heathfield Farm, Wilmslow'
 - xxvi. Safeguarded Land LPS 59 'Land at Upcast Lane / Cumber Lane, Wilmslow'
6. In addition to these areas listed for removal from the Green Belt, it may also be necessary to identify additional non-strategic sites to be removed in the Site Allocations and Development Policies Document.
7. Green Belt boundaries will be identified on the Adopted Policies Map of the Local Plan.

Justification

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

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

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



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

8.45 The Green Belt Assessment Update (2015) has considered the contribution each parcel of Green Belt land adjoining settlement boundaries makes to the purposes of the Green Belt. In the north of the borough, there is very little scope to meet these needs from towns and villages inset within the Green Belt boundary, or from urban areas inside the Green Belt boundary. As set out in the Green Belt Assessment Update, a proportion of the proposed development arising from development needs within areas inset within the North Cheshire Green Belt is already channelled to locations within Cheshire East beyond the outer Green Belt boundary. Directing additional development to locations beyond the outer Green Belt boundary would lead to unsustainable patterns of development and would not provide sufficient new development in the areas of need.

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

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

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

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

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

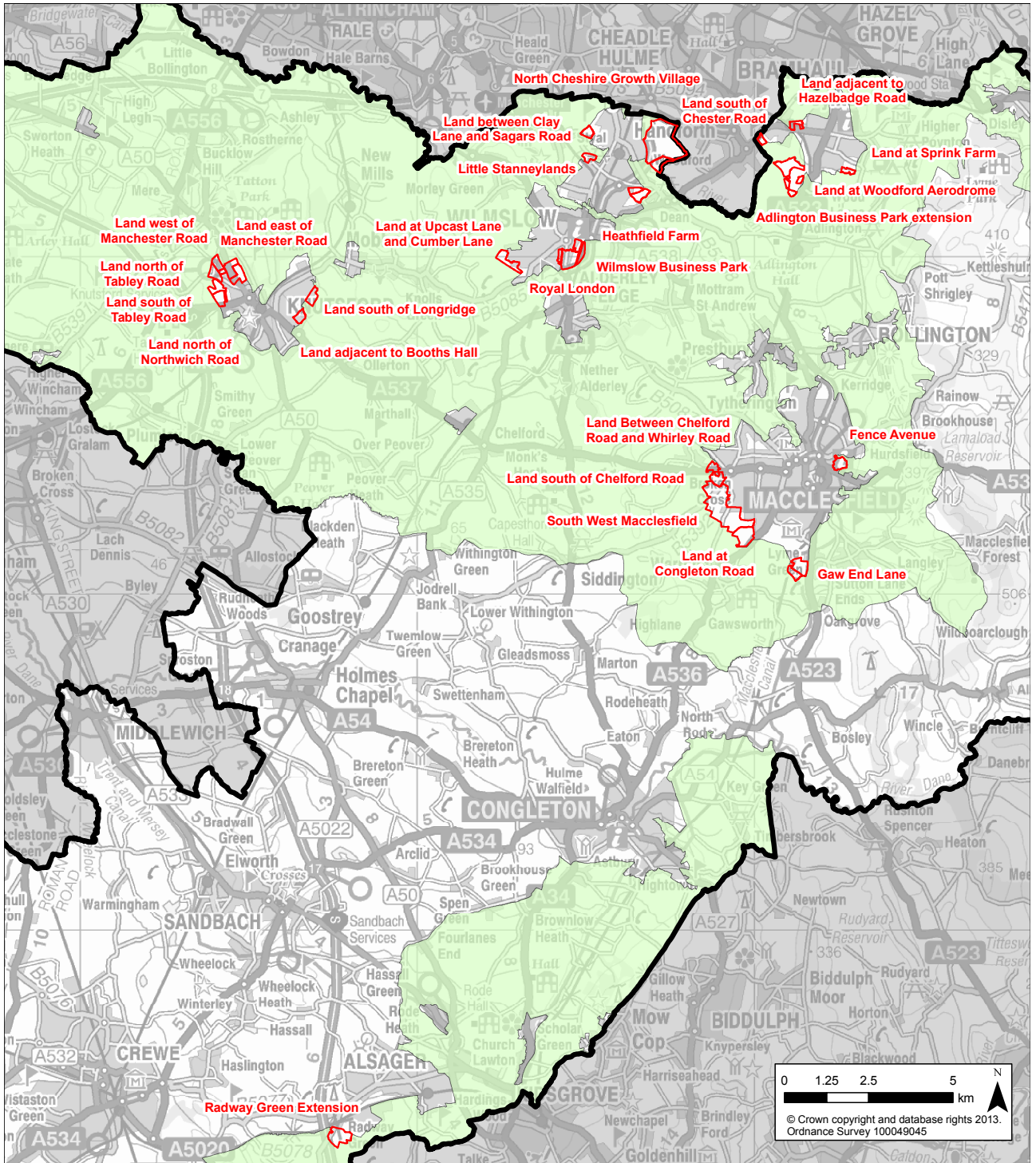


Figure 8.1 General Extent of the Existing Green Belt Showing Sites Removed Through the Local Plan Strategy

Key Evidence

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



Safeguarded Land

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

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

Policy PG 4

Safeguarded Land

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

1. Safeguarded land is not allocated for development at the present time.
2. Safeguarded land is outside of the urban area and therefore policies relating to development in the open countryside will apply.
3. Any development that would prejudice the future comprehensive development of safeguarded land will not be permitted.
4. Development of safeguarded land for uses other than those appropriate in the open countryside will not be permitted, unless a review of the Local Plan has taken place to allocate the land following an assessment of the need for development at that time, and the identification of the most appropriate locations for development to take place.
5. The areas of safeguarded land are (shown in Figure 8.2):
 - i. Safeguarded Land LPS 19 'South West Macclesfield' (95.7 hectares)
 - ii. Safeguarded Land LPS 35 'North Cheshire Growth Village Extension' (14 hectares)
 - iii. Safeguarded Land LPS 39 'Land south of Tabley Road, Knutsford' (11 hectares)
 - iv. Safeguarded Land LPS 40 'Land north of Tabley Road, Knutsford' (11 hectares)
 - v. Safeguarded Land LPS 41 'Land adjacent of Booths Hall, Knutsford' (8.7 hectares)
 - vi. Safeguarded Land LPS 52 'Woodford Aerodrome, Poynton' (22 hectares)
 - vii. Safeguarded Land LPS 58 'Land at Heathfield Farm, Wilmslow' (9 hectares)
 - viii. Safeguarded Land LPS 59 'Land at Upcast Lane / Cumber Lane, Wilmslow (15 hectares)
6. In addition to these areas of safeguarded land listed; it may also be necessary to identify additional non-strategic areas of land to be safeguarded in the Site Allocations and Development Policies Document.

Justification

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



8.53 The development needs beyond this plan period will be determined through future reviews of the Local Plan. In the absence of guidance on the amount of land that should be safeguarded, a balanced approach is required that gives confidence on the permanence of the Green Belt boundary whilst minimising the impact on the Green Belt and making the most efficient use of land.

8.54 Within the South Cheshire Green Belt area, the main settlements of Congleton and Alsager are located adjacent to, but beyond the Green Belt. There is a significant supply of potential non-Green Belt land in these areas and therefore no need to designate safeguarded land to ensure permanence of the South Cheshire Green Belt boundary. Within the North Cheshire Green Belt, the main settlements are inset within the Green Belt and do not have the same expansion options on non-Green Belt land. It is therefore necessary to include areas of safeguarded land to make sure that the North Cheshire Green Belt boundaries will not need to be altered again at the end of the plan period.

8.55 A number of Local Plans have indicated that a 15 year plan period, followed by 5-10 years worth of safeguarded land will ensure that the Green Belt boundary retains a degree of permanence. As safeguarded land is only required in the North Cheshire Green Belt, the development requirement for the northern sub-area in this plan period has been projected forward beyond 2030 to determine the amount of safeguarded land required.

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

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

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

8.58 At the end of the plan period, the continued supply of recycled and other land for development as well as the other options to accommodate development and the use of the identified safeguarded land if required, will be sufficient to ensure that the Green Belt boundary will not need to be reviewed again at this time.

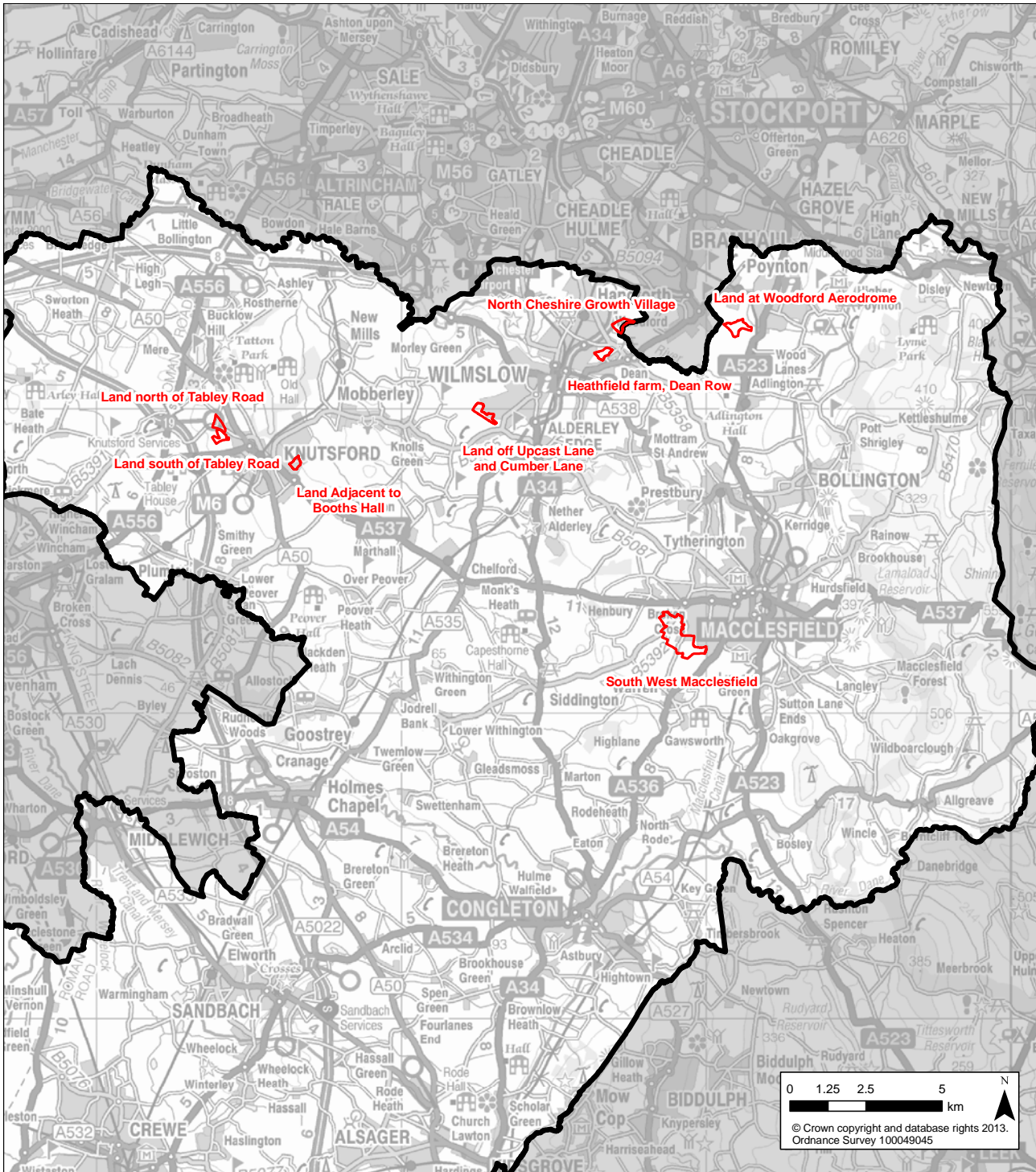


Figure 8.2 Safeguarded Land

Key Evidence

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



Strategic Green Gaps

8.59 Maintaining and enhancing the character and separate identities of the borough's towns and villages is a key priority of the Local Plan Strategy

Policy PG 5

Strategic Green Gaps

1. Areas between the following settlements are defined as Strategic Green Gaps:
 - i. Willaston / Wistaston / Nantwich / Crewe;
 - ii. Willaston / Rope / Shavington / Crewe;
 - iii. Crewe / Shavington / Basford / Weston; and
 - iv. Crewe / Haslington.
2. These areas are shown on Figure 8.3. The detailed boundaries of the Strategic Green Gaps will be defined through the Site Allocations and Development Policies Document and shown on the Adopted Policies Map.
3. The purposes of Strategic Green Gaps are to:
 - i. Provide long-term protection against coalescence;
 - ii. Protect the setting and separate identity of settlements; and
 - iii. Retain the existing settlement pattern by maintaining the openness of land.
4. Within Strategic Green Gaps, Policy PG 6 'Open Countryside' will apply. In addition, planning permission will not be granted for the construction of new buildings or the change of use of existing buildings of land which would:
 - i. Result in erosion of a physical gap between any of the settlements named in this policy; or
 - ii. Adversely affect the visual character of the landscape; or
 - iii. Significantly affect the undeveloped character of the Green Gap, or lead to the coalescence between existing settlements.
5. Exceptions to this policy will only be considered where it can be demonstrated that no suitable alternative location is available.

Justification

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

8.61 The identification of Crewe as a spatial priority for growth brings significant opportunities for this area, but also some challenges. As Crewe grows to fulfil its potential it will become increasingly important to maintain the distinctive identity of Nantwich and other nearby settlements and to prevent them from merging into a Greater Crewe urban area. Accordingly it is not just the narrowest of gaps that are important – to maintain the sense of separation a broader area of open land is necessary – including that adjoining smaller settlements.

8.62 As set out in the 'New Green Belt and Strategic Open Gaps' study, strong and strategic long-term policy protection is required to maintain the existing gaps between Crewe and Nantwich,



and between Crewe and other settlements that are at risk of coalescence resulting from the future growth of Crewe.

8.63 The detailed boundaries of the Strategic Green Gaps will be defined through the Site Allocations and Development Policies Document and shown on the Adopted Policies Map. This will allow for the full spatial definition of the policy and its delineation to an Ordnance Survey base. Until that time, the Green Gap boundaries, as defined in the saved Policy NE.4 of the Borough of Crewe and Nantwich Replacement Local Plan will remain in force, apart from where specific changes are proposed in this document through the allocation of Local Plan Strategy sites, or where significant development proposals (10 or more residential units / 1,000 + sq.m. floorspace) adjacent to the urban area have an uncontested planning permission (or have been completed). The land to north of Moorfields, Willaston currently has planning permission for residential development (13/3688N) but remains in the Green Gap pending the outcome of the Supreme Court judgment. The judgment of the Supreme Court will subsequently be reflected in the detailed boundary of the Strategic Green Gap defined through the Site Allocations and Development Policies Document and shown on the Adopted Policies Map.

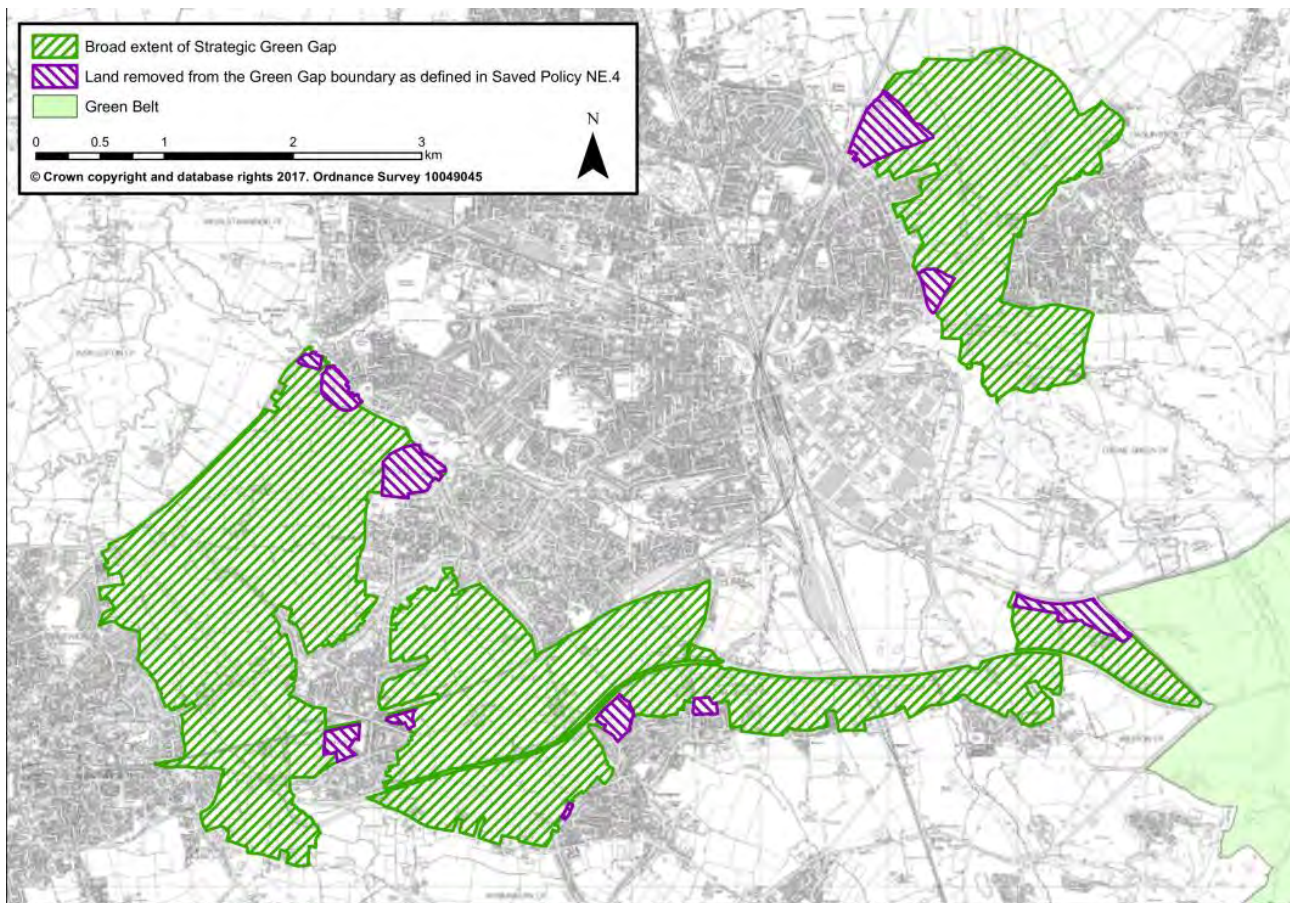


Figure 8.3 Strategic Green Gaps

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

Key Evidence

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



Open Countryside

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

Policy PG 6

Open Countryside

1. The Open Countryside is defined as the area outside of any settlement with a defined settlement boundary⁽³⁴⁾.
2. Within the Open Countryside only development that is essential for the purposes of agriculture, forestry, outdoor recreation, public infrastructure, essential works undertaken by public service authorities or statutory undertakers, or for other uses appropriate to a rural area will be permitted.
3. Exceptions may be made:
 - i. where there is the opportunity for limited infilling in villages; the infill of a small gap with one or two dwellings in an otherwise built up frontage elsewhere; affordable housing, in accordance with the criteria contained in Policy SC 6 'Rural Exceptions Housing for Local Needs' or where the dwelling is exceptional in design and sustainable development terms;
 - ii. for the re-use of existing rural buildings where the building is permanent, substantial and would not require extensive alteration, rebuilding or extension
 - iii. for the replacement of existing buildings (including dwellings) by new buildings not materially larger than the buildings they replace;
 - iv. for extensions to existing dwellings where the extension is not disproportionate to the original dwelling;
 - v. for development that is essential for the expansion or redevelopment of an existing business;
 - vi. For development that is essential for the conservation and enhancement of a heritage asset.
4. The retention of gaps between settlements is important, in order to maintain the definition and separation of existing communities and the individual characters of such settlements.
5. The acceptability of such development will be subject to compliance with all other relevant policies in the Local Plan. In this regard, particular attention should be paid to design and landscape character so the appearance and distinctiveness of the Cheshire East countryside is preserved and enhanced.

Justification

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

³⁴ Settlement boundaries will be reviewed and defined through the production of the Site Allocations and Development Policies DPD and neighbourhood plans. Until then, the spatial extent of settlement boundaries are those defined in the saved policies and proposals maps of the existing local plans for Crewe and Nantwich, Macclesfield and Congleton and amended to include sites detailed in this Local Plan Strategy, except safeguarded land. Table 8.3 shows settlements with a boundary defined in the saved policies and proposals maps of the existing local plans and where these are amended by sites detailed in this Local Plan Strategy.



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

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

8.69 The spatial extent of Open Countryside is defined as the area outside of any settlement with a defined settlement boundary. Settlement boundaries are defined in the saved policies of the Borough of Crewe and Nantwich Replacement Local Plan, Congleton Borough Local Plan First Review and the Macclesfield Borough Local Plan; settlement boundaries will remain unchanged apart from where specific sites are proposed within this document (except safeguarded land), until detailed boundaries are established through the Site Allocations and Development Policies Document and / or Neighbourhood Plans. Table 8.3 shows settlements with a defined settlement boundary and any amendments to these settlement boundaries associated with the allocation of sites in this Local Plan Strategy.

Settlement	Local Plan Strategy Settlement Hierarchy	Description	Saved Policy	Settlement boundary amended to include Local Plan Strategy sites
Acton	Other Settlements and Rural Areas	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Alderley Edge	Local Service Centre	Settlement boundary defined by Green Belt inset boundary	Macclesfield Borough Local Plan GC1	None
Alraham	Other Settlements and Rural Areas	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Alsager	Key Service Centre	Town defined by a settlement zone line	Congleton Borough Local Plan PS4	LPS 20 White Moss Quarry; LPS 23 Radway Green Brownfield; LPS 24 Radway Green Extension; and LPS 25 Radway Green North.
Aston	Other Settlements and Rural Areas	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Audlem	Local Service Centre	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Barbridge	Other Settlements and Rural Areas	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Bollington	Local Service Centre	Settlement boundary defined by Green Belt inset boundary	Macclesfield Borough Local Plan GC1	None
Brereton Green	Other Settlements and Rural Areas	Village defined by a settlement zone line	Congleton Borough Local Plan PS5	None



Settlement	Local Plan Strategy Settlement Hierarchy	Description	Saved Policy	Settlement boundary amended to include Local Plan Strategy sites
Bunbury	Local Service Centre	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Calveley	Other Settlements and Rural Areas	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Chelford	Local Service Centre	Settlement boundary defined by Green Belt inset boundary	Macclesfield Borough Local Plan GC1	None
Congleton	Key Service Centre	Town defined by a settlement zone line	Congleton Borough Local Plan PS4	LPS 26 Back Lane/Radnor Park; LPS 27 Congleton Business Park Extension; LPS 28 Giantswood Lane South; LPS 29 Giantswood Lane to Manchester Road; LPS 30 Manchester Road to Macclesfield Road; LPS 31 Tall Ash Farm; and LPS 32 North of Lamberts Lane
Crewe	Principal Town	Town with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.2	LPS 2 Basford East; LPS 3 Basford West; LPS 4 Leighton West; LPS 5 Leighton; LPS 6 Crewe Green; LPS 7 Sydney Road; and LPS 11 Broughton Road.
Disley (including Newtown)	Local Service Centre	Settlement boundary defined by Green Belt inset boundary	Macclesfield Borough Local Plan GC1	None
Gawsworth	Other Settlements and Rural Areas	Village washed over by Green Belt with a defined settlement boundary	Macclesfield Borough Local Plan GC1	None
Goostrey	Local Service Centre	Village defined by a settlement zone line	Congleton Borough Local Plan PS5	None
Hankelow	Other Settlements and Rural Areas	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Haslington	Local Service Centre	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Hassall Green	Other Settlements and Rural Areas	Village defined by a settlement zone line	Congleton Borough Local Plan PS5	None



Settlement	Local Plan Strategy Settlement Hierarchy	Description	Saved Policy	Settlement boundary amended to include Local Plan Strategy sites
Henbury	Other Settlements and Rural Areas	Village washed over by Green Belt with a defined settlement boundary	Macclesfield Borough Local Plan GC1	None
High Legh	Other Settlements and Rural Areas	Settlement boundary defined by Green Belt inset boundary	Macclesfield Borough Local Plan GC1	None
Holmes Chapel (including former Cranage Hall Hospital)	Local Service Centre	Village defined by a settlement zone line	Congleton Borough Local Plan PS5	None
Hough	Other Settlements and Rural Areas	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Knutsford	Key Service Centre	Settlement boundary defined by Green Belt inset boundary	Macclesfield Borough Local Plan GC1	LPS 36(A), (B) and (C) North West Knutsford; LPS 38 Land South of Longridge;
Lyme Green	Other Settlements and Rural Areas	Village washed over by Green Belt with a defined settlement boundary	Macclesfield Borough Local Plan GC1	None
Macclesfield	Principal Town	Settlement boundary defined by Green Belt inset boundary	Macclesfield Borough Local Plan GC1	LPS 14 Land East of Fence Avenue; LPS 15 Land at Congleton Road; LPS 16 Land south of Chelford Road; LPS 17 Gaw End Lane; and LPS 18 Land between Chelford Road and Whirley Road;
Middlewich	Key Service Centre	Town defined by a settlement zone line	Congleton Borough Local Plan PS4	LPS 42 Glebe Farm; LPS 44 Midpoint 18; and LPS 45 Land off Warmingham Lane West (Phase II)
Mobberley	Local Service Centre	Settlement boundary defined by Green Belt inset boundary	Macclesfield Borough Local Plan GC1	None
Mount Pleasant	Other Settlements and Rural Areas	Village defined by a settlement zone line	Congleton Borough Local Plan PS5	None
Mow Cop	Other Settlements and Rural Areas	Village defined by a settlement zone line	Congleton Borough Local Plan PS5	None



Settlement	Local Plan Strategy Settlement Hierarchy	Description	Saved Policy	Settlement boundary amended to include Local Plan Strategy sites
Nantwich	Key Service Centre	Town with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.2	LPS 46 Kingsley Fields
North Cheshire Growth Village	Other Settlements and Rural Areas	New settlement	No saved settlement boundary	LPS 33 North Cheshire Growth Village
Pickmere	Other Settlements and Rural Areas	Settlement boundary defined by Green Belt inset boundary	Macclesfield Borough Local Plan GC1	None
Poynton	Key Service Centre	Settlement boundary defined by Green Belt inset boundary	Macclesfield Borough Local Plan GC1	LPS 48 Land adjacent to Hazelbadge Road; LPS 49 Land at Sprink Farm; LPS 50 Land south of Chester Road; and LPS 51 Adlington Business Park Extension
Prestbury	Local Service Centre	Settlement boundary defined by Green Belt inset boundary	Macclesfield Borough Local Plan GC1	None
Rainow	Other Settlements and Rural Areas	Settlement boundary defined by Green Belt outer boundary and Peak District National Park boundary	Macclesfield Borough Local Plan GC1	None
Rode Heath	Other Settlements and Rural Areas	Village defined by a settlement zone line	Congleton Borough Local Plan PS5	None
Sandbach (including former Hays Chemical Complex)	Key Service Centre	Town defined by a settlement zone line	Congleton Borough Local Plan PS4	LPS 53 Land adjacent to J17 of M6, south east of Congleton Road
Scholar Green	Other Settlements and Rural Areas	Village defined by a settlement zone line	Congleton Borough Local Plan PS5	None
Shavington	Local Service Centre	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	LPS 9 The Shavington / Wybunbury Triangle; and LPS 10 East Shavington
South Cheshire Growth Village	Other Settlements and Rural Areas	New settlement	No saved settlement boundary	LPS 8 South Cheshire Growth Village
Spurstow	Other Settlements and Rural Areas	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None



Settlement	Local Plan Strategy Settlement Hierarchy	Description	Saved Policy	Settlement boundary amended to include Local Plan Strategy sites
Sutton	Other Settlements and Rural Areas	Village washed over by Green Belt with a defined settlement boundary	Macclesfield Borough Local Plan GC1	None
Weston	Other Settlements and Rural Areas	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Wilmslow and Handforth	Key Service Centres	Settlement boundary defined by Green Belt inset boundary	Macclesfield Borough Local Plan GC1	LPS 54 Royal London including land to the west of Alderley Road; LPS 55 Wilmslow Business Park; LPS 56 Land at Little Stanneylands; LPS 57 Heathfield Farm; and LPS 34 Land between Clay Lane and Sagars Road
Winterley	Other Settlements and Rural Areas	Village with a defined settlement boundary / settlement zone line	Borough of Crewe and Nantwich Local Plan RES.4 / Congleton Borough Local Plan PS5	None
Worleston	Other Settlements and Rural Areas	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Wrenbury	Local Service Centre	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None
Wybunbury	Other Settlements and Rural Areas	Village with a defined settlement boundary	Borough of Crewe and Nantwich Local Plan RES.4	None

Table 8.3 Settlements with a Defined Settlement Boundary.

8.70 For clarification, the Open Countryside policy will also apply to areas designated as safeguarded land in policy PG 4.

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

Key Evidence

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



Spatial Distribution

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

8.73 These figures are intended as a guide and are neither a ceiling nor a target. In addition to completions since 2010 and current commitments (e.g. planning permissions), provision will be made to allocate sufficient new sites⁽³⁵⁾ in each area to facilitate the levels of development set out in this policy.

Policy PG 7

Spatial Distribution of Development

1. The **Principal Towns** are expected to accommodate development as shown:
 - i. Crewe: in the order of 65 hectares of employment land and 7,700 new homes;
 - ii. Macclesfield: in the order of 20 hectares of employment land and 4,250 new homes;
2. The **Key Service Centres** are expected to accommodate development as shown:
 - i. Alsager: in the order of 40 hectares of employment land and 2,000 new homes;
 - ii. Congleton: in the order of 24 hectares of employment land and 4,150 new homes;
 - iii. Handforth: in the order of 22 hectares of employment land and 2,200 new homes;
 - iv. Knutsford: in the order of 15 hectares of employment land and 950 new homes;
 - v. Middlewich: in the order of 75 hectares of employment land and 1,950 new homes;
 - vi. Nantwich: in the order of 3 hectares of employment land and 2,050 new homes;
 - vii. Poynton: in the order of 10 hectares of employment land and 650 new homes;
 - viii. Sandbach: in the order of 20 hectares of employment land and 2,750 new homes;
 - ix. Wilmslow: in the order of 10 hectares of employment land and 900 new homes;
3. The **Local Service Centres** are expected to accommodate in the order of 7 hectares of employment land and 3,500 new homes.
4. The **Other Settlements and Rural Areas** are expected to accommodate in the order of 69 hectares of employment land (figure including the 61 hectare Employment Improvement Area at Wardle) and 2,950 new homes (including Alderley Park).

Justification

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

- Settlement Hierarchy
- Various consultation stages including the Town Strategies, Development Strategy and Emerging Policy Principles
- Green Belt designations
- Known development opportunities including the Strategic Housing Land Availability Assessment
- Infrastructure capacity
- Environmental constraints
- Broad sustainable distribution of development requirements

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



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

8.76 Settlement boundaries for each of the settlements in Policy PG 7 are as defined in the saved policies of the Borough of Crewe and Nantwich Replacement Local Plan, Congleton Borough Local Plan First Review and the Macclesfield Borough Local Plan, and are as amended by the sites detailed in this Local Plan Strategy document. Further amendments to settlement boundaries will be undertaken through the Site Allocations and Development Policies Document.

8.77 Cheshire East is a high quality place to live and work. The Local Plan Strategy seeks to manage change over the plan period to make sure that it reinforces the advantages the area already possesses, in a sustainable way. Table 8.4 presents an indicative distribution for the levels of the settlement hierarchy in the borough. The figure for Local Service Centres will be further disaggregated in the Site Allocations and Development Policies DPD and / or Neighbourhood Plans.

Town	New Homes		Employment Land	
	Total 2010 to 2030	Average each year ⁽³⁶⁾	Total 2010 to 2030	Average each year
Principal Towns				
Crewe	7,700	385	65ha	3.25ha
Macclesfield	4,250	213	20ha	1.00ha
Key Service Centres				
Alsager	2,000	100	40ha	2.00ha
Congleton	4,150	208	24ha	1.20ha
Handforth (including North Cheshire Growth Village)	2,200	110	22ha	1.10ha
Knutsford	950	48	15ha	0.75ha
Middlewich	1,950	98	75ha	3.75ha
Nantwich	2,050	103	3ha	0.15ha
Poynton	650	33	10ha	0.50ha
Sandbach	2,750	138	20ha	1.00ha
Wilmslow	900	45	10ha	0.50ha
Other Settlements				
Local Service Centres	3,500	175	7ha	0.35ha
Other Settlements and Rural Areas (including Wardle Improvement Area)	2,950	148	69ha	3.45ha

Table 8.4 Indicative Distribution of Development

36 Annual averages have been rounded to the nearest whole number



8.78 Appendix A provides further detail about the distribution of development in Cheshire East. It should be noted that the actual levels of employment land and housing development shown in Policy PG 7 are below the numbers proposed in the Spatial Distribution of Development Policy. This is to provide flexibility and to allow for a proportion of slippage, such as developments occurring after the plan period, or for sites coming forward at lower densities than currently expected.

8.79 The Housing Development Study suggests that, on the basis of migration, travel to work and other data, Cheshire East is an appropriate geography for planning purposes over which to assess and meet housing requirements and comprises two functional housing sub-market areas: one is focused on the former Macclesfield district and exhibits strong interactions with Greater Manchester market; the second is focused on the former Crewe & Nantwich district and Congleton districts, and has noticeable market interactions with North Staffordshire and Greater Manchester.

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

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

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

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

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

8.85 The North Cheshire Growth Village at Handforth East will:

- Provide access to services and employment opportunities located in Manchester
- Provide access to services and facilities in Handforth
- Effectively meet a significant proportion of the needs of the northern Green Belt towns, due to its closeness to a number of settlements
- Provide the funding to support the delivery of infrastructure improvements required to support the economic growth of Cheshire East
- Reduce the impact of the release of Green Belt on existing communities



- Allow the council to reflect the opinions of the local communities within the north of the borough who wish to see the general extent of the Green Belt around existing settlements to be maintained
- Maximise opportunities for beneficial development, due to the limited number of physical constraints to the site

Key Evidence

1. Determining the Settlement Hierarchy
2. Housing Development Study
3. Strategic Housing Land Availability Assessment
4. 'Made' Neighbourhood Plans including Sandbach, Audlem, Brereton and Bunbury





9

Planning for Sustainable Development



9 Planning for Sustainable Development

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

Policy SD 1

Sustainable Development in Cheshire East

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

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

Justification

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

9.3 Whilst the Local Plan Strategy includes the presumption in favour of sustainable development as a 'golden thread' running through the strategy, Policy SD 1 seeks to further define the considerations

used at a local level in order to achieve sustainable development in Cheshire East in line with achieving the vision and strategic priorities set out in the Local Plan Strategy.



Key Evidence

1. Determining the Settlement Hierarchy
2. Cheshire East Infrastructure Delivery Plan
3. Cheshire East Sustainability Appraisal
4. 'Made' Neighbourhood Plans including Sandbach, Audlem, Brereton and Bunbury

Policy SD 2

Sustainable Development Principles

1. All development will be expected to:
 - i. Provide or contribute towards identified infrastructure, services or facilities. Such infrastructure should precede the delivery of other forms of development, wherever possible;
 - ii. Contribute positively to an area's character and identity, creating or reinforcing local distinctiveness in terms of:
 - a. Height, scale, form and grouping;
 - b. Choice of materials;
 - c. External design features;
 - d. Massing of development - the balance between built form and green/public spaces;
 - e. Green infrastructure; and
 - f. Relationship to neighbouring properties, street scene and the wider neighbourhood;
 - iii. Respect and, where possible, enhance the landscape character of the area. Particular attention will be paid toward significant landmarks and landscape features;
 - iv. Respect, and where possible enhance, the significance of heritage assets, including their wider settings;
 - v. Avoid the permanent loss of areas of agricultural land quality of 1, 2 or 3a, unless the strategic need overrides these issues;
 - vi. Be socially inclusive and, where suitable, integrate into the local community;
 - vii. Avoid high risk flood areas, or where necessary provide appropriate mitigation measures;
 - viii. Use appropriate design, construction, insulation, layout and orientation to create developments that:
 - a. Are resilient to climate change;
 - b. Minimise energy use;
 - c. Use natural resources prudently;
 - d. Promote the use, recovery and recycling of materials;
 - e. Integrate or allow future integration of renewable energy technologies;
 - f. Discourage crime and anti-social behaviour;
 - g. Minimise trip generation;
 - h. Minimise waste and pollution; and
 - i. Are water efficient.



2. In addition to the above principles, residential development will be expected to:
 - i. Provide open space, of an extent, quality, design and location appropriate to the development and the local community;
 - ii. Provide access to a range⁽³⁷⁾ of forms of public transport, open space and key services and amenities⁽³⁸⁾; and
 - iii. Incorporate measures to encourage travel by sustainable modes of transport such as walking, cycling and public transport.
3. In addition to the principles in point 1 above, employment development will be expected to:
 - i. Provide an attractive setting to development in order to create an attractive and successful place to work, with minimum impact on the surrounding area;
 - ii. Provide a flexible development that can serve a range of sizes and types of employment; and
 - iii. Maximise opportunities for access and deliveries by a range of forms of sustainable transport.
4. In addition to the principles in point 1 above, retail/town centre development will be expected to:
 - i. Provide high quality pedestrian and cycle facilities, including secure cycle parking;
 - ii. Be located so as to reduce the need to travel, especially by car, and to enable people as far as possible to meet their needs locally; and
 - iii. Provide good town centre linkages, by walking, cycling and public transport, if the development is located on the edge or out of town.

Justification

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

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

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

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

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



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

Table 9.1 Access to services and amenities

Key Evidence

1. Determining the Settlement Hierarchy
2. Cheshire East Infrastructure Delivery Plan
3. Cheshire East Sustainability Appraisal
4. 'Made' Neighbourhood Plans including Sandbach, Audlem, Brereton and Bunbury.





10 Infrastructure



10 Infrastructure

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

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

Policy IN 1

Infrastructure

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

Justification

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

1. Physical: the broad collection of systems and facilities that house and transport people and goods, and provide services including:
 - Transportation networks - including public transport, road networks, provisions for walking and cycling;
 - Water - including wastewater treatment and water supply, including fire hydrants;
 - Flood risk management;
 - Energy - including heat, gas, electricity;
 - Telecommunications networks - telephones, mobile phones, broadband and other new communication technologies;



- Waste provision - including domestic waste and recycling, commercial and construction waste;
 - Public realm - street lighting, seating, planting.
2. Green: the physical environment within and between our cities, towns and villages. A network of multi-functional open spaces including formal parks, gardens, woodlands, green corridors, waterways and open countryside.
 3. Social and Community: the range of core learning, well-being, sports and other activities. It can include the provision of:
 - Health facilities - including hospitals, doctors and dentists surgeries;
 - Social care;
 - Education - including schools, colleges and skills training
 - Social and community facilities - including places of worship, community centres, support for community groups and projects;
 - Leisure facilities - indoor and outdoor, including sports pitches and changing facilities;
 - Cultural facilities - including libraries, museums, theatres and heritage.

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

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

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

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

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

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

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

Key Evidence

1. Infrastructure Delivery Plan.



Policy IN 2

Developer Contributions

1. Developer contributions will be sought to make sure that the necessary physical, social, public realm, economic and green infrastructure is in place to deliver development. Contributions will be used to mitigate the adverse impacts of development (including any cumulative impact). Such contributions will help facilitate the infrastructure needed to support sustainable development.
2. Development proposals will be expected to provide a contribution towards the cost of infrastructure. Subject to statutory processes and regulations, contributions may be collected towards:
 - i. Initial costs, e.g. design and development work and pump priming of projects or programmes;
 - ii. Capital costs;
 - iii. Ongoing revenue such as the management and maintenance of services and facilities;
 - iv. Any other infrastructure related costs permitted by law and identified as a local need;
 - v. Contributions will be collected through Section 106 agreements and / or through a Community Infrastructure Levy once a Charging Schedule is in place; and
 - vi. Until a Charging Schedule is in place, contributions from Section 106 agreements may be pooled to meet the costs of strategic infrastructure, where this meets the legal tests as set out in the Community Infrastructure Levy Regulations. Once the Charging Schedule is in place, Section 106 agreements will continue to be used for site specific costs and affordable housing.

Justification

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

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

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

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

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

10.15 Cheshire East Council have identified, in an Infrastructure Delivery Plan, what strategic infrastructure is needed to support the amount and distribution of growth proposed in the Local Plan Strategy, and how much it will cost, including the funding shortfall identified after taking account of already committed funding. Before developer contributions can be sought through CIL to make up at



least part of this shortfall, a Levy Charging Schedule will be published, consulted on, examined and adopted, establishing a Levy Charge.

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

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

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

10.18 Work on the Cheshire East CIL will commence following the adoption of the Local Plan Strategy or sooner if considered appropriate. It is expected that at this stage, the council will have a greater understanding of the infrastructure requirements for Cheshire East.

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

Key Evidence

1. CIL Regulations
2. Infrastructure Delivery Plan.





11

Enterprise and Growth



11 Enterprise and Growth

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

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

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

Crewe High Growth City/M6 Corridor – a growth proposition for the south of the borough centred around Crewe as a Principal Town but linking to a wider set of growth 'nodes' using the M6 Corridor as a key attractor and asset to support our ambition.

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

Crewe: High Growth City

11.4 As the largest town in South Cheshire, Crewe is already the area's primary population centre and its major economic hub. Its 5,000 businesses include concentrations of professional services, distribution, logistics and advanced engineering built on its rich rail and automotive heritage. It is located in not only one of the most prosperous parts of the region but the best connected, creating the perfect location for job creation, growth and development.

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

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

North Cheshire Science Corridor

11.7 North East Cheshire, as part of a wider North West Science & Technology cluster, has the potential to become a UK lead specifically to aid commercialisation of innovation in the 'Key Enabling'⁽³⁹⁾, 'Great Eight'⁽⁴⁰⁾ and 'Health-Science'⁽⁴¹⁾ technology fields. The area is host to a net concentration of globally significant companies which represent a hotbed of intellectual capacity and entrepreneurship. Cheshire East has particularly high levels of R&D activities within Great Britain, with Cheshire East accounting for 36.9% of the region's R&D jobs and 3.3% of the country's (GB) R&D jobs.⁽⁴¹⁾

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

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

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



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

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

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

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

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

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

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

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



Economic Prosperity

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

Policy EG 1

Economic Prosperity

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

Justification

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

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

11.18 Policy EG 1 supports the delivery of opportunities for the provision of employment land that may come forward in the Principal Towns, Key Service Centres and Local Service Centres, in addition to the employment land that is allocated in the Local Plan Strategy. This policy will contribute to the achievement of the strategic objective to promote economic prosperity by creating conditions for business growth. The potential for employment growth in the visitor economy is dealt with in Policy EG 4 'Tourism'.

Key Evidence

1. Employment Land Review
2. Employment Monitoring



Policy EG 2

Rural Economy

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

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

Will be supported where the development:

- i. Meets sustainable development objectives as set out in policies MP 1, SD 1 and SD 2 of the Local Plan Strategy;
- ii. Supports the rural economy, and could not reasonably be expected to locate within a designated centre by reason of their products sold⁽⁴²⁾;
- iii. Would not undermine the delivery of strategic employment allocations;
- iv. Is supported by adequate infrastructure;
- v. Is consistent in scale with its location and does not adversely affect nearby buildings and the surrounding area or detract from residential amenity;
- vi. Is well sited and designed in order to conserve and where possible enhance the character and quality of the landscape and built form; and
- vii. Does not conflict with Policies PG 3, PG 4, PG 6, PG 7, SE 3, SE 4, SE 5, SE 6 and SE 7 of the Local Plan Strategy.

Justification

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

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

42 The majority of goods sold should be produced on site.



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

Key Evidence

1. Employment Land Review

Policy EG 3

Existing and Allocated Employment Sites

1. Existing employment sites will be protected for employment use unless:
 - i. Premises are causing significant nuisance or environmental problems that could not be mitigated; or
 - ii. The site is no longer suitable or viable for employment use; and
 - a. There is no potential for modernisation or alternate employment uses; and
 - b. No other occupiers can be found⁽⁴³⁾.
2. Where it can be demonstrated that there is a case for alternative development on existing employment sites, these will be expected to meet sustainable development objectives as set out in Policies MP 1, SD 1 and SD 2 of the Local Plan Strategy. All opportunities must be explored to incorporate an element of employment development as part of a mixed use scheme.
3. Subject to regular review, allocated employment sites will be protected for employment use in order to maintain an adequate and flexible supply of employment land to attract new and innovative businesses, to enable existing businesses to grow and to create new and retain existing jobs.

Justification

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

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

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

11.25 There are already a number of key employment areas in the borough, including Alderley Park, Hurdsfield Industrial Estate, Bentley Motors, Radbroke Hall, Jodrell Bank, Booths Hall and

⁴³ To demonstrate that no other occupiers can be found, the site should be marketed at a realistic price reflecting its employment status for a period of not less than 2 years. The council will require evidence that a proper marketing exercise has been carried out including a record of all offers and expressions of interest received.



Midpoint 18. These are of particular significance to the economy in Cheshire East, collectively employing over 13,000 personnel. The following provides an overview of their contribution to the borough's strong economic base together with additional key sites that form part of the borough's employment land portfolio:

- **Alderley Park** - Currently AstraZeneca's largest research facility and the company's global centre for cancer research. A development framework has been developed. The objective of this document is to maximise the employment potential of the site to deliver a life science vision, and also to look at wider uses for all aspects of the site, which would meet community/local need.
- **Hurdsfield Industrial Estate, Macclesfield** - As the largest traditional industrial estate in Cheshire East, it is home to a number of major multinational companies, including AstraZeneca and BASF Performance Products Ltd. This industrial estate accommodates an important concentration of activity. Work is ongoing to maximise the employment uses and land uses on the Hurdsfield Estate, to ensure it plays its role in delivering our economic vision for the borough and create growth opportunities for local and new companies seeking to locate in North Cheshire.
- **Bentley Motors, Crewe** - This is the town's largest private sector employer, currently employing 3,500 people. As the company's UK headquarters, the site is home to all aspects of car production from design, engineering, manufacturing, quality, and sales and marketing. Following an announcement in July 2013 of an £800m investment by the company to manufacture its new Sport Utility Vehicle, plans for significant growth at the site are expected alongside the creation of 1,000 new jobs. With advanced manufacturing accounting for 12.3%⁽⁴⁴⁾ of employment in Cheshire East, the Bentley site is at the centre of this growing sector, and is responsible for a growing supply chain in the nearby area.
- **Radbroke Hall, Knutsford** - The site currently accommodates the UK Strategic Centre for Barclays Bank Plc and is home to the Global Infrastructure and Service Delivery Teams. The site is at the forefront of a growing IT and financial / insurance service industry, of which Cheshire East has a higher concentration than in the North West region as a whole.
- **Jodrell Bank, Holmes Chapel** - prominently located in the heart of Cheshire East this is a unique site, which is of both historical and scientific significance as a leading facility for radio astrophysics and scientific research in the UK. The Discovery Centre also offers an important contribution to the Cheshire East visitor economy. The site is also on the UK National Shortlist for UNESCO in a bid for World Heritage Status due to its potential outstanding universal value.
- **Booths Hall, Knutsford** - Booths Hall combines an 85 hectare parkland setting with flexible, high quality office accommodation, which is home to a growing number of small high growth, high tech companies and major multinationals. The site offers a quality employment location in the heart of Cheshire, with good links into public transport and road/rail links. The park is a major contributor to Knutsford and the wider regional economy with many leading international and knowledge-based businesses located there. 80% of the existing occupiers operate in Cheshire East's growth sectors.
- **Midpoint 18, Middlewich** - This is a mixed use business park currently home to major companies such as Wincanton and Kuehne + Nagel. The current development footprint provides 128,130 square metres of mixed employment use, including office, distribution, and manufacturing space.
- **Crewe Green Business Park, Crewe** - This is the largest business park in Crewe; it is over 27 hectares and accommodates employers such as Air Products, Busch GVT, Wulvern Housing and DEFRA. Crewe Green Business Park, and Crewe Gates and Weston Road industrial areas are adjacent to each other and form together a diverse, influential and important area of economic activity.
- **Crewe Gates Industrial Estate, Crewe** - The largest industrial area within the largest town in Cheshire East. Employers located here include Expert Logistics, JTI UK, 20:20 Mobile and Bargain Booze Headquarters.
- **Waters Corporation, Wilmslow** - Waters Corporation have recently completed the construction of a mass spectrometry headquarters located at the 15 hectare Stamford Lodge site. This facility



will provide employment to over 500 employees committed to the support and development of mass spectrometry systems. Waters is a world leader in this field of scientific innovation.

- **Sanofi Aventis, Holmes Chapel** - Sanofi is a global integrated healthcare leader in the pharmaceutical industry. The site, prominently located on the edge of Holmes Chapel, is a centre of excellence for the manufacture of inhalation products for the worldwide market.

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

Key Evidence

1. Employment Land Review
2. Employment Monitoring

Tourism

11.27 Nationally, tourism generates £90 billion of direct spending, provides 1.36 million jobs and is the fifth or sixth biggest sector of the UK economy in most years. The visitor economy is an important contributor to businesses and communities in Cheshire East, bringing 13.2 million visitors to the borough each year, generating around £700m a year for the local economy and employing about 10,000 people, with food and drink, accommodation and shopping accounting for most of these jobs ⁽⁴⁵⁾. The rich and varied natural and historic environment, and the beauty and character of the wider countryside, plays a vital role in the visitor economy of Cheshire East. These borough-wide assets will be protected and where possible, enhanced to help drive the visitor economy as well as for their own sake. As part of the plan for growth it is important that the visitor economy is able to maximise its contribution to the economy, employment and quality of life of Cheshire East.

45 STEAM Report 2010, Marketing Cheshire.



Policy EG 4

Tourism

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

Justification

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

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

- Sustainable rural tourism;



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

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

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

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

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

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

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

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

Key Evidence

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

Town Centres

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



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

Policy EG 5

Promoting a Town Centre First Approach to Retail and Commerce

1. The council will support the following hierarchy of retail centres in Cheshire East:
 - i. The Principal Towns will be the main focus for high quality comparison retail, supported by a range of retail, service, leisure, tourism, office and other town centre-type uses, including residential.
 - ii. In the Key Service Centres, there will be a focus on the improvement of the convenience and comparison retail offer, with the potential to strengthen and enhance the retail offer, where suitable, as well as diversification to other uses such as offices, services, leisure, cultural and residential, as appropriate.
 - iii. In the Local Service Centres, there will be a focus on convenience and comparison retailing of an appropriate scale, plus opportunities for service uses and small-scale independent retailing of a function and character that meets the needs of the local community.
 - iv. In the other settlements and rural areas of the borough, there will be a focus on providing retail and services of appropriate scale and nature to meet the needs of the local community.
2. Town centres will be promoted as the primary location for main town centre uses including retail, leisure, cultural and office development.
3. The use of upper floors in town and other centres for non-retail uses will be supported, where appropriate.
4. The retention and enhancement of the borough's markets will be encouraged.
5. Small parades of shops will be protected where they are important to the day-to-day needs of local communities.
6. Proposals that help develop the evening and night-time economy in the Principal Towns and Key Service Centres will be supported, where any negative impacts on amenity are addressed.
7. Proposals for main town centre uses should be located within the designated town centres or on other sites allocated for that particular type of development. Where there are no suitable sites available, edge-of-centre locations must be considered prior to out-of-centre locations. Edge-of-centre and out-of-centre proposals will be considered where:
 - i. there is no significant adverse impact on the vitality and viability of the surrounding town centres; and
 - ii. it is demonstrated that the tests outlined in current government guidance can be satisfied.
 - iii. The sequential approach will not be applied to applications for small scale rural offices or other small scale rural development in line with the government guidance.

Justification

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



- *recognise town centres as the heart of their communities and pursue policies to support their viability and vitality;*
- *define a network and hierarchy of centres that is resilient to anticipated future economic changes;*
- *promote competitive town centres that provide customer choice and a diverse retail offer and which reflect the individuality of town centres;*
- *set policies for the consideration of proposals for main town centre uses which cannot be accommodated in or adjacent to town centres'.*

11.39 It is important to determine appropriate policies for retailing, focused on town centres, as they are often a central part of community identity and contain the shops, services, pubs, restaurants, leisure, entertainment and other facilities that people wish to access locally, as well as businesses, employment and homes. Town centres are generally accessible by a wide range of transport modes and provide the greatest opportunity for linked trips. Proposals for leisure facilities should also refer to Policy SC 1 'Leisure and Recreation' in the Local Plan Strategy.

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

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

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

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

11.44 The council is keen to preserve and enhance the vitality and viability of its existing town centres. Therefore, it is important to make sure that proposals for town centre uses located outside of these town centres do not have a significant adverse impact on these existing centres. These impacts could include an increase in the number of vacant units and a reduction in turnover. More information on town centre impacts can be found in government guidance, but the council will apply the sequential test set out in paragraph 26 of the NPPF when determining retail applications with a floorspace in excess of 2,500 square metres.

Key Evidence

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



12

Stronger Communities



12 Stronger Communities

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

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

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

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

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

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

Leisure

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

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



Policy SC 1

Leisure and Recreation

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

1. Seek to protect and enhance existing leisure and recreation facilities, unless a needs assessment has clearly proven them to be surplus to requirements to local community needs or unless alternative provision, of equivalent or better quality, is to be made.
2. Support and promote the provision of better leisure, community and recreation facilities, where there is a need for such facilities, the proposed facilities are of a type and scale appropriate to the size of the settlement, are accessible and support the objectives of the Local Plan Strategy. The council will:
 - i. Encourage facilities that serve the borough as a whole, and facilities that attract large numbers of people, to be located, where possible, within or adjoining Crewe or Macclesfield town centres;
 - ii. Require facilities serving Key Service Centres to be located in or adjacent to their town centre or highly accessible locations;
 - iii. Require facilities intended to serve the everyday needs of a community or neighbourhood to be in or adjacent to the centres of Local Service Centres or other settlements; and
 - iv. Encourage the development of shared service centres that combine public services, health and community functions in modern accessible buildings.
3. Support proposals for facilities that would not be appropriate to be located in or adjacent to centres, provided they are highly accessible by a choice of transport, do not harm the character, amenity, or biodiversity value of the area, and satisfy the following criteria:
 - i. The proposal is a facility that:
 - a. supports a business use;
 - b. is appropriate in an employment area; or
 - c. supports an outdoor sports facility, education or related community / visitor facility; or
 - d. supports the visitor economy and is based on local cultural or existing visitor attractions.
4. Work with agencies, services and businesses responsible for providing facilities to make sure that the needs and demands of communities are met.
5. Make sure that appropriate developments contribute, through land assembly and financial contributions, to new or improved facilities where development will increase demand and / or there is a recognised shortage of local leisure, community and recreation facilities.⁽⁴⁶⁾

Justification

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

46 Further detail can be found in Policy SE 6.



bowls and exercise classes. Policy SE 6 in the Sustainable Environment Chapter covers outdoor open space such as parks and allotments.

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

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

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

12.13 Although facilities may become surplus to requirements based on their current use, this may allow other leisure and recreation needs of local communities to be met through their re-use.

Key Evidence

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



Indoor and Outdoor Sports Facilities

Policy SC 2

Indoor and Outdoor Sports Facilities

In order to provide appropriate sports facilities for the communities of Cheshire East, the council will:

1. Protect existing indoor and outdoor sports facilities, unless:
Either:
 - i. They are proven to be surplus to need⁽⁴⁷⁾; or
 - ii. Improved alternative provision⁽⁴⁸⁾ will be created in a location well related to the functional requirements of the relocated use and its existing and future users.And in all cases:
 - iii. The proposal would not result in the loss of an area important for its amenity or contribution to the character of the area in general; and
2. Support new indoor and outdoor sports facilities where:
 - i. They are readily accessible by public transport, walking and cycling; and
 - ii. The proposed facilities are of a type and scale appropriate to the size of the settlement; and
 - iii. Where they are listed in an action plan in any emerging or subsequently adopted Sports Strategy.
3. Make sure that major residential developments contribute, through land assembly and / or financial contributions, to new or improved sports facilities where development will increase demand and/or there is a recognised shortage in the locality that would be exacerbated by the increase in demand arising from the development.

Justification

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

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

12.16 Any proposal affecting an indoor or outdoor sports facility will be judged in relation to any emerging or subsequently adopted Indoor Sports Strategy or Playing Pitch Strategy.

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

47 As identified in an adopted and up to date Needs Assessment.

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



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

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

12.19 Policy SE 6 in the Sustainable Environment Chapter covers all outdoor open space such as parks, allotments and playing fields; open space standards and contributions.

Key Evidence

1. Open Spaces Assessment
2. Green Space Strategy
3. Playing Pitch Strategy
4. Indoor Sports Strategy.

Health and Well-Being

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

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



Policy SC 3

Health and Well-Being

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

1. Working in partnership with the health and social care providers to improve health across Cheshire East and reduce inequalities;
2. Requiring Screening or Rapid Impact Assessments as part of the application process on all major development proposals. This will involve a review of the possible health impacts of a policy or proposal. Screening should include:
 - i. Who may be affected by the proposal;
 - ii. What determinants of health may be affected; and
 - iii. What further evidence is needed to inform the recommendations.

Screening will determine if a full Health Impact Assessment is required. The council will seek contributions towards new or enhanced health and social care facilities from developers where development results in a shortfall or worsening of provision;

3. Ensuring new developments provide opportunities for healthy living and improve health and well-being through the encouragement of walking and cycling, good housing design (including the minimisation of social isolation and creation of inclusive communities), access to services, sufficient open space and other green infrastructure, and sports facilities and opportunity for recreation and sound safety standards;
4. Improving education and skills training and encouraging life-long learning;
5. Protecting existing community infrastructure and ensuring the provision of a network of community facilities, providing essential public services together with private and voluntary sector facilities, to meet the needs of the local community;
6. Ensuring all development is designed to create safe environments by:
 - i. Ensuring the natural surveillance of streets and public spaces;
 - ii. Providing convenient, well designed, all weather, safe access and movement routes for all;
 - iii. Promoting activity that is appropriate to the area, by encouraging a diversity of uses (where appropriate) to extend activity to ensure the safe use of spaces during the day and night;
 - iv. Encourage green spaces and play areas to be located away from main roads;
 - v. Creating a sense of ownership by providing a clear definition between public and private realm;
 - vi. Ensuring security measures are sympathetically incorporated into the design;
 - vii. Ensuring the layout and use of new developments are appropriate and compatible with an area. Any new open space should be well defined, flexible and purposeful; and
 - viii. Strongly encouraging the reuse of vacant and derelict buildings and spaces;
7. Promoting the role of communal growing spaces including allotments, garden plots within developments, small scale agriculture and farmers' markets in providing access to healthy, affordable, locally produced food options.

Justification

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



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

12.24 Life expectancy in Cheshire East is higher than regional (North West) and the national (England) averages. Life expectancy at birth for females is 83.3 years, compared to 81.5 years in the North West and 82.9 years nationally. Life expectancy at birth for males is 80.1 years, compared to 77.4 in the North West and 78.9 nationally⁽⁴⁹⁾. However, there are pockets of poor health: there is a gap of around 10 years in male life expectancy and nearly 15 years for female life expectancy between some of the local areas within Cheshire East⁽⁵⁰⁾.

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

12.26 Having timely and easy access to a range of health and social care services and community infrastructure is a key issue for local people and creating opportunities for healthier and more active lifestyles is part of evolving national policy. The Joint Strategic Needs Assessment highlights that *'adult participation in physical activity, as measured through sport and active recreation, in Cheshire East is generally similar to the national average, whilst activity rates are lowest in Crewe and Nantwich and highest in Macclesfield. Physical activity is important in childhood to support healthy growth and development, psychological well-being and social interaction. Obesity in childhood can lead to risks of coronary heart disease, strokes and poor mental health in later life, all causes of premature death. Across Cheshire East, 8.2 per cent of all children were obese in 2010 although this is less than the national average (9.6 per cent)'*⁽⁵¹⁾.

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

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

12.28 Section 17 of the Crime and Disorder Act 1998 requires local authorities to do all they reasonably can to prevent crime and disorder and stipulates that the prevention of crime and the enhancement of community safety are matters that a local planning authority should consider in its plans and decisions. Crime and the fear of crime have a great impact on quality of life and general well-being, meaning that designing high quality and safe developments is an important aspect of creating places where people want to live, work and play. A contributory factor to improving safety is to create and sustain a 'sense of place', where people take pride in their surroundings. It will also be important to ensure that new developments are designed to a high standard and incorporate the key principles of good design as set out in 'By Design' (DETR 2000). The production of a Design and Access Statement is an important part of development proposals (see Policy SE 1 'Design'). Developers should request Crime Impact Statements (CIS) from their relevant Police Crime Commissioner body (PCC) to assist with the completion of the 'safer communities' section of the Design and Access Statement.

12.29 Any future Cheshire East Council policy on Health Impact Assessments will set out when a HIA is required in relation to new development. This policy (SC 3) will then be applied to new development in relation to Criterion 2.

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

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

51 Cheshire East Council Child Poverty Needs Assessment 2011.



Key Evidence

1. Ageing well in Cheshire East Programme - A Plan for People aged 50 and over (2012-2017)
2. Cheshire East Joint Strategic Needs Assessment: Population Projections, (2010)
3. Cheshire East Health and Wellbeing Strategy (2014-2016)
4. Building for Life Assessments
5. Cheshire East Health Impact Assessment Policy
6. Five Year Forward View (NHS, October 2014).

Residential Mix

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

Policy SC 4

Residential Mix

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

Justification

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

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

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



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

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

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

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

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

12.37 Neighbourhood Plans can play an important role in securing an appropriate housing mix. Their policies can reflect more local evidence regarding the need for particular types of housing.

Key Evidence

1. Strategic Housing Market Assessment
2. Ageing well in Cheshire East Programme - A Plan for People aged 50 and over (2012-2017)
3. Housing Statistics - Communities and Local Government Live Housing Statistics / Cheshire East Council Housing Statistics
4. Cheshire East Health and Wellbeing Strategy 2013-2014
5. Cheshire East Housing Strategy 2011-2016
6. Cheshire East Supported Housing Strategy⁽⁵²⁾
7. Safer Places: The planning system and crime prevention.

Affordable Homes

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

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



Policy SC 5

Affordable Homes

1. In residential developments affordable housing will be provided as follows:
 - i. In developments of 15 or more dwellings (or 0.4 hectares) in the Principal Towns and Key Service Centres at least 30% of all units are to be affordable;
 - ii. In developments of 11 or more dwellings (or have a maximum combined gross floorspace of more than 1,000 sq.m) in Local Service Centres and all other locations at least 30% of all units are to be affordable;
 - iii. In future, where Cheshire East Council evidence, such as housing needs studies or housing market assessments, indicate a change in the borough's housing need the above thresholds and percentage requirements may be varied;
2. Units provided shall remain affordable for future eligible households or for the subsidy to be recycled for alternative affordable housing provision;
3. The affordable homes provided must be of a tenure, size and type to help meet identified housing needs and contribute to the creation of mixed, balanced and inclusive communities where people can live independently longer;
4. Affordable homes should be dispersed throughout the site, unless there are specific circumstances or benefits that would warrant a different approach;
5. Market and affordable homes on sites should be indistinguishable and achieve the same high design quality;
6. The council will seek to improve choice and increase supply of affordable homes to reflect that housing markets change over periods of time and therefore the products that are made available to help people access rented and other affordable housing need to change to meet these market conditions;
7. In exceptional circumstances, where scheme viability may be affected, developers will be expected to provide viability assessments to demonstrate alternative affordable housing provision⁽⁵³⁾. The developer will be required to submit an open book viability assessment. In such cases, the council will commission an independent review of the viability study, for which the developer will bear the cost. In cases where such alternative affordable housing provision is agreed there may be a requirement for the provision of 'overage' payments to be made. This will reflect the fact that the viability of a site will be agreed at a point in time and may need to be reviewed, at set point(s) in the future;
8. Affordable housing is required to be provided on-site, however, in exceptional circumstances, where it can be proven that on-site delivery is not possible, as a first alternative, off-site provision of affordable housing will be accepted; as a second alternative a financial contribution may be accepted, where justified, in lieu of on-site provision.
9. Affordable housing and tariff style contributions will not be sought from any development consisting only of the construction of a residential annex or extension to an existing home.

Justification

12.39 The National Planning Policy Framework states that where Local Authorities have identified that affordable housing is needed, they should *'set policies for meeting this need on site, unless off-site provision or a financial contribution of broadly equivalent value can be robustly justified and the agreed approach contributes to the objective of creating mixed and balanced communities. Such policies should be sufficiently flexible to take account of changing market conditions over time'*.

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



12.40 'Affordable housing' and 'Affordable homes' are considered to be that as defined in the National Planning Policy Framework.

12.41 A community's need for an appropriate balance and mix of housing, including the provision of affordable housing, is recognised at national level as a material consideration in determining planning applications for housing development. Government policy seeks to create sustainable communities that offer a wide range of housing types and tenures and are socially inclusive.

12.42 The council is keen to enable people to live independently at all stages of their lives and to reduce cultures of dependency. The council is also keen to enable people to buy a home of their own and promote wider home ownership. It also encourages families to grow and move into homes that match their current and future aspirations. There needs to be a wider choice of housing that can support people when they are older and allow them to remain independent for as much of their life as possible. Affordable housing is a means of achieving these goals; it can support broader home ownership through initiatives such as housing designed specifically for first time buyers and can allow families to grow through fixed discount and shared ownership housing. Securing housing at the right price supports a flexible and dynamic labour market and enhances the wider growth agenda. Housing that meets the needs of older people will be increasingly important as longevity improves; the right kind of housing, bungalows or directly supported housing promotes independence and reduces the need to fall back on the care system. Consequently, a good range of housing that meets local needs is vital to the overall strategy.

12.43 Although the borough has a stock of good quality housing with relatively low vacancy rates, in many areas there is an imbalance in the type and tenure of available housing. There is a need to make sure that future housing development in Cheshire East helps to support economic growth by providing for a range of income groups. This includes housing for households seeking open market dwellings and those requiring affordable housing (including social rented, affordable rent, shared ownership housing, discounted housing for sale and increased diversity of options through intermediate tenures). Such an approach will help to maintain long-term community sustainability and enhance the quality of life for local residents.

12.44 The Housing Development Study shows that there is the objectively-assessed need for affordable housing for a minimum of 7,100 dwellings over the plan period, which equates to an average of 355 dwellings per year.

12.45 To help address housing need, the council will seek affordable housing from residential developments in accordance with the stated thresholds.

12.46 All development involving the provision of housing that meets the thresholds will be required to make provision for affordable housing, unless there are exceptional viability circumstances which make this impossible. Land values used in any viability assessments will be expected to take account of planning obligations.

12.47 The council will normally require the affordable housing to be delivered without public subsidy and provided on site. In exceptional circumstances and where it can be justified, as a first alternative, affordable housing will be accepted off-site; this must be on a site that is agreed with the Council as being in a suitable location, relative to the housing need to be met. In exceptional circumstances and where it can be justified, as a second alternative, a financial contribution will be accepted. Where a financial contribution is sought, the Council will seek to use a standard methodology which will be detailed in additional guidance and based on evidence such as the Strategic Housing Market Assessment, local housing needs surveys and other housing market studies.

12.48 The council will seek the balance of housing that best meets local needs and the characteristics of the site. Currently, this is 65% affordable (or social) rent housing and 35% intermediate affordable housing. The council may refine both the headline percentage, tenure split and any geographical variation as the plan progresses. Any future requirements will be determined through evidence such as the Strategic Housing Market Assessment and local housing needs surveys.



12.49 Affordable housing requirements must also be balanced with other requirements for transport infrastructure, community facilities, open space and sustainable construction. However, it should be stressed that the provision of affordable housing will be additional to any requirements outlined in the council's Charging Schedule under the Community Infrastructure Levy (CIL) - see Policy IN 2. Following the Written Ministerial Statement of the 28 November 2014 and subsequent updates to the Planning Practice Guidance there are specific circumstances where contributions for affordable housing and tariff style planning obligations (Section 106 planning obligations) should not be sought from small scale and self-build development as reflected in point 1 (ii) of Policy SC 5.

12.50 The Draft Core Strategy and CIL Viability assessment (2013) noted that greenfield residential development is generally viable at the current time at a 30% affordable housing requirement. The assessment acknowledges challenges, however, in respect of the viability of brownfield development in meeting the 30% requirement with particular issues around the urban area of Crewe. Point 7 of Policy SC 5 allows for the viability of schemes to be a key consideration in demonstrating an alternative affordable housing provision alongside an open book viability assessment, in order to consider schemes on a case by case basis.

12.51 In Crewe it may also be more appropriate to divert funding for affordable housing into provisions for the improvement of existing stock within the urban area, rather than the provision of new houses. This will not only make best use of available resources but have regeneration benefits as well.

12.52 Where viability assessments are submitted, to demonstrate that an alternative provision of affordable housing should be provided, they will be evaluated independently, such cost being borne by the developer. In cases where such alternative affordable housing provision is agreed, there may be a requirement for the provision of 'overage' payments to be made. As viability assessments are relevant to a particular point in time, this would be linked to reviews of the viability assessment, at certain points within the site's lifetime. Such a requirement will be related to the site's size; its characteristics; market conditions and other relevant factors.

12.53 Further explanation, regarding how this policy and Policy SC 6 'Rural Exceptions Housing for Local Needs' will operate, will be included in a Supplementary Planning Document on Affordable Housing.

Key Evidence

1. Strategic Housing Market Assessment
2. Local Housing Needs Surveys
3. Cheshire East Housing Strategy
4. The Housing Development Study.

Rural Exceptions

12.54 Approximately 30% of Cheshire East's population live in Local Service Centres (LSCs), Other Settlements and rural areas. The provision of additional housing is vital to the creation and maintenance of sustainable communities in rural areas. Further supply is required to address the cost of housing, and to enable newly forming households to remain in their communities. Additional housing can also help to improve the viability of existing or potential local services.

Policy SC 6

Rural Exceptions Housing for Local Needs

Rural Exceptions affordable housing will be permitted as an exception to other policies concerning the countryside, to meet locally identified affordable housing need, subject to all of the following criteria being met:



1. Sites should adjoin Local Service Centres and Other Settlements and be close to existing employment and existing or proposed services and facilities, including public transport, educational and health facilities and retail services;
2. Proposals must be for small schemes; small schemes are considered to be those of 10 dwellings or fewer⁽⁵⁴⁾. Any such developments must be appropriate in scale, design and character to the locality;
3. A thorough site options appraisal must be submitted to demonstrate why the site is the most suitable one. Such an appraisal must demonstrate why the need cannot be met within the settlement;
4. In all cases, proposals for rural exceptions housing schemes must be supported by an up-to-date⁽⁵⁵⁾ Housing Needs Survey⁽⁵⁶⁾ that identifies the need for such provision within the parish;
5. Occupancy will, in perpetuity, be restricted to a person in housing need and resident or working in the relevant parish, or who has other strong links with the relevant locality in line with the community connection criteria as set out by Cheshire Homechoice, both initially and on subsequent change of occupancy. This could include Key Workers and Self Build;
6. The locality to which the occupancy criteria are to be applied is taken as the parish, unless otherwise agreed with Cheshire East Council;
7. To ensure that a property is let or sold to a person who either lives locally or has strong local connections in the future, the council will expect there to be a 'cascade' approach to the locality issue appropriate to the type of tenure. Thus, first priority is to be given to those satisfying the occupancy criteria in relation to the parish, widening in agreed geographical stages⁽⁵⁷⁾.

Cross Subsidy

8. Proposals must consist in their entirety of affordable housing that will be retained in perpetuity. In exceptional circumstances, proposals that intend to include an element of market housing, or plots for open market sale, may be acceptable, if they meet all of the above criteria, along with the criteria below:
 - i. Such proposals will only be permitted where it can be demonstrated that the site would not be viable, as a rural exception site, without cross subsidy. The developer will be required to submit an open book viability assessment. In such cases, the Council will commission an independent review of the viability study, for which the developer will bear the cost;
 - ii. The Council will not accept aspirational land value as justification for allowing a higher proportion of market value units;
 - iii. The assessment must show that the scale of the market housing component is essential for the successful delivery of the rural exception affordable housing scheme and that it is based on reasonable land values as a rural exception site and must not include an element of profit;
 - iv. The majority of the development must be for rural exception affordable housing; and
 - v. No additional subsidy is required for the scheme.

54 The scale of a Rural Exception site should broadly reflect the affordable housing need appropriate to the parish in which it is situated. The housing need identified in the local housing needs survey is an important factor, however, if a higher housing need is identified (greater than 10 dwellings), then it will be considered appropriate for development of more than one site to meet this need.

55 Within the last five years.

56 Cheshire East Council has up-to-date Housing Needs Surveys for many rural areas which may be utilised. Where an up-to-date survey does not already exist, the applicant must conduct a survey, based on the Cheshire East Council model survey, in conjunction with the parish council where possible.

57 Generally this is taken as the parish and then parish plus adjoining parishes.



Justification

12.55 The National Planning Policy Framework states that in rural areas *'local planning authorities should be responsive to local circumstances and plan housing development to reflect local needs, particularly for affordable housing, including through rural exception sites where appropriate. Local planning authorities should in particular consider whether allowing some market housing would facilitate the provision of significant additional affordable housing to meet local needs'*. Whilst paragraph 89 states *'a local planning authority should regard the construction of new buildings as inappropriate in Green Belt. Exceptions to this are: . . . and limited affordable housing for local community needs under policies set out in the Local Plan'*.

12.56 This policy allows for the allocation of, or granting of planning permission for, small sites comprising affordable housing to meet local needs as an exception to normal policies. The policy sets out the criteria against which such proposals will be evaluated and under what circumstances schemes solely for affordable housing may be permitted.

12.57 The council recognises the particular difficulties in securing an adequate supply of housing for local needs in rural areas. Where it can be demonstrated that a proposed development will meet a particular locally generated need that cannot be accommodated in any other way, affordable housing will be allowed as an exception to normal policy.

12.58 A number of rural exception sites have been successfully delivered in Cheshire East. However, the delivery of such schemes can be slow and the council is keen to facilitate a higher provision of affordable homes in rural areas in the future with a view to maintaining sustainable communities and meeting their specific needs. This includes the provision of housing for key workers such as those involved in health, education or emergency services. It is also recognised that Self Build could be a way of delivering affordable housing in rural areas.

12.59 The provision of small scale market development in conjunction with affordable units will help enable more development sites to come forward to meet local demand. The provision of a small number of market units will also help maintain communities where development would not otherwise occur. Such schemes will, however, only be permitted where viability assessments or some other clear reason demonstrates that this is the only way that affordable housing to meet local needs can be delivered on the site. The council would expect such schemes to be developed with support from parish councils and the Rural Housing Strategy.

12.60 Strong links⁽⁵⁸⁾ are currently identified as those who:

- Currently live, or have lived, within the boundaries of the parish or adjoining parish and have done so for at least one of the last two years or three of the last five years.
- Have immediate family (sibling, son, daughter, parent, step parent or adoptive parents) who are currently living within the boundaries of the parish or adjoining parish and have done so for at least five years.
- Have a permanent contract of employment within the parish or adjoining parish.

12.61 Further explanation, regarding how this policy will operate, will be included in a Supplementary Planning Document on Affordable Housing.

Key Evidence

1. Strategic Housing Market Assessment
2. Local Housing Needs Assessments
3. Cheshire East Housing Strategy.

58 In line with the community connection criteria as set out by Cheshire Homechoice.



Gypsies and Travellers and Travelling Showpeople

12.62 Many Gypsies, Travellers and Travelling Showpeople wish to find and buy their own sites to develop and manage, but have often been unable to secure planning permission to do so. Others require space to rent for pitching caravans – usually on sites owned and run by a Local Authority. An increase in the number of approved sites will help to meet demand for affordable Gypsy, Traveller and Travelling Showpeople accommodation. A more settled existence can benefit many members of these communities in terms of access to health and education services and employment, and can contribute to greater integration and social inclusion within local communities.

Policy SC 7

Gypsies and Travellers and Travelling Showpeople

1. Sites will be allocated or approved to meet the needs set out in the most recent Gypsy and Traveller Accommodation Assessment (GTAA). Current evidence suggests there is a need within the borough for:
 - i. A transit site of between 5 and 10 pitches for Gypsy and Travellers;
 - ii. 69 additional permanent residential pitches for Gypsy and Travellers; and
 - iii. 13 additional plots for Travelling Showpeople in the period 2013 to 2028.

2. To ensure that proposals for Gypsy and Traveller and Travelling Showperson sites are sustainable and acceptable in terms of location and design, the following considerations will be taken into account:
 - i. Proximity of the site to local services and facilities;
 - ii. Access to public transport;
 - iii. Safe pedestrian, cycle and vehicular access onto the site;
 - iv. Appropriate pitch sizes;
 - v. Adequate provision for parking, turning and servicing;
 - vi. Adequate provision for storage and maintenance, particularly where needed for Travelling Showpeople;
 - vii. Mix of accommodation types and tenures;
 - viii. Impact on the character and appearance of the surrounding area;
 - ix. Impact on the Green Belt⁽⁵⁹⁾;
 - x. Impact on the historic environment.

3. There will be a presumption against the loss of existing permanent consented Gypsy, Traveller or Travelling Showpersons sites where this would exacerbate or result in an identified shortfall unless suitable replacement provision of equal or enhanced value are provided.

Justification

12.63 The Department of Communities and Local Government's Policy for Travellers states that '*Local planning authorities should set pitch targets for Gypsies and Travellers and plot targets for Travelling Showpeople which address the likely permanent and transit site accommodation needs of Travellers in their area, working collaboratively with neighbouring local planning authorities*'. It goes on to suggest that '*local planning authorities should ensure that Traveller sites are sustainable economically, socially and environmentally*'.

⁵⁹ Gypsy and Traveller and Travelling Showpeople sites in the Green Belt are inappropriate development, Paragraph 14, Planning Policy for Traveller Sites, CLG, March 2012.



12.64 The latest count of Gypsy and Traveller caravans (January 2013) showed that there were 17 caravans on Local Authority or socially rented sites, 88 caravans on private sites (seven of which only have temporary consents) and 14 caravans on unauthorised encampments.

12.65 A Gypsy and Traveller Accommodation Assessment has been prepared on behalf of Cheshire East, Cheshire West, Halton Borough Council and Warrington Borough Council in January 2014. The following table breaks down the overall provision identified by the GTAA over 5 year periods up to 2028:

	2013 to 2018	2018-2023	2023-2028	Total
Gypsy and Traveller Residential Pitches ⁽⁶⁰⁾	32	17	20	69
Travelling Showperson Plots ⁽⁶¹⁾	11	1	1	13

Table 12.1 Gypsy and Traveller and Travelling Showperson provision in Cheshire East in 5 Year Periods

12.66 Gypsy and Traveller Accommodation Assessments are prepared to reflect a 15 year time frame. Future reviews of this evidence will be used to determine need for additional provision beyond 2028.

12.67 Sites for Gypsies and Travellers and Travelling Showpeople will be allocated in the Site Allocations and Development Policies Development Plan Document.

Key Evidence

1. Cheshire Partnership Area Gypsy and Traveller Accommodation and Related Services Assessment
2. Count of Gypsy and Traveller Caravans (January 2013).

60 the GTAA has assumed that all unauthorised sites, waiting list needs and sites with temporary planning permissions are addressed in the first 5 years. Any supply from undeveloped sites is assumed to be developed in the first 5 years. Household formation is apportioned over time.

61 The GTAA has assumed that all unauthorised yards, concealed households and in-migration are addressed in the first 5 years. Household formation is apportioned over time.



Stronger Communities



13

Sustainable Environment



13 Sustainable Environment

13.1 The environment of Cheshire East is unusually rich and varied and its high quality, natural and man-made heritage is a key asset, attractive to both residents and visitors. The Local Plan Strategy will maintain and enhance this asset that makes a fundamental contribution to the quality of life in Cheshire East. Development provides opportunities to enhance and contribute to the quality of the environment.

13.2 This section sets out positive policies to ensure that development will protect and enhance Cheshire East's built and natural environment and will make sustainable use of resources. These policies take account of the contribution that an attractive environment can make to a successful economy and the well-being of local communities.



Figure 13.1 Environmental Assets in Cheshire East: Riverside, Nantwich; Sandbach Park, Sandbach; and the Silk Bridge, Macclesfield

Quality of Place

13.3 High quality design is not just about how a development looks but also whether it is successful in its context, whether it functions well, whether it is enduring and of high quality, and lastly, whether it contributes toward broader sustainability objectives. To deliver safe, secure, attractive and healthy places in which to live, work, visit and spend time, development should seek to improve the quality and appearance and biodiversity value of an area and the way it functions.

13.4 Achieving high quality design should be a key objective of all those involved in delivering sustainable development. Development should take the opportunities available to improve the quality and appearance of an area and the way it functions.



13.5 The NPPF places significant emphasis on achieving high quality design as part of delivering sustainable development, stating that *“The government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.”*

13.6 The National Planning Policy Framework also states that *‘Permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions’.*

Policy SE 1

Design

Development proposals should make a positive contribution to their surroundings in terms of the following:

1. Sense of place
 - i. Ensuring design solutions achieve a sense of place by protecting and enhancing the quality, distinctiveness and character of settlements;
 - ii. Ensuring sensitivity of design in proximity to designated and local heritage assets and their settings;
 - iii. Ensuring that places are designed around the needs and comfort of people and not vehicles, so that layout, street design and parking is in accordance with the principles set out in Policy CO 1 and Manual for Streets;
 - iv. Ensuring that proposals are underpinned by character and design assessment commensurate with the scale and complexity of the development;
 - v. Encouraging innovative and creative design solutions that are appropriate to the local context; and
 - vi. Ensuring a high quality public realm that enhances conditions for pedestrians and cyclists and creates opportunities for social interaction.
2. Managing design quality
 - i. Ensuring for larger scale and more complex developments that design proposals have positively responded to the Design Review process⁽⁶²⁾;
 - ii. Ensuring for major developments that Masterplanning and Design Coding forms an integral part of the design process;
 - iii. Ensuring that housing developments achieve Building for Life 12 (or as updated) standard; and
 - iv. Encouraging sustainable construction practices including the use of appropriate recycled and sustainable materials of high quality.
3. Sustainable urban, architectural and landscape design
 - i. Encouraging the introduction of passive environmental design principles and climate change adaptation features in the orientation of buildings and spaces and detailed design;
 - ii. Encouraging sustainable modes of travel through appropriate design;
 - iii. Reducing energy and water usage through appropriate design;
 - iv. Encouraging the use of renewable/low carbon energy technology, as appropriate; and
 - v. Encouraging the use of green infrastructure.

62 A Supplementary Planning Document will be produced to help define what is considered to constitute ‘larger scale and more complex developments’ and to set out the options for Design Review to fulfil the requirements of this criteria.



4. Liveability / workability

- i. Ensuring appropriate level of privacy for new and existing residential properties;
- ii. Ensuring appropriate external storage;
- iii. Ensuring a high quality internal and external working environment commensurate with the type and nature of business, particularly for new build development or conversions to office space;
- iv. Ensuring appropriate provision for waste storage allowing for its sustainable management; and
- v. Ensuring appropriate access for the mobility impaired or partially sighted.

5. Designing in safety

- i. Ensuring high levels of passive surveillance of streets, spaces and parking including appropriate lighting;
- ii. Incorporating Secured by Design principles, provided that these are adequately balanced against other design considerations and do not undermine the quality of the development; and
- iii. Ensuring that site layout and design minimises the opportunity for crime.

Justification

13.7 Cheshire East has a unique character and sense of place and it is important that new development responds positively to it. High quality design should be the aim of all those involved in the development process and should be considered at the earliest possible stage. Development proposals should, therefore, consider the wider character in addition to that of the site and its immediate context, to ensure that it reinforces the area in which it is located. Where there is the opportunity to improve the area, the design should secure a positive new character, enhancing both its appearance and the way that it functions.

13.8 A genuinely sustainable form of development should be underpinned by sustainable urban, architectural and landscape design. Both outline and detailed proposals should demonstrate their performance in respect to sustainable design, commensurate with the type and scale of the application.

13.9 Development should have due regard to the site and wider setting in respect to layout, movement and connections, scale and height, landscape character, townscape character and in their appearance both in terms of architectural quality and materials. Development should also ensure high levels of passive surveillance of streets, spaces and parking through the arrangement and design of buildings, streets and spaces and the activity within them. Boundary treatments and hard surfaces are equally important to successful design.

13.10 In rural areas, particular attention should be paid to landscape character, the local vernacular and the peculiar characteristics of the locality. These will vary considerably within Cheshire East and new development should be designed with a distinctive sense of place in mind.

13.11 Consequently, it is important that new development has a strong design vision, formed early in the process, in order to create a strong sense of place and to fully address both the opportunities and constraints of the site and the wider area.

13.12 Proposals for new development should express how the design achieves this in the Design and Access Statement. This should not merely be a statement of what the proposal is or looks like but must set out the 'story' of the design (i.e. the design process that has been followed) and how it has evolved and strengthened. The design process can be summarised as:



- Stage 1: analysis: research and analyse the physical, environmental, economic and social considerations. Identify issues and opportunities, not just for the site but the wider area (extent dependent on the scale and complexity of the proposals);
- Stage 2: concepts: Establish the design vision, set out the principles and parameters and potentially several sketch options (depending on the nature and scale of the development)
- Potential stage for design review;
- Stage 3: Design development: test and refine the design, potentially including selecting a preferred approach (if several options have been developed in stage 2). Ironing out of issues highlighted and strengthening of the scheme;
- Potential stage for design review and/or consultation;
- Stage 4: final design: Final refinement and preparation of the final design and assembly of all supporting material including visual representations appropriate to the scale and type of application (potentially 2D and 3D).

13.13 Detailed design policies will be included in the Site Allocations and Development Policies Document. Design policies will also be supplemented by Supplementary Planning Document(s) on Design.

13.14 Prospective applicants should also consider the ten 'Active Design' principles published by Sport England and supported by Public Health England. They comprise an innovative set of design guidelines to support active lifestyles and good health through suitable design and layout and are available at: <https://www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/active-design/>

Key Evidence

1. Local Design Awards
2. Cheshire Landscape Character Assessment
3. Conservation Area Appraisals developed for conservation areas across Cheshire East
4. Village Design Statements

Policy SE 2

Efficient Use of Land

1. The council will encourage the redevelopment / re-use of previously developed land and buildings.
2. The council will manage development to protect previously developed land where it can be clearly demonstrated that either the landscape amenity or biodiversity value of the site has become of a high value and as such would be compromised through redevelopment of the site.
3. All windfall development should:
 - i. Consider the landscape and townscape character of the surrounding area when determining the character and density of development;
 - ii. Build upon existing concentrations of activities and existing infrastructure;
 - iii. Not require major investment in new infrastructure, including transport, water supply and sewerage. Where this is unavoidable, development should be appropriately phased to coincide with new infrastructure provision; and
 - iv. Consider the consequences of the proposal for sustainable development having regard to Policy SD 1 and Policy SD 2
4. Development should safeguard natural resources including high quality agricultural land (grades 1, 2, and 3a), geology, minerals, air, soil and water.



Justification

13.15 The National Planning Policy Framework identifies the efficient use of land as one of the core land use planning principles which encourages *'the effective use of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value'*.

13.16 Not all areas of previously-developed land will however be suitable or appropriate for built development, nor for the whole curtilage to be developed. The council will therefore seek to resist inappropriate development where development would cause harm to the character of the surrounding area. The council recognises that there is a presumption in favour of sustainable development in accordance with paragraph 14 of the National Planning Policy Framework. The council will therefore seek to ensure that, where possible, development is making the best use of land and existing infrastructure, and that resources are being managed prudently and efficiently. It is not always possible to predict where sites and buildings will become available and therefore it is not always possible to allocate such sites for development. At the same time, the council would like to see these sites brought back into use, not only in relation to the prudent use of resources but also to make sure that an area is not blighted by dereliction and vacancy, and to reduce opportunities for any criminal and anti-social activity to take place on the site. The council recognises that good design is an important aspect of sustainable development and therefore when planning for any development, including windfall sites *'it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes'* (NPPF).

13.17 The NPPF states that *"Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land"*. Cheshire is a major food producing county and fertile soil is a limited and finite resource that cannot easily be repaired or replicated. Accordingly whilst some reduction of agricultural land is inevitable if new development is to proceed, its loss should be minimised. The needs of future generations for all forms of development should be balanced against the inevitable requirement to provide food for future needs.

13.18 Cheshire East has a wealth of mineral resources; these must be worked where they are found (see Policy SE 10). The ability to access key minerals should be safeguarded.

Key Evidence

1. National Land Use Database
2. Strategic Housing Land Availability Assessment

Biodiversity and Geodiversity

13.19 Cheshire East has a distinct natural environment that contributes to the creation of an attractive and successful place. The landscape of the borough is dominated by the flat topography of the Cheshire Plain containing a number of meres, ponds and marshes; variety is provided as a result of the closeness of the Peak District to the east and the Mid-Cheshire Ridge to the west. The natural environment of the borough is diverse, supporting a variety of habitats, flora and fauna.

13.20 The natural environment is one of the borough's greatest assets and is highly valued by residents and visitors alike. Protecting and enhancing the environment that makes Cheshire East special is a key aspiration of the Local Plan.



Policy SE 3

Biodiversity and Geodiversity

(63)

1. Areas of high biodiversity and geodiversity value will be protected and enhanced. Enhancement measures will include increasing the total area of valuable habitat in the Borough, and linking up existing areas of high value habitat to create 'ecological stepping stone sites', 'wildlife corridors' and 'Nature Improvements Areas'. Ecological networks and connectivity are vitally important in sustaining sites and addressing the impacts of climate change.
2. Development proposals which may adversely affect the integrity of a site with one or more of the following international designations will not be permitted:
 - i. Special Protection Areas (SPAs)
 - ii. Special Areas of Conservation (SACs)
 - iii. Ramsar sites
 - iv. Any potential Special Protection Areas (SPAs), candidate Special Areas of Conservation (SACs) or proposed Ramsar sites
 - v. Sites identified, or required, as compensatory measures for adverse effects on European sites, candidate Special Protection Areas, possible Special Areas of Conservation, and listed or proposed Ramsar sites

unless it has been demonstrated that there are no alternative solutions, there are imperative reasons of overriding public interest and that compensatory measures will be provided to ensure the overall coherence of the network of SPAs and SACs are protected or, in the case of deleting a Ramsar site or restricting its boundaries, by creating additional nature reserves for wildfowl to compensate for any loss of wetland resources as far as possible.

3. Development proposals which are likely to have an adverse impact on a Site of Special Scientific Interest (SSSI), a National Nature Reserve or the Peak District National Park fringe will not normally be permitted. Where an adverse effect on the site's notified special interest features is likely, an exception should only be made where the benefits of the development, at this site, clearly outweigh both the impacts that it is likely to have on the features of the site that make it of special scientific interest and any broader impacts on the national network of Sites of Special Scientific Interest.
4. Development proposals which are likely to have a significant adverse impact on a site with one or more of the following local or regional designations, habitats or species will not be permitted except where the reasons for or benefits of the proposed development outweigh the impact of the development:
 - i. Local Nature Reserves
 - ii. Sites of Biological Importance (SBI) or Local Wildlife Sites
 - iii. Regionally Important Geological and Geomorphological Sites (RIGGS)
 - iv. Designated Wildlife Corridors
 - v. Habitats and species within the Cheshire Biodiversity Action Plan
 - vi. National priority species and habitats (commonly known as 'UK BAP priority habitats and species') published for England under the requirements of Section 41 of the Natural Environment and Rural Communities Act 2006

63 The spatial extent of the categories and/or references identified in this policy are those identified in the maps and diagrams contained in this Local Plan Strategy, the evidence base of the Local Plan Strategy and the saved policies and proposals maps of the existing local plans for Crewe and Nantwich, Macclesfield and Congleton, until reviewed and updated through the production of a Site Allocations and Development Policies DPD, and/or the production of a neighbourhood plan.



- vii. Legally protected species
 - viii. Areas of Ancient and Semi-Natural Woodland
 - ix. Nature Improvement Areas
5. All development (including conversions and that on brownfield and greenfield sites) must aim to positively contribute to the conservation and enhancement of biodiversity and geodiversity and should not negatively affect these interests. When appropriate, conditions will be put in place to make sure appropriate monitoring is undertaken and make sure mitigation, compensation and offsetting is effective.
6. Development proposals that are likely to have a significant impact on a non-designated asset or a site valued by the local community identified in a Neighbourhood Plan or the Site Allocations and Development Policies documents will only be permitted where suitable mitigation and / or compensation is provided to address the adverse impacts of the proposed development, or where any residual harm following mitigation/compensation, along with any other harm, is clearly outweighed by the benefits of the development.

Justification

13.21 The National Planning Policy Framework states that *'planning permission will be refused for development resulting in the loss or deterioration of irreplaceable habitats including ancient woodland and the loss of aged veteran trees outside ancient woodland, unless the need for, and the benefits of, the development in that locality clearly outweighs the loss'*. It also states that *'to minimise impacts on biodiversity and geodiversity, planning policies should: plan for biodiversity at a landscape-scale...; identify and map components of the local ecological networks, including the hierarchy of international, national and locally designated sites...; promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations...; and aim to prevent harm to geological conservation interests'*.

13.22 The National Planning Policy Framework also states that *'The planning system should contribute to and enhance the natural and local environment by . . . minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures'*.

13.23 The Natural Environment White Paper 'The Natural Choice: Securing the Value of Nature' states that *'We want to create a resilient and coherent ecological network at national and local levels across England.... To make this happen, the government will put in place a clear institutional framework to support nature restoration. This means: establishing Local Nature Partnerships.... Creating new Nature Improvement Areas (NIAs) and strengthening support through the planning system'*.

13.24 Local Plan Strategy Policy SE 3 seeks to make sure that there is no overall loss of biodiversity and geodiversity and seeks to utilise avoidance, mitigation, compensation and offsetting strategies to achieve this. Biodiversity offsetting is described in the Natural Environment White Paper 'The Natural Choice: securing the value of nature' as *'conservation activities designed to deliver biodiversity benefits in compensation for losses in a measurable way. Good developments incorporate biodiversity considerations in their design but are still likely to result in some biodiversity loss. One way to compensate for this loss is by offsetting: the developer secures compensatory habitat expansion or restoration elsewhere'*.

13.25 The level of biodiversity offsetting required could be determined by means of assessments undertaken in accordance with the Department for Environment, Food and Rural Affairs (DEFRA) metric contained in Biodiversity Offsetting Pilots published in March 2012 as applied in the Defra offsetting pilot projects. Biodiversity offsetting could be delivered by developers in partnership with various partners including conservation organisations, local landowners and the borough council.



13.26 The designation of international, national and local sites is an on-going process, therefore the above policy will equally apply to any sites selected or designated subsequently to the adoption of the Local Plan. Conversely, the policy will not apply to any site de-selected after the adoption of the Local Plan. Sites of Biological Importance are being resurveyed; they will then be designated as Local Wildlife Sites. At the time of producing this document, there are therefore sites that are designated as Sites of Biological Importance (which have yet to be resurveyed) and sites that are designated as Local Wildlife Sites (which have been resurveyed.)

13.27 The policy recognises that in rare and closely defined circumstances, proposals that have an adverse impact on a European site (or equivalent for planning policy purposes) may be permitted. This aligns with the legal framework governing these designations of international importance.

13.28 Construction Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the council during the planning application process as part of sustainable development proposals for any sites in close proximity to European designated sites.

13.29 The importance of biodiversity has been a common theme within Neighbourhood Plans in Cheshire East. Where supported by local evidence, there is an opportunity for communities to identify sites of nature conservation importance as Local Green Space designations to further support the aims of Policy SE 3.

Key Evidence

1. Cheshire East - Habitats Regulations Assessment of the Local Plan
2. Cheshire Region Biodiversity Action Plan
3. The Natural Environment White Paper 'The Natural Choice: Securing the Value of Nature'
4. Natural England - Condition Surveys for Site of Special Scientific Interest (updated yearly)
5. Natural England Wildlife Plans (2011)
6. Natural England - Information on Environmental Designations (2012)
7. Sites of Biological Importance / Local Wildlife Site Registry (on-going updates)
8. The UK Post-2010 Biodiversity Framework (July 2012)

Landscape

13.30 Cheshire East has a rich and diverse landscape. To the east, the land rises from the Cheshire Plain into the Pennine foothills and the Derbyshire and Staffordshire boundaries. In the south east, it includes the southern part of the Sandstone Ridge that runs north-south from Frodsham to Whitchurch and the rolling landscape of the Shropshire boundary. The Plain itself consists of a mosaic of clay plain, heathland, meres and mosses, shallow river valleys – Weaver, Wheelock, Dane and Bollin, and salt related landscapes around Middlewich and Sandbach. Much of the Plain has a pastoral landscape of hedgerows, hedgerow trees and ponds, which provides an impression of a well wooded landscape, but in fact woodland cover is one of the lowest in England and many of the hedgerow trees are slowly disappearing from the landscape.



Policy SE 4

The Landscape

1. The high quality of the built and natural environment is recognised as a significant characteristic of the borough. All development should conserve the landscape character and quality and should where possible, enhance and effectively manage the historic, natural and man-made landscape features that contribute to local distinctiveness of both rural and urban landscapes.
2. Development will be expected to:
 - i. Incorporate appropriate landscaping which reflects the character of the area through appropriate design and management;
 - ii. Where appropriate, provide suitable and appropriate mitigation for the restoration of damaged landscape areas;
 - iii. Preserve and promote local distinctiveness and diversity;
 - iv. Avoid the loss of habitats of significant landscape importance;
 - v. Protect and / or conserve the historical and ecological qualities of an area;
3. In Local Landscape Designation Areas, Cheshire East will seek to conserve and enhance the quality of the landscape and to protect it from development which is likely to have an adverse effect on its character and appearance and setting. Where development is considered to be acceptable in principle; measures will be sought to integrate it into the landscape character of the area by:
 - i. Protecting, restoring and enhancing the character and appearance of the local area through suitable planting, landscape and / or woodland;
 - ii. Making suitable provision for better public access to, and enjoyment of, the Local Landscape Designation Areas;
4. Where development may affect a local or national⁽⁶⁴⁾ designation a full understanding of the context, characteristics and significance should be provided and informed by the Cheshire East Landscape Character Assessment, Historic Landscape Assessment and the Local Landscape Designation Study. In Local Landscape Designation Areas, Cheshire East will seek to conserve and enhance the quality of the landscape and to protect it from development which is likely to have an adverse effect on its character and appearance.

Justification

13.31 The conservation of the intrinsic character and beauty of the countryside is a core planning principle in the NPPF and it is important to understand the characteristics of the local landscape and how development may affect it. Development should contribute to the enhancement of landscape character, both urban and rural and should also protect and manage the historic, natural features and characteristics that contribute to local distinctiveness.

13.32 The Cheshire East area is a significant landscape asset in the North West which is enjoyed and valued for, amongst other things, its ecological, recreational, agricultural, conservation and aesthetic aspects. This is reflected in both the quantity and quality of landscape designations which protect specific areas and in the high profile given to the environment in the council's key objectives.

13.33 Landscape encompasses all outdoor space, from town centre pedestrian precincts, to the open countryside: all forms of development impact upon the landscape to some degree and this needs to be assessed to determine its significance, ensure development is designed to integrate into its setting and to identify possible mitigation (be they proposals for stables, householder applications,

64 Refers to Peak District National Park.



new residential development, business parks, new town centre buildings, public art, telecommunications masts, wind farms, nursing homes, nurseries, new retail, overhead power lines, new recreational landscapes such as golf courses and many others).

13.34 Whilst all of Cheshire East's landscapes are of value, some landscapes are also recognised as being of particular importance and have been identified as Local Landscape Designation areas; these areas sit within the framework of the Landscape Character Assessment. Criteria for defining the special qualities of these areas include: distinctiveness, perceptual character, landscape and scenic quality, natural character, cultural character and function. Further guidance and/or design advice will be published for areas of particular distinctiveness such as the Peak District Fringe and the Alderely Edge sandstone escarpment.

13.35 The impacts of proposed developments upon existing landscape and views of the surrounding area should be assessed as part of the planning process. This can include assessing the suitability of landscape schemes (often submitted as part of a planning application), and negotiating any improvements. With larger projects, for example mineral applications, this can involve a series of meetings and site visits with the applicant's planning consultants to provide advice.

Key Evidence

1. Cheshire Landscape Character Assessment (2008)
2. Cheshire Historic Landscape Assessment (2008)
3. The Natural Environment White Paper 'The Natural Choice: Securing the Value of Nature' (2011)
4. Natural England - Information on Environmental Designations (2012)
5. The Parliamentary Office of Science and Technology - Ecosystem Approach (2011)
6. Landscape Assessment of Congleton Borough (1999)
7. Cheshire East Wind Turbine Sensitivity Study (2013)
8. Cheshire East Local Landscape Designation Areas Study (May 2013).

Trees, Hedgerows and Woodland

13.36 Woodland, trees and hedgerows within Cheshire East are important visual and ecological assets, which not only provide a significant contribution to the borough's local distinctiveness but also play a role in mitigating and addressing climate change and supporting biodiversity.



Policy SE 5

Trees, Hedgerows and Woodland

Development proposals which will result in the loss of, or threat to, the continued health and life expectancy of trees, hedgerows or woodlands (including veteran trees or ancient semi-natural woodland), that provide a significant contribution to the amenity, biodiversity, landscape character or historic character of the surrounding area, will not normally be permitted, except where there are clear overriding reasons for allowing the development and there are no suitable alternatives. Where such impacts are unavoidable, development proposals must satisfactorily demonstrate a net environmental gain by appropriate mitigation, compensation or offsetting.

The council will seek to ensure:

1. The sustainable management of trees, woodland and hedgerows including provision of new planting within the infrastructure of new development proposals to provide local distinctiveness within the landscape, enable climate adaptation resilience, and support biodiversity;
2. The planting and sustainable growth of large trees within new development as part of a structured landscape scheme in order to retain and improve tree canopy cover within the borough as a whole.

Justification

13.37 The National Planning Policy Framework states that *'planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss'*. Trees will be assessed in accordance with the council's Amenity Evaluation Checklist for Trees and where appropriate protected by the imposition of Tree Preservation Orders (TPOs) to safeguard their amenity value and planning conditions to ensure protection and prevent damage during the development process.

13.38 'Trees in Townscape', a guidance document produced by the Trees and Design Action Group, states that *'trees make places work, look and feel better. As well as playing a role in climate proofing our neighbourhoods and supporting human health and environmental well-being, trees can also help to create conditions for economic success. With over 80 per cent of the UK's population living in urban settings, trees in and around built-up areas – which many call the 'urban forest' – have become a key component of the infrastructure that makes places work, look and feel better'*.

13.39 The government's Forestry and Woodlands Policy Statement 2013 states that *'the protection of the UK's trees, woods and forests, especially ancient woodland is a top priority'* and *'new and better managed woodland also has a role in making our rural and urban landscapes more resilient to the effects of climate change'*

13.40 The UK Forestry Standard (UKFS) 2013 also sets out the government's approach to sustainable forestry and helps inform planning decisions by summarising the legislation which affects trees and woodlands, clarifies the role of the Forestry Commission and LPAs in respect of woodlands, setting appropriate standards and sets appropriate standards for woodland management or creation when covered by planning legislation.

13.41 The UK National Ecosystem Assessment (UK NEA) provides an analysis of the UK's natural environment in terms of the benefits provided to society and continued economic prosperity. The Ecosystem approach encompasses social, economic and environmental factors that are interdependent with biodiversity and various benefits that trees and woodlands provide.



13.42 Trees and hedgerows are an important element of the landscapes and townscapes of the area, where they can make a valuable contribution to visual amenity. They may have historic importance, as part of wider designed landscapes or be keys to the history of the landscape by identifying former highways, settlements or field boundaries. They may also have ecological value, by providing habitats for legally protected and priority species. It is essential that the presence of existing trees be considered at an early stage in the development process and that where appropriate, provision is made for new tree planting. Whilst trees can be seen as a constraint, with sympathetic design they can enhance a development.

13.43 Therefore development proposals which will result in the loss of trees or hedgerows that provide a significant contribution (including trees or woodlands subject of a Tree Preservation Order, hedgerows which are classed as 'important' under the Hedgerow Regulations, those classified as UK priority habitat) will be discouraged.

13.44 The council will encourage proposals which seek to increase the planting of woodland and hedgerows to introduce positive sustainable woodland management - particularly in urban areas and the urban fringe, where this will contribute to the enhancement of landscape character, amenity, recreation, health and welfare of residents, biodiversity, geological and historical conservation, ecosystem services, tourism and the economic regeneration of the borough.

Key Evidence

1. The Natural Environment White Paper 'The Natural Choice: Securing the Value of Nature' (2011)
2. Natural England – Information on Environmental Designations (2012)
3. The Parliamentary Office of Science and Technology – Ecosystem Approach (2011).
4. UK Forestry Standard - The Governments Approach to Sustainable Forestry (Forestry Commission 2011)
5. Trees in the Townscape - A Guide for Decision Makers (Trees and Design Action Group November 2012)
6. Government's Forestry and Woodlands Policy Statement (DEFRA/ Forestry Commission January 2013)

Green Infrastructure

13.45 Green infrastructure is a network of multi-functional green spaces, urban and rural, which are capable of delivering a wide range of environmental and quality of life benefits for local communities. Green infrastructure has a potentially important role to play in mitigating the impacts of extreme weather events, particularly extended heat waves. In addition, green infrastructure helps support biodiversity and makes an important contribution to the quality of the environment. Access to beautiful and well-maintained green spaces such as parks and gardens, country parks and wildlife areas, supports both physical and mental health and well-being.

Policy SE 6

Green Infrastructure

Cheshire East aims to deliver a good quality, and accessible network of green spaces for people to enjoy, providing for healthy recreation and biodiversity and continuing to provide a range of social, economic and health benefits. This will be done by:

1. Linking the various assets of Cheshire East's unique landscape – its upland fringes, Cheshire Plain, lowland heath, parkland estates, rivers, canals and watercourses, valleys and cloughs, meres and mosses, trees and woodland and wildlife habitats and its distinctive towns and villages and their urban fringe.
 - i. This network of green infrastructure assets should be safeguarded, retained and enhanced through the development of green networks/wedges and corridors.



- ii. Areas identified as having a shortage or opportunities for the provision of green infrastructure should be a particular focus for enhancement.
 - iii. Any development should contribute to the creation of a good quality, integrated and accessible multi-functional network of green spaces.
2. Safeguarding green infrastructure assets to make sure that:
- i. Development does not compromise their integrity or potential value;
 - ii. Developer contributions are secured wherever appropriate in order to improve their quality, use and multi-functionality; and
 - iii. Opportunities to add to the green infrastructure network are maximised through partnership working.
3. Working with partners, to support the potential of strategic green infrastructure assets to contribute to the aims of the wider green infrastructure. The strategic green infrastructure assets⁽⁶⁵⁾ identified in Cheshire East are:
- i. Weaver, Bollin, Dane and Wheelock river corridors including cloughs and floodplains
 - ii. Macclesfield, Shropshire Union (including the Llangollen and Middlewich branches) and Trent and Mersey canals
 - iii. Meres and Mosses Nature Improvement Area and Local Nature Improvement Areas
 - iv. Heritage town parks and open spaces of historic and cultural importance
 - v. Public rights of way, cycle routes and greenways
 - vi. Country parks and estate parklands
 - vii. Peak Park Fringe
 - viii. The Cloud, Congleton Edge and Mow Cop upland fringe (connected by the Gritstone Trail)
 - ix. Sandstone Ridge
 - x. The ecological network of habitats identified in Policy SE 3
4. Strengthening the contribution that sport and playing fields, open space and recreation facilities make to Cheshire East's green infrastructure network by requiring all development to:
- i. Protect and enhance existing open spaces and sport and recreation facilities;⁽⁶⁶⁾
 - ii. Encourage multiple use and improvements to their quality;
 - iii. Provide adequate open space (as outlined in Table 13.1);
 - iv. Contribute to the provision of outdoor sports facilities in line with Policy SC 2;
 - v. Create or add to the networks of multi-functional Green Infrastructure;
 - vi. Secure new provision to help address identified shortages in existing open space provision, both in quantity, quality and accessibility;
 - vii. Locate open space facilities in appropriate locations, preferably within developments; and
 - viii. Promote linkages between new development and surrounding recreational networks, communities and facilities.

65 Strategic green infrastructure assets are those assets that either provide or could provide wider green infrastructure benefits.

66 To be Identified on the Site Allocations and Development Policies Adopted Policies Map, plus incidental open space and amenity areas too small to be shown. Until this time the existing open spaces and sport and recreation facilities identified in the Borough of Crewe and Nantwich Local Plan, Congleton Borough Local Plan First Review and the Macclesfield Borough Local Plan will remain in force.



Justification

13.46 The National Planning Policy Framework states that *'local planning authorities should set out a strategic approach in their Local Plans, planning positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure'*.

13.47 The wide variety of natural landscapes, biodiversity habitats, green spaces, rural areas and the network of footpaths and bridleways is seen as one of the reasons why Cheshire East is such an attractive place to live by local people. There are concerns amongst local people about potential loss of green spaces and other places important for outdoor recreation and natural beauty and biodiversity. The policy links with Policies SE 3 'Biodiversity and Geodiversity', SE 4 'The Landscape', SE 5 'Trees Hedgerows and Woodlands' and SE 7 'The Historic Environment' linking all the various green assets of Cheshire East from parks and gardens to woodland copses, hedges and ponds.

13.48 It is important to co-ordinate green infrastructure provision so that resources are used effectively. The council's Green Space Strategy sets out the green infrastructure assets and the various partners involved in green space provision. It contains a vision, background evidence, recommendations and an action plan. The council's Open Space Assessment adds further detail at town and village level.

13.49 Provision of multi-functional green infrastructure should create: places for outdoor relaxation and play; space and habitat for wildlife; opportunities to access nature; climate change adaptation; opportunities for environmental education; space for local food production; improved health and wellbeing; reduced air, water and noise pollution; green transport routes to promote walking and cycling; and improved quality of place. It can also play a major role in attracting economic growth and investment, increasing land and property benefits, promoting tourism, and increasing business productivity.

13.50 Appropriate restoration following mineral working can provide additional green infrastructure assets (See Policy SE 10 'Sustainable Provision of Minerals').

13.51 In the council's Green Space Strategy, the Open Space vision is to provide *'a network of clean, green, sustainable, attractive, well maintained, safe areas for all ages, for formal and informal recreational activities, more formal outdoor sports or for sitting and relaxing, which are easily accessible and are well designed to avoid conflict and build community cohesion, whilst enhancing our day to day environment'*.

13.52 Chapter 9 of the Green Space Strategy outlines Open Space Standards for the various types of open space.

13.53 The combined open space standards would give a total figure of 2.6 hectares of open space per 1,000 population plus developer contributions for outdoor sports provision – either enhancement of existing sites or towards the provision of new facilities. In some cases, commuted sums generally may be more appropriate for improvement of other open spaces and green infrastructure connectivity. The requirement per family dwelling would therefore range from 40m² per home comprising children's play and amenity green space – to 65m² per home comprising children's play, amenity, allotments and green connectivity plus a developer contribution for outdoor sports - in areas with severe shortages in open space. It is likely that the total amount of 65m² per home (plus developer contributions for outdoor sports) would be required on major greenfield and brownfield development sites, though the amount required would be influenced by other available evidence at that time. The Open Space Standards Table below shows the open space requirement per home and also shows the equivalent figure in hectares (per 1,000 population) that is used to assess the amount of open space in a particular neighbourhood / community.

13.54 In some cases, commuted sums may be required for biodiversity offsetting/compensatory habitat expansion. Developments should incorporate biodiversity considerations in their design but there is still likely to be some biodiversity loss. One way to compensate for this loss is by offsetting: this includes the provision of compensatory habitat expansion or restoration on an alternative site.



	Children's Play Space	Amenity Green Space	Allotments	Outdoor Sports Facilities	Green Infrastructure Connectivity
Quantity (per 1,000 population)	0.8ha	0.8ha	0.2ha	Developer Contribution	0.8ha
Quantity (per family home)	20m ²	20m ²	5m ²	Developer Contribution	20m ²

Table 13.1 Open Space Standards

13.55 Developer Contributions for Outdoor Sports facilities will be informed by any emerging or subsequently adopted Sports Strategy, or made Neighbourhood Plan based on robust and tested evidence. Policy SC 2 covers the provision of Outdoor Sports Facilities.

13.56 Viability considerations will be taken into account with any development proposal especially when applying open space standards.

13.57 Paragraphs 76 and 77 of the National Planning Policy Framework consider Local Green Space designations: *“Local communities through local and neighbourhood plans should be able to identify for special protection green areas of particular importance to them. By designating land as Local Green Space local communities will be able to rule out new development other than in very special circumstances. Identifying land as Local Green Space should therefore be consistent with the local planning of sustainable development and complement investment in sufficient homes, jobs and other essential services. Local Green Spaces should only be designated when a plan is prepared or reviewed, and be capable of enduring beyond the end of the plan period”*. Paragraph 77 sets out when they might not be appropriate: *“The Local Green Space designation will not be appropriate for most green areas or open space. The designation should only be used:*

- *where the green space is in reasonably close proximity to the community it serves;*
- *where the green area is demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and*
- *where the green area concerned is local in character and is not an extensive tract of land.”*

Key Evidence

1. Green Infrastructure Framework for North East Wales, Cheshire and Wirral (2011)
2. Cheshire East Open Space Assessment (2012)
3. Cheshire East Green Space Strategy (2013)
4. Playing Pitch Strategy
5. Green Infrastructure Action Plan for Crewe (2012)
6. Green Infrastructure Partnership (2011)
7. Forestry Commission - Benefits of Green Infrastructure (2010)
8. Natural England - Information on Environmental Designations (2012)

Historic Environment

13.58 Our historic environment is a finite resource and an integral part of the unique character and distinctiveness of Cheshire East. In essence, it helps shape our distinctive identity and contributes significantly to both the landscape and townscape qualities of the borough.

13.59 Cheshire East's historic environment includes both visible and below ground archaeological heritage assets. Built heritage is not solely about physical or architectural character, but just as importantly, the technological, social and cultural significance of a building, feature or place, both to our community, but also to the nation as a whole. It is also important to maintain the integrity and setting of designated and un-designated heritage assets and the features they contain. Many of these heritage assets are vulnerable to change and are under pressure. Once damaged or removed, they



are irreplaceable, to the detriment of both current and future generations. Consequently, it is important to the long term well-being of the borough that there is positive stewardship of its built heritage and that its conservation and management are key priorities in the future place-shaping of Cheshire East.

13.60 The council is committed to conserving the historic significance of the borough's heritage assets, their setting and the wider historic environment. Cheshire East's heritage is an essential component of its present and its future. A critical component to achieving a high-quality built environment is to ensure that the borough's historic environment is sustainably managed, enhanced and protected, whilst supporting appropriate, sustainable development.

13.61 Once lost or altered, features of the historic environment cannot be replaced. It is important therefore that decision making is based on a full understanding of the significance of heritage assets affected by development, the impacts arising from those proposals and the wider public benefit arising from the proposed development.

Policy SE 7

The Historic Environment

1. Cheshire East has an extensive and varied built heritage and historic environment, described in the justification text to this policy. The character, quality and diversity of the historic environment will be conserved and enhanced. All new development should seek to avoid harm to heritage assets and make a positive contribution to the character of Cheshire East's historic and built environment, including the setting of assets and where appropriate, the wider historic environment.
2. Proposals for development shall be assessed and the historic built environment actively managed in order to contribute to the significance of heritage assets and local distinctiveness. Where a development proposal is likely to affect a designated heritage asset (including its setting) the significance of the heritage asset, including any contribution made by its setting, must be described and reported as part of the application.
3. The council will support development proposals that do not cause harm to, or which better reveal the significance of heritage assets and will seek to avoid or minimise conflict between the conservation of a heritage asset and any aspect of a development proposal by:
 - a. Designated Heritage Assets:
 - i. Requiring development proposals that cause harm to, or loss of, a designated heritage asset and its significance, including its setting, to provide a clear and convincing justification as to why that harm is considered acceptable. Where that case cannot be demonstrated, proposals will not be supported.
 - ii. Considering the level of harm in relation to the public benefits that may be gained by the proposal.
 - iii. The use of appropriate legal agreements or planning obligations to secure the benefits arising from a development proposal where the loss, in whole or in part, of a heritage asset is accepted.



b. Non-Designated Assets:

- i. Requiring that the impact of a proposal on the significance of a non-designated heritage asset should be properly considered, as these are often equally valued by local communities. There should be a balanced consideration, weighing the direct and indirect impacts upon the asset and its setting, having regard to the scale of any harm or loss. The presumption should be that heritage assets should be retained and re-used wherever practicable and proposals that cannot demonstrate that the harm will be outweighed by the benefits of the development shall not be supported. Where loss or harm is outweighed by the benefits of development, appropriate mitigation and compensation measures will be required to ensure that there is no net loss of heritage value
4. For all heritage assets, high quality design should be achieved. It should aim to avoid poorly executed pastiche design solutions and should foster innovation and creativity that is sensitive and enhances the significance of heritage assets in terms of architectural design, detailing, scale, massing and use of materials.
 5. Cheshire East Council will seek to positively manage the historic built environment through engagement with landowners/asset owners and other organisations and by working with communities to ensure that heritage assets are protected, have appropriate viable uses, are maintained to a high standard and are secured and have a sustainable future for the benefit of future generations. Proposals that conserve and enhance assets on the Heritage at Risk register will be encouraged.

Justification

13.62 The National Planning Policy Framework states that *"local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance"*.

13.63 Cheshire East contains a much valued, varied and unique built heritage. This is a key contributor to the quality of life and economic attractiveness of the borough and has a positive and important role to play in achieving a sustainable community in Cheshire East. The council will expect new developments to respect and promote the distinctive local heritage of the area, including the historic silk industry in Macclesfield, the importance of the rail industry in Crewe and the distinctive qualities of towns and villages across the borough.

13.64 Key assets include Macclesfield's silk and industrial heritage, Little Moreton Hall, Crewe's railway heritage, Tatton Park, Lyme Park, Quarry Bank Mill, Tegg's Nose Country Park, the canal network, historic towns and parts of the Peak District National Park, amongst others. Specific unique attractions include a wealth of historic parks and gardens and the Lovell Telescope at Jodrell Bank. The area's stately homes and historic parks and gardens are a particular feature of Cheshire East and pose particular challenges as well as opportunities. There are 76 conservation areas and 2,638 listed buildings including 47 grade 1 and 179 grade 2* listed buildings.

13.65 There is also a wealth of locally important heritage assets that are not formally designated, but which are equally valued and cherished by local communities, ranging from smaller assets such as boundary markers and railings, to larger buildings and structures, and historic landscapes, veteran trees and ancient woodlands. Much of this local heritage remains unrecorded and therefore it is essential that the impact of proposals upon these non-designated assets is also properly considered in assessing development proposals. The council is, therefore, committed to protecting buildings,



structures, townscape features of particular local interest and value, and cherished landmarks, which are not statutorily designated, including historic parklands.

13.66 The borough also has a rich archaeological resource ranging from the prehistoric period to the Second World War, including sites such as the Bridestones Neolithic chambered tomb, the Roman and medieval saltworking remains of Middlewich, the Roman and waterlogged deposits of Nantwich the Saxon Sandbach Crosses, the site of the Civil War Battle of Nantwich and the defences of the former airfield at Cranage. It also has a diverse historic landscape character, ranging from medieval field systems to 20th Century fieldscapes.

13.67 In order to properly understand the nature, significance and physical extent of assets of archaeological interest, programmes of mitigation in the form of desk-based assessment, field evaluation, recording of the asset, minimising the impact through design modification, may be required. Retaining as much as possible of the character of surviving historic landscapes can enhance the local distinctiveness and attractiveness of new development.

13.68 Designated heritage assets are those that are recognised as having national heritage significance and/or benefiting from statutory protection and comprise:

- Conservation areas
- Listed buildings
- Scheduled monuments
- Registered parks and gardens
- Registered battlefields
- World Heritage Sites

13.69 Non-designated heritage assets are locally important heritage assets which often have a strong local affinity or association and comprise:

- Areas of archaeological interest (including areas of archaeological potential and sites of archaeological importance)
- Buildings of local architectural or historic interest (local list)
- Locally important assets not on the local list
- Locally significant historic parks and gardens
- Other locally important heritage landscapes

13.70 Securing high quality design is very important to conserving, enhancing and enriching the unique heritage and local identity of the borough. With respect to setting, and wider context, new developments should respect the local character, massing, and scale of the area.

13.71 Design innovation will be positively encouraged to create architecture that is clearly of today and the heritage of tomorrow, but which also marries with and responds to the wider historic context. Whilst poor quality, ill considered pastiche design will be discouraged, architecture that focuses on local traditions, character and craftsmanship will also be supported and encouraged. For both contemporary and traditional design solutions, a focus on achieving quality, sense of place and local distinctiveness will be essential in order to be supported in heritage sensitive contexts.

13.72 Cheshire East Council has a range of responsibilities and statutory powers to positively manage the historic environment. In order to safeguard and maximise the gain from the borough's heritage assets, the council will seek to use these measures appropriately and responsibly for the public benefit in order to conserve and enhance the borough's historic environment. An increasingly important issue for the historic environment is the harm arising from heritage crime. As part of the management of the historic environment, the council will seek to work with local communities and other partners to deliver the heritage crime programme in Cheshire East.

13.73 Monitoring and reviewing the status and condition of important heritage assets will be an important activity, particularly where there are known development pressures and/or they are assets being at risk, in particular on the Heritage at Risk Register.



13.74 Further guidance on information that is required to be submitted with planning applications that affect the historic environment will be set out in the Site Allocations and Development Policies Document.

Key Evidence

1. Conservation Area Appraisals developed for conservation areas across Cheshire East
2. Cheshire Historic Landscape Characterisation Assessment (2008)
3. Cheshire Historic Towns Survey (1997 - 2002)
4. Cheshire East Local List of Historic Buildings
5. The Cheshire Historic Environment Record (contains sites of archaeological importance)
6. Nantwich Waterlogged Deposits Report No 3 Management Strategy: Supplementary Planning Document for the Historic Environment and Archaeological Deposits: Area of Special Archaeological Potential (Revised June 2016)

Renewable and Low Carbon Energy

13.75 The world's climate is in a period of warming. Scientists suggest *"there is an overwhelming scientific consensus that climate change is happening, and that it is primarily the result of human activity,"*⁽⁶⁷⁾ mainly through the combustion of fossil fuels that result in the release of greenhouse gases such as carbon dioxide.

13.76 Continued global warming will result in many changes to the environment, both locally and internationally. Anticipated changes include *'average global temperatures [rising] by up to 6°C by the end of this century. This is enough to make extreme weather events like floods and drought more frequent and increase global instability, conflict, public health-related deaths and migration of people to levels beyond any of our recent experience. Heat waves, droughts, and floods would affect the UK too.'*⁽⁶⁸⁾

13.77 The social, environmental and economic costs of climate change could be huge if no global action is taken to reduce greenhouse gas emissions. Therefore, international, European and national legislation has been introduced to achieve a reduction of global carbon emissions in order to reduce the cause and effect of climate change.

13.78 The UK legislation on carbon dioxide emissions is contained in the UK Climate Change Act 2008. This commits the UK to:

- A 34% (potentially increasing to 42%) reduction of 1990 Carbon Dioxide levels by 2020
- An 80% reduction of 1990 Carbon Dioxide levels by 2050

13.79 The UK government has also committed to increasing the percentage of energy generated from renewable resources. The Renewable Energy Directive 2009, states that *'by 2020, 15 per cent of energy should be generated from renewable resources'*.

13.80 In order for Cheshire East to contribute to the achievement of these objectives, there is a need to introduce policies that encourage the reduction of carbon dioxide emissions and encourage the implementation of renewable and low carbon energy.

67 DECC, (2011), Carbon Plan.

68 DECC, (2009), UK Low Carbon Transition Plan



Policy SE 8

Renewable and Low Carbon Energy

1. The development of renewable and low carbon energy schemes (including community-led initiatives), together with any ancillary building(s) and infrastructure, will be positively supported and considered in the context of sustainable development and any impact on the landscape.
2. Weight will be given to the wider environmental, economic and social benefits arising from renewable and low carbon energy schemes, whilst considering the anticipated adverse impacts, individually and cumulatively upon:
 - i. The surrounding landscape including natural, built, historic and cultural assets and townscape; including buildings, features, habitats and species of national and local importance and adjoining land uses; and / or
 - ii. Residential amenity including visual intrusion, air, dust, noise, odour, traffic generation, recreation and access; and / or
 - iii. The operation of air traffic, radar systems, electromagnetic transmissions, and the Jodrell Bank Radio Telescope.
3. Appropriate mitigation measures to address any effects identified and considered (for all low carbon and renewable schemes) will be required prior to any development proceeding.
4. Given the nature of some forms of renewable and low carbon energy schemes and their supporting infrastructure and ancillary building(s), it will be necessary and appropriate in certain instances, to secure removal of the scheme and its supporting infrastructure and ancillary building(s) and restore the land to an appropriate use once a scheme is ready for decommissioning, through the imposition of planning conditions.
5. Planning permission for wind energy development involving one or more wind turbines will only be granted if:
 - i. the development site is in an area identified as suitable for wind energy development in the Site Allocations and Development Policies Document or Neighbourhood Plan; and
 - ii. following consultation, it can be demonstrated that the planning impacts identified by affected local communities have been fully addressed and therefore the proposal has their backing.

Justification

13.81 The National Planning Policy Framework states that the planning system should 'support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the re-use of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy)'. It also states that 'planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development'.

13.82 There are various sources of renewable and low carbon energy that can be applied in Cheshire East. It is anticipated that the following technologies will be the most viable and feasible:



- Solar thermal and photovoltaics on south facing buildings throughout the Borough. Ground mounted schemes may be appropriate where they do not conflict with other policies of the plan
- Combined heat and power and district heating will play an important role, particularly in strategic and major employment, retail, residential, community and other developments where there are high energy demands
- Biomass boilers serving individual or groups of buildings and communal heat and power systems, particularly in rural communities
- Community led and farm scale anaerobic digestion
- Community led hydropower schemes provided that the impacts on the river environment and surrounding ecology are mitigated
- Heat pumps, particularly in locations not served by the gas network
- A potential supply of deep geothermal heat has been identified in the borough, particularly at Crewe, that offers potential to generate renewable energy
- Advanced thermal treatments
- Wind turbines of small, medium and large scale

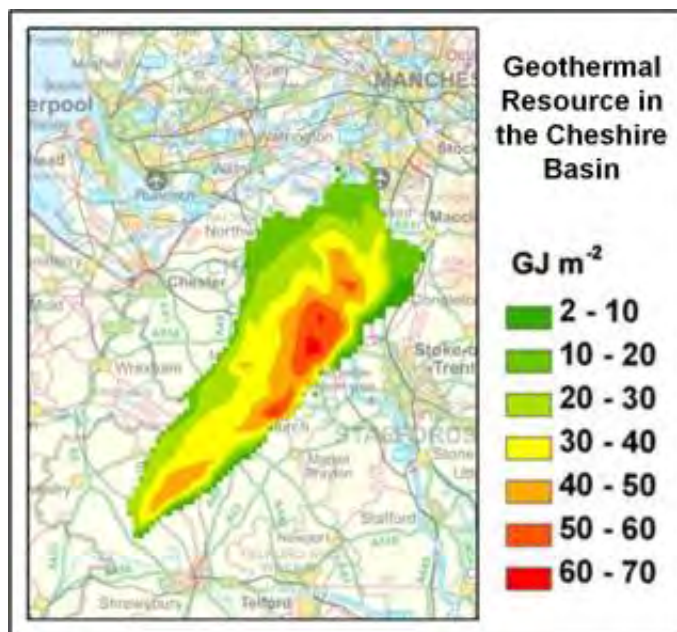


Figure 13.2 Geothermal Resource in the Cheshire Basin

13.83 Renewable and low carbon energy has the potential to contribute to the borough's electricity supply. Assessments of technical and environmental constraints, as well as the potential landscape and visual impact studies of renewable and low carbon energy development across the borough, should be used to help identify suitable locations appropriate for renewable and low carbon energy development.

13.84 Whilst the council's evidence base studies makes reference to, and identify potential locations suitable for renewable and low carbon technologies, this does not mean that technologies will automatically be granted consent within the identified areas. Equally, it should not restrict development for technologies (other than wind turbine development) outside of the identified areas, or mean that technologies will automatically be refused consent if outside the identified areas.

13.85 Following the Written Ministerial Statement on 18th June 2015 and associated update to Planning Practice Guidance, areas suitable for wind energy development will be formally identified in the Site Allocations and Development Policies Document.

Key Evidence

1. Climate Change and Sustainable Energy Study
2. Renewable Energy Policy Study
3. Renewables Handbook
4. Landscape Sensitivity to Wind Energy Developments Study



Policy SE 9

Energy Efficient Development

1. The council will look favourably upon development that follows the principles of the Energy Hierarchy, and seeks to achieve a high rating under schemes such as BREEAM (for non-residential development), CEEQUAL (for public-realm development) and Building for Life. For non-residential development, this will be especially so where the standard attained exceeds that required by the current Building Regulations (or as updated).
2. Non-residential development over 1,000 square metres will be expected to secure at least 10 per cent of its predicted energy requirements from decentralised and renewable or low carbon sources, unless the applicant can clearly demonstrate that having regard to the type of development and its design, this is not feasible or viable.
3. In those areas identified as 'District Heating Network Priority Areas'⁽⁶⁹⁾ or within large scale development elsewhere, new development should contribute to the development of a strategic district heating network, where feasible and viable, by seeking to make use of available heat (including geothermal) and waste heat as follows:
 - i. Large and mixed use developments of over 100 dwellings or non residential development of 10,000 square metres gross floor space should install a site-wide district heating network.
 - ii. Smaller developments of 10 or more dwellings or non residential development of 1,000 square metres gross floor space should connect to any available district heating network.
4. Where a district heating network does not yet exist, applicants should demonstrate that the heating and cooling equipment installed is capable of connection to a network at a later date.
5. New development should be designed to maximise the ability to accommodate a district heating solution in terms of overall layout, phasing, mix of uses and density.
6. Development with high energy demands should give consideration to its potential role in providing an anchor load for a district heating network.
7. In those areas that are not connected to the gas network, new development will be encouraged to deliver its residual energy from low and zero carbon sources.

Justification

13.86 The National Planning Policy Framework states that *'to support the move to a low carbon future, local planning authorities should: plan for new development in locations and ways which reduce greenhouse gas emissions; actively support energy efficiency improvements to existing buildings; and when setting any local requirement for a building's sustainability, do so in a way consistent with the government's zero carbon buildings policy and adopt nationally described standards'*. It also states that development should *'comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption'*.

69 To be identified in the Site Allocations and Development Policies Development Plan Document

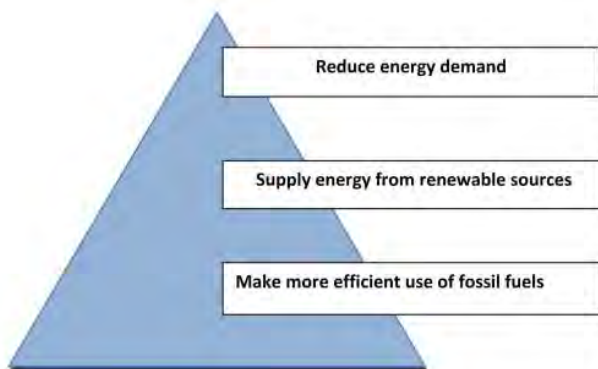


Figure 13.3 Energy Hierarchy

13.87 Cheshire East is relatively constrained in terms of its capacity to generate renewable energy, particularly from large scale technologies. Consequently, achieving national and local targets to reduce carbon dioxide emissions and increase renewable energy generation will be extremely challenging. Without a requirement for efficiency standards that exceed the requirements of Building Regulations on large sites, it would be unlikely to occur.

13.88 Cheshire East Council and Housing Associations will lead by example by seeking to maximise energy efficiency and by incorporating renewable energy generation through the refurbishment and redevelopment of land and buildings in their ownership.

13.89 This justification for the on-site low carbon energy target is drawn from the Cheshire East 'Climate Change and Sustainable Energy Planning Research' February 2011', which considers technical feasibility and financial viability. This approach is justified by the particular challenges and characteristics of the borough. The target seeks to achieve a balance between the social, economic and environmental imperative of higher standards and the commercial realities of property developers. The council recognises that this will in some cases remain a challenging target, particularly for certain building types, and so it will be acceptable to achieve average compliance across all buildings in a development.

13.90 Compliance with this requirement should be demonstrated through completion of the Standard Assessment Procedure (SAP) which assesses the energy rating of development. This process is already required to demonstrate compliance with Part L of the Building Regulations. If viability is uncertain, applicants should use open book accounting to allow the determination of viability.

13.91 The purpose of the 'district heating network priority areas' is to prioritise district heating in areas where the potential is greatest and to take advantage of available heat sources such as geothermal or waste heat. The development of District Heating Networks to serve strategic developments and areas where there are major energy users are being explored. However, it is recognised that delivering District Heating Networks cannot be achieved through planning alone. The aim of this policy is to ensure that new development makes an appropriate contribution.

13.92 The design and layout of site-wide networks should be such as to enable future expansion into surrounding communities. Where appropriate, applicants may be required to provide land, buildings and/or equipment for an energy centre to serve existing or new development, irrespective of whether the scheme is currently in operation.

13.93 The viability of district heating schemes is heavily influenced by a development's density, mix of use, layout and phasing. Residential development should normally be at least 55 dwellings per hectare and a minimum size of 100 homes. Mixed use development can allow densities to be lower and can provide a good 'anchor' development (i.e. provides a high and stable heat load over the day and year). The cost of district heating pipes is high and so the layout of a development should



seek to minimise the length of pipe needed. The on-site network should consider how it can be connected to a strategic network in future.

13.94 The council is committed to encouraging households and businesses located in areas off the gas network to move away from heating systems powered by liquid gas, oil or electricity towards low and zero carbon technologies. Applications for new development in areas off the gas network will be expected to comply with this requirement. This will have economic benefits for the occupants as well as contributing to the achievement of national and local carbon dioxide and renewable energy targets.

13.95 Government targets in relation to greenhouse gas reduction are recognised to be challenging. Government and industry experts recognise that construction practice may be unable to keep pace with the ambitious targets imposed and from this the notion of 'Allowable Solutions' was created. These 'Allowable Solutions' are a way of providing flexibility for low and zero carbon development and are likely to be an identified set of on, off and near-site options or projects that will be used to offset the remaining greenhouse gas emissions of a proposal.

13.96 The proposed framework for zero carbon buildings policy including allowable solutions has yet to be fully confirmed by government and is currently being developed at the national level. Cheshire East Council will align with the national prescribed scheme, once in place, or look to establish local mechanisms if the national scheme is not introduced as planned, to improve the viability of development under the zero carbon requirements. Money raised through allowable solutions, or its locally established alternative, will contribute towards the delivery of energy efficiency and greenhouse gas reduction priorities identified by Cheshire East Council. Further guidance on this will be given at site allocations stage following further national guidance on this matter expected from the government.

Key Evidence

1. Climate Change and Sustainable Energy Study (2011)
2. Renewable Energy Policy Study (2010)
3. Renewable Energy Handbook (2011)
4. Local Energy Networks Project (2011)

Minerals

13.97 Minerals make an essential contribution to the nation's economy and quality of life providing the materials for infrastructure, buildings, energy and goods. Cheshire East contains a range of mineral resources of local and national economic importance. Minerals currently worked in the borough include silica sand, sand and gravel, sandstone, salt and peat. Resources found but not worked include clay and coal with the potential for associated hydrocarbons⁽⁷⁰⁾.

70 BGS (2006) 'Mineral Resource Information in Support of National, Regional and Local Planning: Cheshire'.



Policy SE 10

Sustainable Provision of Minerals

Cheshire East will make provision for an adequate and steady supply of minerals in support of sustainable economic growth without unacceptable adverse impacts on the environment having considered the need to conserve finite natural resources as far as possible and safeguard them for future generations.

To achieve this, the council will:

1. Make appropriate provision for the supply of aggregates having regard to Cheshire East's apportionment of sub-national supply guidelines and Local Aggregate Assessments.
2. Seek to maintain aggregate landbanks of at least 7 years sand and gravel and at least 10 years crushed rock supply over the plan period.
3. Make appropriate provision for the supply of permitted silica sand reserves at each site equivalent to at least 10 years production throughout the plan period, or at least 15 years at sites where significant new investment is required.
4. Identify suitable locations for potential sand and gravel, silica sand and salt extraction in the Site Allocations and Development Policies Document. These will take the form of specific sites, preferred areas and/or areas of search where appropriate.
5. Encourage and support the provision and use of suitable alternative materials to land-won minerals in order to minimise the need for new primary extraction and conserve finite natural resources.
6. Safeguard Cheshire East's important mineral resources of silica sand, sand and gravel, sandstone (including building stone), salt and surface coal through the definition of Mineral Safeguarding Areas, which will be defined in the Site Allocations and Development Policies Document and will include environmental designations, urban areas and buffer zones, plus development management criteria. Within these areas, mineral resources will be protected from unnecessary sterilisation by other development.
7. Safeguard existing and potential minerals associated infrastructure against other development in close proximity which may potentially constrain its current or future use.
8. Support the extraction of natural building and roofing stone needed for architectural and heritage purposes where environmentally acceptable.
9. Not support proposals for peat extraction from new or extended sites.
10. Encourage and support the transportation of minerals by alternative methods to road where practicable.
11. Secure at the earliest opportunity the high standard restoration and aftercare of sites following mineral working, recognising the diversity of appropriate restoration schemes to deliver the potential for beneficial afteruses.
12. Recognise the need for the afteruse of underground salt cavities for gas storage purposes in response to national energy policy.
13. Set out environmental criteria in the Site Allocations and Development Policies Document against which all minerals proposals will be assessed to ensure operations do not have unacceptable adverse impacts on the natural and historic environment or on human health.

Justification

13.98 Aggregates are the essential raw material needed in almost any construction activity such as new housing and infrastructure. Cheshire East is a producer of sand and gravel and, to a small scale, crushed rock (sandstone) used for aggregate purposes. To meet the future demand for aggregates, supply levels set out in National and Sub-National Aggregate Guidelines have been apportioned between the Mineral Planning Authorities of the North West through agreement between



the North West Aggregates Working Party. Table 13.2 sets out Cheshire East’s contribution to sub-national supply and overall provision based on rolling forward annualised average apportionments over the plan period (2010-2030).

Aggregate	Cheshire East’s Total Apportionment ⁽⁷¹⁾ (2005-2020)	Annualised Average Amount	Rolled forward over Plan period (2010-2030)	Additional provision to maintain landbanks beyond Plan period ⁽⁷²⁾	Overall provision	Less existing reserves ⁽⁷³⁾
Sand and Gravel	11.36	0.71	14.2	4.97	19.17	13.58
Crushed Rock	0.66	0.04	0.8	0.4	1.2	-3.09 (surplus)

Table 13.2 Cheshire East Aggregate Provision over the Plan Period (in million tonnes)

13.99 Levels of aggregate supply to meet demand will be reviewed when necessary following the publication of updated National and Sub-National Aggregate Guidelines. Local Aggregate Assessments (LAAs) will also be prepared annually to assess the supply and demand of aggregates in Cheshire East based on 10-year sales averages and other relevant information, identifying if any shortfall or surplus exists.

13.100 In order to provide security of aggregate supply, provision should be made to maintain minimum aggregate landbanks of at least 7 years sand and gravel and at least 10 years crushed rock supply throughout the plan period. Landbanks will be used to monitor the security of aggregate supply from Cheshire East, indicating if a review of provision is needed, and as a consideration when assessing the need for new planning permissions.

13.101 Our evidence base tells us that there is a sufficient crushed rock aggregate landbank across permitted sites, but that additional sand and gravel reserves will be required within the period up to 2030 in order to maintain a landbank consistent with national policy. Provision for sand and gravel supply in Cheshire East will be made through the Site Allocations and Development Policies Document.

13.102 Silica sand resources in Cheshire East are recognised as being of national economic importance. In response to national planning policy, the Authority is, therefore, required to ensure that a steady and adequate supply of this raw material is provided. Due to the national need for silica sand, it is important that each production site is adequately provided for, unless exceptional circumstances prevail. Therefore a minimum stock of permitted reserves for at least 10 years production should be maintained at individual sites throughout the plan period, or for at least 15 years at new or existing sites where significant new capital investment is required⁽⁷⁴⁾. Silica sand quarries in Cheshire East also produce quantities of sand for sold aggregate purposes and, therefore, contribute to the overall supply and landbank of aggregate sand and gravel.

13.103 To enable the provision of a steady and adequate supply of both aggregate and industrial minerals, allocations in the form of specific sites, preferred areas and/or an area of search for potential future minerals development will be identified through the Site Allocations and Development Policies Document. This approach to allocations is considered to offer a level of certainty as to where potential mineral extraction may take place, whilst providing a degree of flexibility to meet needs over the plan period. This will involve reviewing existing allocations in the Cheshire Replacement Minerals Local Plan 1999. New allocations will be subject to necessary environmental assessment and sustainability

73 5.59mt sand and gravel, 4.29mt crushed rock as of 31 December 2012.

72 7 years sand and gravel, 10 years crushed rock.

71 As detailed in NWAWP (2011) 'Sub-regional apportionment of 2005-2020 guidelines for aggregate provision in the North West' and CWaC (2011) 'The Future of Sub-Regional Apportionment in the Cheshire Sub-region - A paper prepared for Cheshire West and Chester and Cheshire East Councils'.

74 Calculations will be based on the average of the previous 10 years’ sales and will have regard to the use and quality of the material (Paragraph 90, Planning Practice Guidance).



appraisal. New sites, or extensions to existing sites for future peat extraction, will not be included consistent with national planning policy.

13.104 The consumption of primary (land-won) mineral resources can be offset by alternative materials such as secondary or recycled aggregates produced as industrial by-products or from construction, demolition and excavation (CD&E) waste. Whilst it is acknowledged not all primary minerals can feasibly be replaced, proposals offering to provide suitable alternative materials in appropriate locations should be supported in order to limit the need for land-won extraction and help to secure the long term conservation of finite natural resources. The Minerals and Waste DPD will identify appropriate sites needed for the management of CD&E waste, including for aggregate recycling.

13.105 As mineral resources are finite and can only be worked where they naturally occur, in accordance with the principles of sustainable development, they should be safeguarded in order to meet the needs of future generations. Mineral resources considered for safeguarding in Cheshire East for their economic importance include:

- Silica (industrial) sand,
- Sand and gravel
- Sandstone (including for building stone purposes)
- Salt
- Surface coal

13.106 The broad extent of these resources is shown on the Mineral Resources in Cheshire East map (Figure 13.4). This is based on mineral resource data provided by the BGS and The Coal Authority. This data will provide the basis for the definition of Mineral Safeguarding Areas (MSAs) in the Minerals and Waste DPD, subject to refinement through consultation with the minerals industry and others.

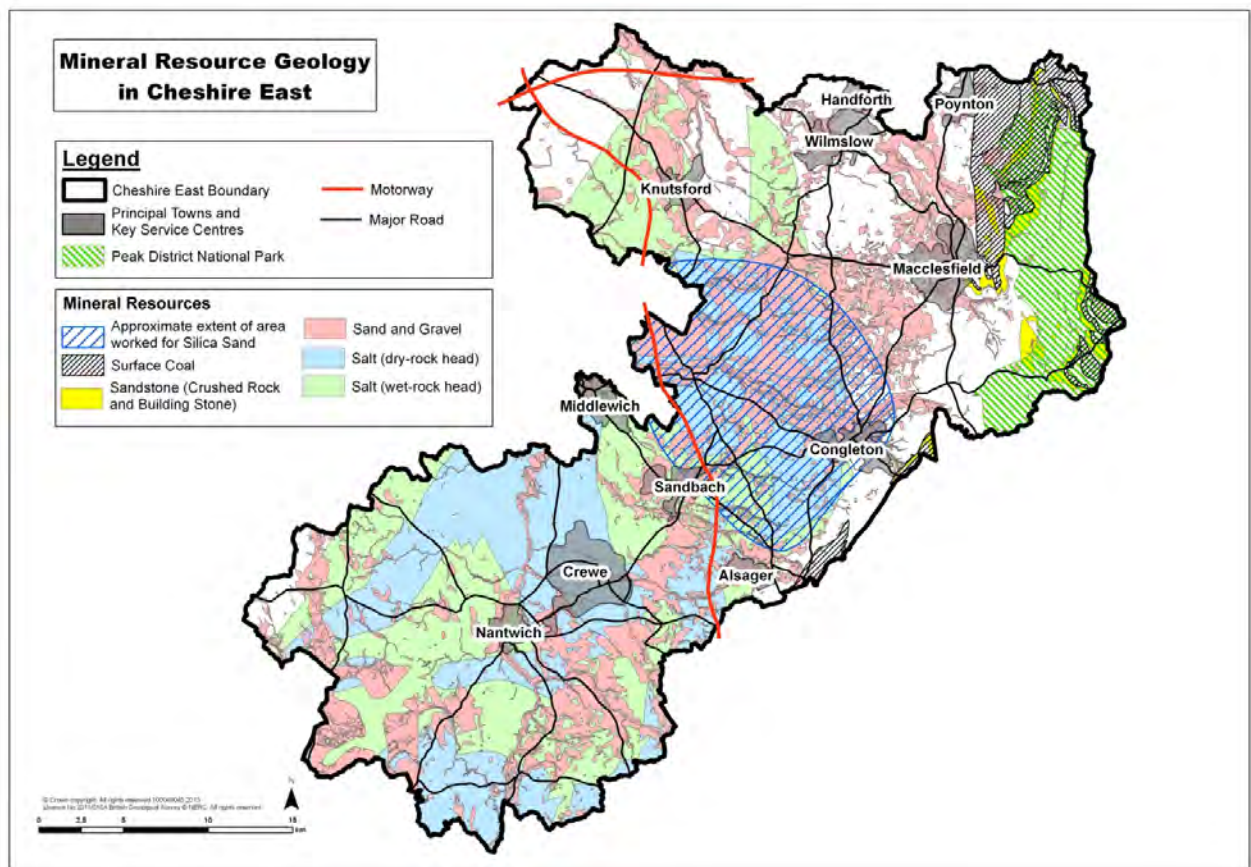


Figure 13.4 Mineral Resources in Cheshire East (based on BGS/Coal Authority data)



13.107 The purpose of MSAs is to prevent the needless sterilisation of mineral resources by alerting to their presence. This factor can then be given appropriate consideration in the planning process. MSAs do not preclude other (non-mineral) forms of development being permitted within them, nor do they carry any presumption that the mineral resource will be worked. Where it can be demonstrated that it is environmentally feasible and practicable, the prior extraction of the mineral resource will be encouraged ahead of necessary development.

13.108 Prior extraction is the process by which a mineral is won from a site prior to non-mineral development taking place. This can take place at a number of different scales, which would depend on the size of the site, the depth of mineral, the type and quality of the mineral, and the nature of the proposed development. In line with the requirements of the NPPF, the Minerals and Waste DPD will set out policies to encourage the prior extraction of minerals, where practicable and environmentally feasible, if it is necessary for non-mineral development to take place.

13.109 In safeguarding sites for existing, planned and potential minerals associated infrastructure (as set out in the NPPF), including for secondary and recycled materials, appropriate consideration will also be given to the potential constraints that proximal (non-mineral) development may place on the operation of this infrastructure.

13.110 Cheshire East will work with the minerals industry and others to ensure that MSAs are based upon the best available information and that all relevant mineral associated infrastructure has been considered. Accompanying policy will be set out in the Minerals and Waste DPD to support the practical implementation of determining proposals in these areas in line with best practice guidance⁽⁷⁵⁾.

13.111 Cheshire East has a valued, varied and unique built heritage. The provision of locally-sourced building and roofing stone is therefore important to enable the repair and maintenance of built heritage assets in support of their long term conservation as well as ensuring sensitivity of design in proximity to designated and local heritage assets and their settings This complements the aims of Policy SE 1 'Design' and Policy SE 7 'The Historic Environment'.

13.112 Proposals for the extraction of peat at new or extended sites in Cheshire East, will not be supported, reflecting the national planning policy position on peat extraction.

13.113 Substantial environmental benefits can be achieved by replacing the road borne transportation of minerals with alternative methods such as rail, waterway, pipeline or conveyor. Whilst it is recognised that given the nature of mineral extraction in Cheshire East, road often presents the only feasible option, alternative methods will be encouraged and supported wherever this is practicable.

13.114 Mineral working is a temporary use of land, although it often takes place over long periods of time. The restoration and subsequent aftercare of mineral sites following the completion of extraction can provide opportunities to deliver a range of sustainable, positive and beneficial after-uses. This includes agriculture, forestry/native woodland, nature conservation, amenity and recreation. Restored land can also help adapt to or mitigate the effects of climate change and contribute to Cheshire East's network of green infrastructure, consistent with Policy SE 6 'Green Infrastructure'. The most appropriate restoration schemes to deliver the potential for beneficial afteruses will be determined on a site-by-site basis.

13.115 Local geological circumstances in Cheshire East have demonstrated their feasibility for natural gas storage purposes in underground cavities, created following the extraction of salt (in brine) with the suggested potential for carbon storage. In response to national planning policy, encouragement should be given to such afteruse, subject to ensuring that the appropriate integrity and safety measures are satisfactorily secured. Government has identified the need for gas storage capacity to contribute to national energy security.

75 BGS and The Coal Authority (2011) 'Mineral Safeguarding in England: good practice advice'.



13.116 For all mineral development, it is essential that operations do not give rise to any unacceptable adverse impacts on the natural and historic environment or on human health. In addition to the relevant policies in this plan, detailed policies will be brought forward through the Minerals and Waste DPD setting out criteria against which all mineral related planning proposals, including for hydrocarbon resource development, will be assessed, consistent with national planning policy and guidance.

Key Evidence

1. Cheshire East Surface Mining Coal Resource Areas, The Coal Authority
2. The Future of Sub-Regional Apportionment in the Cheshire Sub-region - A paper prepared for Cheshire West and Chester and Cheshire East Councils, Cheshire West and Chester Council
3. Annual Monitoring Report 2013, North West Aggregates Working Party (NWAWP)
4. Local Aggregate Assessment 2013, Cheshire East Council
5. Mineral Resource Information in Support of National, Regional and Local Planning: Cheshire, British Geological Survey (BGS)
6. National and regional guidelines for aggregates provision in England 2005-2020, Department for Communities and Local Government (DCLG)
7. Strategic Stone Study - A Building Stone Atlas of Cheshire, English Heritage
8. Sub-regional apportionment of 2005-2020 guidelines for aggregate provision in the North West, North West Aggregates Working Party (NWAWP)

Waste

13.117 The major streams of waste arising in the borough include municipal or local authority collected (including household); commercial and industrial; construction, excavation and demolition; and hazardous. Waste management has changed significantly over the last twenty years in the UK with a major decrease in waste being disposed of to landfill and an increase in recycling - a trend experienced in Cheshire and Cheshire East. New technologies are also emerging to manage waste as a resource offering benefits such as energy generation.

13.118 A key aim of the government is to move towards a 'zero waste economy'⁽⁷⁶⁾ in which material resources are re-used, recycled or recovered wherever possible, and only disposed of as the last option. To achieve this, waste must be managed according to the principles of the 'Waste Hierarchy'.

76 As set out in: DEFRA (2011) 'Government Review of Waste Policy in England 2011'.



Policy SE 11

Sustainable Management of Waste

To achieve the sustainable management of waste in Cheshire East, the council will:

1. Expect all proposals for waste management development to maximise opportunities for waste to be managed in accordance with the principles of the Waste Hierarchy whereby priority will be given, in order, to its (i) prevention; (ii) preparation for re-use; (iii) recycling; (iv) other recovery; and (v) disposal.
2. Meet the predicted needs of Cheshire East through provision of sufficient opportunities for waste management facilities in appropriate locations, including for waste disposal. This will be achieved through the preparation of a Waste Development Plan Document (DPD). This plan will:
 - i. Identify sites and areas suitable for new or enhanced waste management facilities for the identified waste management needs of Cheshire East⁽⁷⁷⁾ over the plan period.
 - ii. Integrate with Cheshire East's municipal waste management strategy.
 - iii. Set out policies to ensure that proposals for the management of waste do not endanger human health or cause environmental harm.

Justification

13.119 A key objective of sustainable development is to produce less waste and wherever possible use it as a resource. To deliver this, the management of waste must be driven up the 'Waste Hierarchy'⁽⁷⁸⁾ whereby options for management are prioritised in order according to their environmental impact. The most sustainable and environmentally friendly option is to reduce the amount of waste that is produced in the first place. When waste is created, priority is then given to preparing it for re-use, then to recycling (including composting), then to recovery (including energy generation), and last of all disposal (for example landfill).

13.120 Specific policies and the allocation of sites for waste development in Cheshire East will be set out in the Minerals and Waste DPD. This will be prepared with regard to the Waste Management Plan for England and in consistency with national waste planning policy⁽⁷⁹⁾. Production of the Waste DPD will follow the timetable outlined in the Local Development Scheme (LDS) to ensure the timely provision of new facilities.

13.121 The Minerals and Waste DPD will identify and address the waste management needs of Cheshire East and plan for appropriate provision based on analysis of the best available waste data and appraisal of options. This will be based upon updated evidence on the authority's waste arisings (for all waste streams), its management capacity and on cross boundary waste flows both into and out of the authority area.

13.122 Sites and areas in the borough suitable for new or enhanced waste management facilities will be identified consistent with criteria set out in national waste planning policy and, if necessary, safeguarded for this use. Recognition will be given to the benefits of co-locating waste management facilities and the potential for new technologies that use waste as a resource to help drive its management up the Waste Hierarchy.

77 Including parts of the Borough in the Peak District National Park.

78 A legislative requirement under Article 4 of the revised EU Waste Framework (Directive 2008/98/EC) transposed through the Waste (England and Wales) Regulations 2011.

79 The National Planning Policy Framework does not contain specific waste policies. Updated national waste planning policy has been published as part of the Waste Management Plan for England replacing the existing national waste planning policy contained in Planning Policy Statement 10 (PPS10): Planning for Sustainable Waste Management.



13.123 The Minerals and Waste DPD will also integrate with the council's municipal waste strategy to ensure Cheshire East's waste is managed in the most sustainable way, reducing reliance on landfill.

13.124 Policy will be set to ensure that the environment and human health is protected through the prevention or mitigation of the adverse impacts of the generation and management of waste, complementing other relevant policies in the Local Plan.

13.125 It is recognised that waste management is strategic in nature and that movements of materials cross administrative boundaries. Preparation of the Minerals and Waste DPD will involve engaging with other relevant Waste Planning Authorities to address any issues of cross boundary waste movements based on the evidence available.

Key Evidence

1. Waste Management Needs Assessment – For Cheshire East Borough Council, LRS (2014)
2. Cheshire Joint Municipal Waste Management Strategy 2007-2020, Cheshire Waste Partnership
3. Cheshire East Council Municipal Waste Management Strategy to 2030
4. National Planning Policy For Waste

Pollution

13.126 The Local Plan plays a key role in determining the location of development that may give rise to pollution, either directly or indirectly, and in ensuring that other uses and development are not, as far as possible, affected by major existing or potential sources of pollution. Development should avoid and, if necessary, mitigate against environmental impacts.

Policy SE 12

Pollution, Land Contamination and Land Instability

1. The council will seek to ensure all development is located and designed so as not to result in a harmful or cumulative impact upon air quality, surface water and groundwater, noise, smell, dust, vibration, soil contamination, light pollution or any other pollution which would unacceptably affect the natural and built environment, or detrimentally affect amenity or cause harm. Developers will be expected to minimise, and mitigate the effects of possible pollution arising from the development itself, or as a result of the development (including additional traffic) during both the construction and the life of the development. Where adequate mitigation cannot be provided, development will not normally be permitted.
2. Development for new housing or other environmentally sensitive development will not normally be permitted where existing air pollution, soil contamination, noise, smell, dust, vibration, light or other pollution levels are unacceptable and there is no reasonable prospect that these can be mitigated against.
3. Development should support improvements to air quality, not contradict the Air Quality Strategy or Air Quality Action Plan and seek to promote sustainable transport policies.
4. Where a proposal may affect or be affected by contamination or land instability (including natural dissolution and/or brine pumping related subsidence), at the planning application stage, developers will be required to provide a report which investigates the extent of the contamination or stability issues and the possible affect it may have on the development and its future users, the natural and built environment. This report should be written in line with best practice guidance.
5. In most cases, development will only be deemed acceptable where it can be demonstrated that any contamination or land instability issues can be appropriately mitigated against and remediated, if necessary.



Justification

13.127 The National Planning Policy Framework states that the planning system should '*prevent both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability*'; as well as '*remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate*'

13.128 The council strongly supports the need to protect the environment and residents from the effects of pollution. Some types of development may cause or contribute to air quality, water or land pollution. The council will therefore seek to make sure that levels are kept to a minimum through the construction phase and life of the development, and are not detrimental to human health, the environment or the amenity of neighbouring or nearby users, or the users of the development itself.

13.129 Paragraph 124 of the NPPF requires that planning policies should sustain compliance with, and contribute towards, EU Limit values or national objectives for pollutants, taking account of the presence of Air Quality Management Areas and the cumulative impacts on air quality for individual sites in local areas. Planning decisions should ensure new development in (or which may affect) an Air Quality Management Area is consistent with the current Cheshire East Air Quality Action Plan.

13.130 One approach to dealing with the cumulative impact of developments is through the preparation of a low emissions strategy designed to accelerate the uptake of low emissions fuels and technologies in and around development sites. Cheshire East Council is currently in the process of producing a low emission strategy for the borough.

13.131 Noise and vibration can lead to harm or be detrimental to amenity. Whilst planning cannot control the noise or vibration from existing established development, it can try to ensure that new noise sensitive development is not close to existing sources which generate noise, such as industrial uses, noise created by vehicles and other forms of transport or even evening uses such as hot food takeaways. This policy will seek to ensure development is planned appropriately, so new developments which have the potential to create noise are not located in places where they would unacceptably affect the natural and built environment, or detrimentally affect amenity or cause harm.

13.132 Noise and vibration during the construction process can often cause disturbance and detrimentally affect amenity to occupants of neighbouring properties. The council will, where necessary, seek to attach planning conditions assessing each case on its individual merits.

13.133 Lighting is an important part of 'everyday life' as it can be used to improve the appearance and character of an area/building, as a security feature and a way in which uses can be extended for longer periods of time (into the evening hours) thereby causing potential noise issues. The council is aware of the increasing issues arising from artificial lighting, which can often impact upon residential amenity, the character and appearance of an area (particularly rural locations) and the environment. Aspects such as poor design, location, the expel of unnecessarily high levels of light can have a harmful impact. In addition, lighting left on unnecessarily is a waste of energy.

13.134 Whilst not all forms of lighting require planning permission, the council will, where appropriate, seek to influence light pollution that would have a harmful impact upon the natural/built environment and amenity.

13.135 Contamination is not always restricted to previously developed land, it can be located on greenfield land and can arise from natural sources as well as from human activities. Development on land which is known or suspected to be contaminated, or for uses which would be particularly vulnerable in terms of exposure to contamination (such as housing or schools), must be supported by sufficient information to enable the possible contamination risks to be fully assessed. It is essential that measures are then put in place which allows the development to go ahead safely.



13.136 Natural conditions such as landslides (due to geology, angle of land), soluble rocks or mining activities such as coal mining or subsidence caused by brine pumping⁽⁸⁰⁾ can cause land instability. Guidance on areas affected by brine pumping is available as part of the pre-application advice process (generally, this issue affects Middlewich, Sandbach and North Cheshire). Specific conditions may need to be applied to address the impact of ground instability in these areas. Development on land which would be affected by, or would affect land stability must therefore be accompanied by a report which identifies the risk. Development on land where instability cannot be mitigated and remediated will not normally be allowed.

13.137 The council will seek the advice of the appropriate regulatory/statutory organisations including the Environment Agency, Health and Safety Executive, Manchester Airport, The Coal Authority and The Cheshire Brine Subsidence Compensation Board on proposals falling within defined consultation zones. There are a number of installations and pipelines in the borough handling notifiable substances and the Proposals Map will indicate consultation zones appropriate to their uses.

13.138 Further guidance on the above will be provided in subsequent planning policy or Supplementary Planning Documents.

Key Evidence

1. Cheshire East Air Quality Strategy
2. Cheshire East Air Quality Management Areas and their resultant assessments
3. Cheshire East Air Quality Action Plan
4. Cheshire East Annual Air Quality Progress Reports
5. Cheshire East Contaminated Land Strategy
6. Environmental Noise Directive - Noise Action Plans (various for Air, Road, Agglomerations)
7. Cheshire Planning Noise Guidelines (Part 1: Mineral and Waste Disposal) (1996)
8. Noise Pollution: Construction Noise Leaflet
9. Cheshire Brine Pumping (Compensation for Subsidence) Act, 1952

Flood Risk and Water Management

13.139 In recent years, floods have shown how vulnerable the UK is to extreme weather events, resulting in significant economic, social and environmental cost. Whilst Cheshire East may not have experienced devastating fluvial or surface water flood events as seen in 2007, 2009, 2012 and 2014, the number and severity of recent floods seems to be on the increase and climate change means that the frequency, pattern and severity of flooding are expected to increase.

13.140 Effective land use management has become one of the most important ways to manage flood risks and improve community resilience. Sustainable development in the right locations can help reduce the quantity of water entering our river and drainage networks, improve water quality within the borough and provide opportunities to enhance biodiversity, health and recreation.

13.141 The National Planning Policy Framework (NPPF) and its supporting Technical Guidance sets out the approach that Local Planning Authorities and developers should follow in considering flood risk, including a hierarchy of flood risk assessment documents.

13.142 Cheshire East Council as a local planning authority is required to undertake a Strategic Flood Risk Assessment (SFRA) to identify areas at risk of flooding from all sources. For Cheshire East, this is flooding from rivers (fluvial), canals and reservoirs, groundwater, surface water and sewers, and the implications of climate change. The SFRA will then in turn inform the Local Plan Strategy.

80 There is a statutory duty under the Cheshire Brine Pumping (Compensation for Subsidence) Act, 1952 to consult with the Cheshire Brine Subsidence Compensation Board for all development within certain prescribed consultation areas.



Policy SE 13

Flood Risk and Water Management

Developments must integrate measures for sustainable water management to reduce flood risk, avoid an adverse impact on water quality and quantity within the borough and provide opportunities to enhance biodiversity, health and recreation, in line with national guidance, by ensuring that:

1. All development follows the sequential approach to determining the suitability of land for development, direct new development to areas at lowest risk of flooding and where necessary apply the exception test; this should take into account all sources of flooding identified in the Cheshire East SFRA.
2. All planning applications for development at risk of flooding are supported by an appropriate Flood Risk Assessment (FRA) to demonstrate that development proposals will not increase flood risk on site or elsewhere and opportunities to reduce the risk of flooding are sought, taking into account the impacts of Climate Change in line with the Cheshire East SFRA. New development will be required to include or contribute to flood mitigation, compensation and / or protection measures, where necessary, to manage flood risk associated with or caused by the development.
3. New development is designed to be safe, taking into account the lifetime of the development, and the need to adapt to climate change.
4. All developments, including changes to existing buildings, seeks improvements to the current surface water drainage network and be designed to manage surface water. This should include appropriate sustainable drainage systems (SuDS) and green infrastructure to store, convey and treat surface water prior to discharge with the aim of achieving a reduction in the existing runoff rate, but must not result in an increase in runoff. It is not sustainable to dispose of surface water via the public sewer systems; applicants seeking to drain to the public sewers must demonstrate there are no other more sustainable viable options. Where appropriate, opportunities to open existing culverts should be identified.
5. Where water infrastructure capacity is an issue, all major development must demonstrate that there is adequate infrastructure in place to serve the development.
6. New development enhances and protects surface and ground water quality and complies with the Water Framework Directive in ensuring that development does not cause a deterioration in the status of inland waters, unless suitable mitigation measures are in place; and
7. New development incorporates water efficiency measures.

Justification

13.143 The Cheshire East area predominantly covers the Cheshire Plain, a flat, lowland area, which is characterised by watercourses running in well-defined floodplains and localised areas of hilly terrain. To the northeast, this includes part of the western Peak District, an upland area forming the southern end of the Pennines. This area has steep topography, and is characterised by steep sided valleys and large numbers of minor watercourses.

13.144 The main source of flood risk in Cheshire East is from main rivers and Ordinary Watercourses. Whilst the overall level of risk from these sources is low, there are principal town centres such as Crewe, Macclesfield and in Key Service Centres such as Congleton, where risk is greater due to the presence of a densely urban population. In these urban areas, watercourses can often be modified with straightened and culverted sections, especially where rivers flow underneath major railway and road infrastructure.

13.145 Cheshire East Council (CEC) published the Cheshire East Level 1 Surface Water Management Plan (SWMP) in July 2012. The SWMP project brought together existing flood risk



information from CEC, the Environment Agency and United Utilities to assess the surface water flood risk across the study area, first through a strategic review of flood risk and then an assessment of particular sites potentially at high risk from flooding. The strategic review of flood risk across the study area has indicated that the overall level of surface water flood risk is moderate. In particular:

- Due to the flat nature of the topography, there is likely to be extensive surface water flooding resulting from an extreme rainfall event. This flooding is unlikely to be deep or fast flowing, except in localised areas, and only small numbers of properties are likely to be affected.
- Deep flooding is only likely to be experienced where there are localised low-points, such as natural closed depressions, or man-made features, for example underground car parks or subways.
- In a small number of locations, steep topography is likely to result in surface water flooding along well defined flow-paths. Flooding in these areas has the potential to represent a significant hazard to people due to its velocity and depth.
- There are likely to be a number of locations throughout the study area where surface water and fluvial flooding mechanisms are likely to interact. In these areas, it may be difficult to identify the exact source of any flooding, and CEC and the Environment Agency will have to work together to manage these issues.
- There are a large number of Ordinary Watercourses within the study area, some of which run through urban areas. In many cases, these watercourses have been culverted over and are likely to be in poor condition. A blockage or collapse of one of these culverts could represent a significant flood risk to adjacent properties.

13.146 As a local planning authority, Cheshire East Council should use the flood risk evidence collected through the SFRA and SWMP to avoid inappropriate development in areas at risk of flooding by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. This should be carried out through the planning process, specifically during the development of the Local Plan.

13.147 The NPPF also states that Local Plans should '*take account of climate change over the longer term, including factors such as flood risk, coastal change, water supply and changes to biodiversity and landscape*'.

13.148 As a Lead Local Flood Authority (LLFA) the council has a number of roles and responsibilities within local flood risk management as required under the Flood Risk Regulations 2009 and the Flood and Water Management Act 2010.

13.149 The Flood Risk Regulations require the Council to develop a Preliminary Flood Risk Assessment (PFRA). The Cheshire East PFRA was published in June 2011. The PFRA did not identify a Flood Risk Area using the national significant thresholds set by Defra. As a result, the next stages of the PFRA process, the requirement to develop flood risk hazard mapping and Flood Risk Management Plans, do not apply to Cheshire East Council. However, the Environment Agency is currently in the process of updating their national Flood Map for Surface Water (uFMfSW), which is expected to meet the requirements for flood risk hazard mapping and will be available to Cheshire East Council later in 2013.

13.150 Under the Flood and Water Management Act, Cheshire East, as the LLFA, has responsibility for developing a Local Flood Risk Management Strategy (LFRMS) for their area covering local sources of flooding. The local strategy produced must be consistent with the national strategy. It will set out the local organisations with responsibility for flood risk in the area, partnership arrangements to ensure co-ordination between these, an assessment of the flood risk and plans and actions for managing the risk. The strategy will outline how the council intends to deliver its remaining duties under the Act. The council now has additional permissive powers of control over ordinary watercourses to help manage flood risk across the borough (notably new regulatory duties under Land Drainage Act 1991 and any associated Byelaws currently being considered).

13.151 The Cheshire East LFRMS is currently being prepared and the findings of the Cheshire East SFRA and the Cheshire East SWMP should help inform its development.



13.152 Wider national policy contained within Catchment Flood Management Plans (CFMPs) and River Basin Management Plans (RBMPs) should also influence how flood risk is managed at a local level.

13.153 A CFMP provides a detailed overview of flood risk from multiple sources and policies for long-term management of flood risk within the catchment that take into account the likely impacts of climate change, the effects of land use and land management, deliver multiple benefits and contribute towards sustainable development. This is critical when areas under development pressure coincide with high flood risk.

13.154 Chosen policies and actions can be used to influence the location of development. Development should be focused towards the more 'sustainable' areas in terms of lower risk of flooding or where flood risk management is considered viable within the short and long-term plans. Development should be avoided in those areas where it is deemed inappropriate, to reduce flood risk now and in the future. Therefore, development should not rely on the future policy direction, as Environment Agency led Flood Risk Management infrastructure investment is not there to support future development, but rather to protect current properties and people at risk. Where development is planned in high risk areas, private (developer) funding will be required to reduce risk. In this instance, development may not be viable. Cheshire East is located in two CFMP catchments; the Upper Mersey and the Weaver Goway.

13.155 The Water Framework Directive (WFD) is to deliver improvements across Europe in the management of water quality and water resources as well as improving the physical state of water courses and improving in-channel habitat. The WFD requires all inland and coastal waters to reach "good ecological status" by 2015 through a catchment-based system of River Basin Management Plans (RBMPs). The Water Environment Regulations (2003) transposed the WFD into law in England and Wales and the Environment Agency is leading on its delivery.

13.156 Cheshire East is within the North West River Basin District and the Environment Agency published the final North West River Basin Management Plan in December 2009. The main responsibility for the council is to work with the Environment Agency to develop links between river basin management planning and the development of Local Authority plans, policies and assessments. In particular, the programme of actions (measures) within the River Basin Management Plan highlights the need for:

- Water Cycle Strategies,
- Considering the WFD objectives (achieving good status or potential as appropriate) in the spatial planning process, including LDDs and Sustainable Community Strategies, and
- Promoting the use of Sustainable Drainage Systems (SuDS) in new development.

13.157 Cheshire East Council has set up strategic partnerships with Cheshire West and Chester Council, Warrington BC, Halton BC and St Helens BC. The Cheshire and Mid Mersey Partnership Group also serves to ensure consistency amongst the councils in their approach to water management issues.

13.158 New development should incorporate water efficiency measures as much as is practicable. Standards of water efficiency for residential and commercial development will be further defined at Site Allocations and Development Policies stage.

Key Evidence

1. Cheshire East Strategic Flood Risk Assessment
2. Cheshire East Preliminary Flood Risk Assessment
3. Cheshire East Surface Water Management Plan
4. Water Environment (Water Framework Directive) (England and Wales) Regulations 2003



Policy SE 14

Jodrell Bank

1. Within the Jodrell Bank Radio Telescope Consultation Zone, as defined on the Proposals Map, development will not be permitted if it:
 - i. Impairs the efficiency of the telescopes; or
 - ii. Has an adverse impact on the historic environment and visual landscape setting of the Jodrell Bank Radio Telescope.
2. Conditions will be imposed to mitigate identified impacts, especially via specialised construction techniques.
3. Proposals should consider their impact on those elements that contribute to the potential outstanding universal value of Jodrell Bank.

Justification

13.159 The Jodrell Bank site is one of the earliest planned sites for radio-telescopes in the world and is home to the iconic Lovell Telescope (grade I listed building) which is a prominent feature within the Cheshire East landscape.

13.160 The council recognises that Jodrell Bank is a unique site which is of significant scientific and historical value. Accessible to the general public, this site is an important contribution to the borough's tourism economy and has the potential to attract many more national and international visitors to the region.

13.161 Jodrell Bank is on the UK National Shortlist (the tentative list) for UNESCO in a bid for World Heritage site status due to its potential outstanding universal value.

13.162 The *Town and Country Planning (Jodrell Bank Radio Telescope) Direction 1973* sets out the zones and the type of development in which the council must consult the University of Manchester. This policy aims to make sure that the telescopes retain their ability to receive radio emissions from space with minimum interference from electrical equipment.

13.163 The council will provide further detailed policy and advice within the Site Allocations and Development Policies Document

Key Evidence

1. Town and Country Planning (Jodrell Bank Radio Telescope) Direction 1973
2. Jodrell Bank Design Guide (under preparation)
3. The protection and management of World Heritage sites in England (English Heritage)
4. Jodrell Bank Management Policies (under preparation)



Policy SE 15

Peak District National Park Fringe

1. Within the Peak District National Park Fringe⁽⁸¹⁾ development that would affect the setting of the Peak District National Park will be resisted where it compromises the statutory designation and purposes of the National Park.
2. Development will be considered on its individual merits having particular regard to the type, scale and location taking account of the Peak District National Park Landscape guidelines and characteristics of the South West Peak and the adjoining areas of the Cheshire Plain.

Justification

The Peak District National Park is an asset of national, regional, and local importance. It was the first of 15 national parks in the United Kingdom to be designated for their spectacular landscapes, cultural heritage and wildlife, and for people to enjoy.

13.164 The Environment Act (1995) establishes the statutory purposes of national park designation, as:

- to conserve and enhance the natural beauty, wildlife and cultural heritage of the national parks; and
- to promote opportunities for the understanding and enjoyment of the special qualities [of the parks] by the public.

13.165 Section 62 of the Act places a general duty on all relevant authorities, statutory undertakers and other public bodies, to have regard to these purposes.

13.166 Special Qualities define what is distinctive and significant about the Peak District compared with other parts of the country. Understanding these qualities helps us to plan effectively and manage the national park in order to protect them.

13.167 In the Peak District National Park Core Strategy, they are described as valued characteristics and include:

- Natural beauty, natural heritage, landscape character and landscapes.
- Sense of wildness and remoteness.
- Clean air, earth and water.
- Importance of wildlife and the area's unique biodiversity.
- Thousands of years of human influence which can be traced through the landscape.
- Distinctive character of hamlets, villages and towns.
- Trees, woodlands, hedgerows, stone walls, field barns and other landscape features.
- Significant geological features.
- Wealth of historic buildings, parks and gardens.
- Opportunities to experience tranquillity and quiet enjoyment.
- Easy access for visitors and surrounding urban areas.
- Opportunities to experience dark night skies.
- Vibrancy and a sense of community.

81 As identified within the Local Landscape Designation Document (May 2013) as the 'Peak Park Fringe' and shown in Figure 13.5.



- Cultural heritage of history, archaeology, customs, traditions, legends, arts, and literary associations.
- Opportunities for outdoor recreation and adventure.
- Environmentally friendly methods of farming and working the land.
- Craft and cottage industries.
- Opportunities to improve physical and emotional well-being.
- Special values attached to the national park by surrounding urban communities.
- The flow of landscape character across and beyond the national park boundary.

13.168 The Peak District National Park is a complex tapestry of different landscapes in which there are three distinct areas. The South West Peak sits along the boundary of the Peak Park Fringe but also includes parts of this area in order to reflect the flow of landscape character (a feature which is reflected in the list of special qualities above). It is particularly characterised by its sloping valleys with woodlands which are described within the Peak District National Park Landscape strategy as: *'a pastoral landscape with a varied undulating topography of steep slopes, low ridges and incised valleys. Blocks of woodland are a characteristic feature of this landscape, together with patches of acid grassland and bracken on steeper slopes and higher ground. This is an area of traditional dispersed settlement with probable ancient origins. Views to lower ground are framed by woodlands and valley sides. This landscape covers extensive tracts of the western slopes of the South West Peak, in the landscapes rising above Macclesfield and Leek.'*

13.169 In places, the boundaries of the Peak District National Park follow administrative rather than landscape boundaries. Through consultation, the council will seek to work with the Peak District National Park to ensure that all new developments within the Peak District National Park Fringe will not have an adverse impact upon the purposes of the Peak District National Park and its valued characteristics, having particular regard to the type and scale of the development and the Peak District National Park Landscape Assessment and Strategy.

Key Evidence

1. Environment Act 1995 (Sections 61 & 62)
2. Peak District National Park Core Strategy
3. Peak District National Park Management Plan
4. The Peak District National Park Landscape Strategy and Action Plan 2009-2019

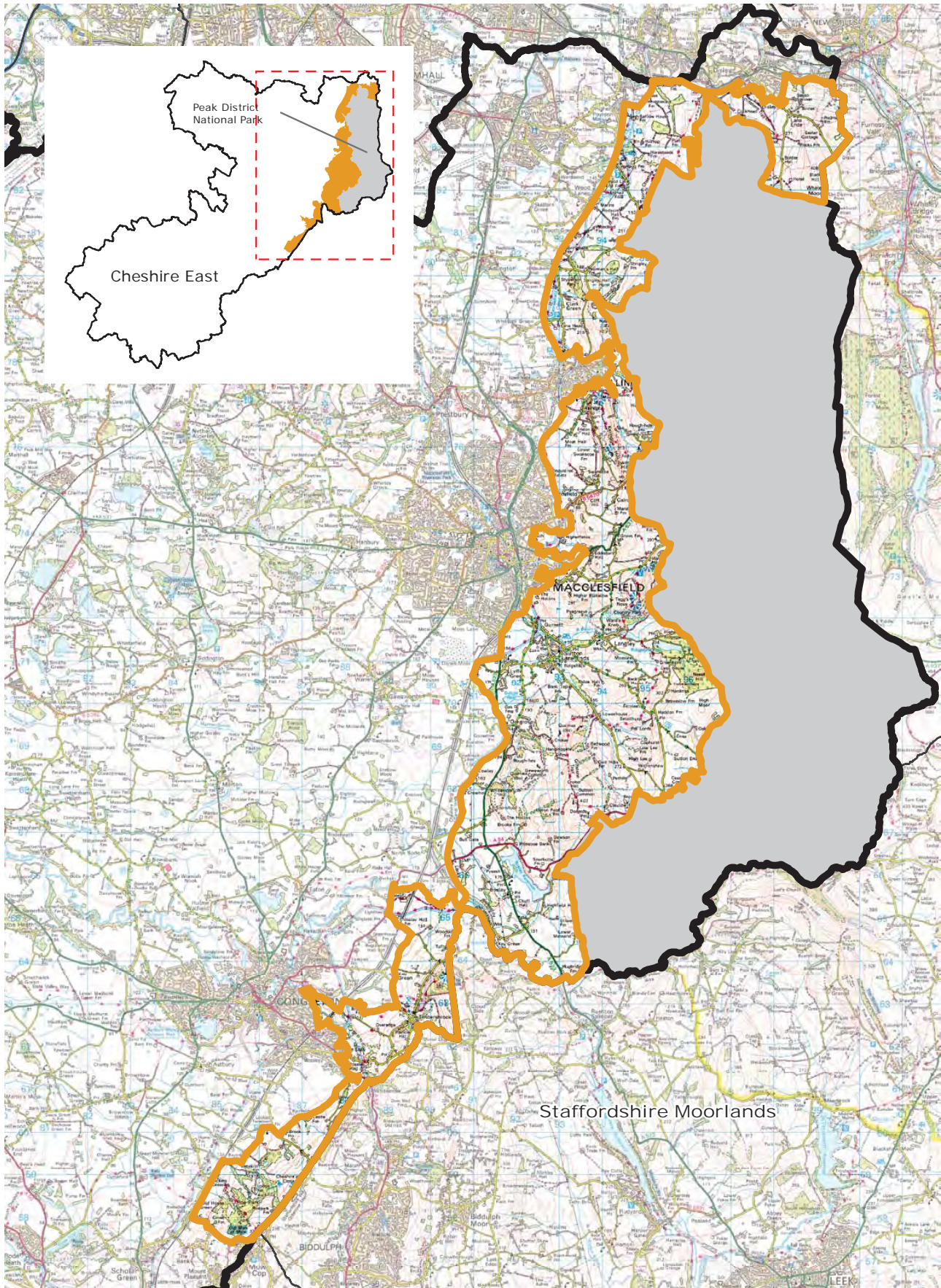


Figure 13.5 Peak District National Park Fringe





14

Connectivity



14 Connectivity

14.1 National planning policy seeks to reduce car use and to encourage people to adopt more sustainable travel habits. The NPPF requires local authorities to support a pattern of development that facilitates the use of sustainable modes of transport, locate significant trip generating development where the need to travel is minimised and promote a mix of uses within walking distance of homes.

14.2 The targets for housing and employment growth in the borough further strengthen the need for adequate supporting infrastructure including the provision of new transport infrastructure, measures to restrain car use and increase use of public transport, cycling and walking as well as other improvements.

14.3 The relationship between Local Transport Plans and the Local Plan Strategy is crucial to implementing the objective of managing transport demand and promoting accessibility and integration, both across Cheshire East and with neighbouring areas. The Local Plan Strategy aims to capitalise on the strengths of the existing transport system in Cheshire East, including good transport links to major centres by way of the rail and motorway network. It sets out how we will seek to improve connectivity in the future.

14.4 The scale of development proposed will require significant investment in transport infrastructure and a step change in the provision of public transport and other sustainable modes. The economic strength of Cheshire East, and the quality of life on offer, very much depend on the accessibility, speed, quality and cost of transport facilities. Therefore, increasing accessibility and promoting sustainable travel is a key theme within the Local Plan Strategy.

14.5 We must also be realistic about the challenges we face. The way we travel is changing to adapt to climate change and new technologies, the age profile of the population and shifts in the global economy.

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

Sustainable Travel and Transport

14.7 The challenge for the Local Plan Strategy is twofold; to redress shortfalls in infrastructure and improve connectivity to support economic growth, whilst changing the need for travel and the way we travel, by promoting new and sustainable options.

Policy CO 1

Sustainable Travel and Transport

To deliver the council objectives of delivering a safe, sustainable, high quality, integrated transport system that encourages a modal shift away from car travel to public transport, cycling and walking; supportive of the needs of residents and businesses and preparing for carbon free modes of transport, the council will expect development to:

1. Reduce the need to travel by:
 - i. Guiding development to sustainable and accessible locations or locations that can be made sustainable and accessible;
 - ii. Ensuring development gives priority to walking, cycling and public transport within its design;
 - iii. Encouraging more flexible working patterns and home working;



- iv. Supporting improvements to communication technology for business, education, shopping and leisure purposes and;
 - v. Supporting measures that reduce the level of trips made by single occupancy vehicles.
2. Improve pedestrian facilities so that walking is attractive for shorter journeys⁽⁸²⁾ including:
- i. Supporting the priority of pedestrians at the top of the road user hierarchy and making sure that in settlements, town centres and residential areas, the public realm environment reflects this priority;
 - ii. Supporting safe and secure access for mobility and visually impaired persons including mobility scooter users and parents with pushchairs;
 - iii. Creating safe and secure footways and paths linking with public transport and other services;
 - iv. Ensuring new developments are convenient, safe and pleasant to access on foot;
 - v. Supporting work to improve canal towpaths and public rights of way where they can provide key linkages from developments to local facilities;
 - vi. Supporting measures that introduce safe routes to schools; and
 - vii. Ensuring a selective and ongoing review of speed limits, as appropriate.
3. Improve cyclist facilities so that cycling is attractive for shorter journeys⁽⁸³⁾ including:
- i. Creating safe and pleasant links for cyclists travelling around the borough;
 - ii. Providing secure cycle parking facilities at new developments, at public transport hubs, town centres and at community facilities;
 - iii. Improving route signing;
 - iv. Working with community groups to develop local cycling initiatives and seek external funding to assist with the development of the local network; and
 - v. Supporting the priority for cyclists over single occupancy vehicles by making sure that in settlements, town centres and residential areas, the public realm environment reflects this priority.
4. Improve public transport integration, facilities, capacity, service levels, access for all users and reliability⁽⁸⁴⁾ including:
- i. Rail infrastructure - current schemes comprise:
 - a. Improvements to Crewe Railway Station, promoting its role as a national rail hub and providing associated connectivity for buses;
 - b. Supporting the aspiration for re-opening the Sandbach to Northwich railway line to passengers including the opening of a station at Middlewich;
 - c. Supporting proposals for rail infrastructure and the provision of rail facilities as appropriate; and
 - d. Engaging in proposals for improving rail connectivity through High Speed Rail.
 - ii. Bus Infrastructure - current schemes comprise:
 - a. Improvements to Crewe Bus Station.
 - iii. Improving public transport service levels, which may involve developers temporarily subsidising new bus services or the extension of an existing service to provide additional journeys, or supporting community transport initiatives to enable sustainable access to new development;

82 In line with Policy S7: Walking and Policy Y1: Travel to Education of the Local Transport Plan 2011-2026.

83 In line with Policy S8: Cycling of the Local Transport Plan 2011-2026.

84 In line with Policy S3: Public Transport (integration and facilities) and Policy S4: Public Transport (service and reliability) of the Local Transport Plan 2011-2026.



- iv. Engaging in proposals for improving rail connectivity through the Northern Hub capacity improvement scheme;
 - v. Considering options to enhance Bus Priority at junctions and the provision of dedicated bus lanes; and
 - vi. Considering opportunities to improve cross border connectivity with neighbouring areas.
5. Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.

Justification

14.8 The National Planning Policy Framework states that *"transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel".* Therefore *"encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion"*.

14.9 To effectively influence the individual's choice about their mode of travel, a range of options must be available that provide accessible, attractive, safe and reliable alternative options in respect of cost, time and convenience. Public transport has an important role to play in planning for sustainability and future needs by facilitating sustainable developments, as well as by encouraging a shift towards low carbon transport. An increase in the number of shorter journeys made on foot will contribute towards sustainability by reducing carbon emissions, as well as being beneficial for health and tackling congestion.

14.10 Investment in a high quality public realm linking housing, employment and town and village centres encourages people to walk and cycle and positively manages vehicular access that enables more sustainable patterns of travel. Well designed places with excellent public realm can quickly establish the key function of a place therefore promoting the legibility of towns and villages, and encouraging more sustainable lifestyles.

14.11 Cheshire East has strong links with neighbouring areas with an extensive road and rail network including the M6 and West Coast Main Line giving access to Greater Manchester and London Euston.

14.12 An effective freight network is essential for delivering sustainable economic growth. However, the transportation of freight on roads through existing residential areas would not be considered appropriate.

14.13 Policy Y1 (Travel to Education) of the Local Transport Plan 2011-2026 states that the council will work with schools and colleges to enable sustainable travel to education, including appropriate provision for those eligible for free or assisted transport.

14.14 Policy H8 (Road Safety) of the Local Transport Plan 2011-2026 states that the council will improve road safety and take account of vulnerable road users. This includes the consideration of where reduced speed limits would be appropriate (e.g. 20's Plenty Campaign for residential areas).

14.15 As currently proposed, the line of High Speed 2 (HS2) passes through the borough. HS2 will have significant benefits for the borough and the sub-region and is anticipated to connect to the West Coast Main Line just south of Crewe and will travel through parts of the borough. In addition, Manchester Airport lies immediately to the north of the borough offering world wide services.

14.16 Improved cross boundary and public transport connections are sought with all surrounding Local Authority areas and will be progressed through ongoing Duty to Co-operate arrangements.



Key Evidence

1. Cheshire East Local Transport Plan 2011-2026
2. Cheshire East Local Transport Plan - Implementation Plan 2011-15
3. Cheshire East Rights of Way Improvement Plan 2011-2026
4. Cheshire East Rights of Way Improvement Plan - Implementation Plan 2011-2015
5. Town Strategies for Alsager, Congleton, Middlewich, Sandbach and Wilmslow, Draft Town Strategies for Crewe, Handforth, Knutsford, Macclesfield, Nantwich and Poynton.

Policy CO 2

Enabling Business Growth Through Transport Infrastructure

The council will support new developments that are (or can be made) well connected and accessible by:

1. Minimising the future need to travel by locating new development in locations where there is a good range of housing, jobs, shops and services already accessible by public transport, cycling and walking⁽⁸⁵⁾.
2. Enabling development by supporting transport infrastructure, regeneration and / or behaviour change initiatives that will mitigate the potential impact of development proposals⁽⁸⁶⁾ including:
 - i. Supporting schemes outlined within the current Infrastructure Delivery Plan / Local Transport Plan;
 - ii. Where new or improved infrastructure is provided, supporting measures to improve the walking, cycling and sustainable travel environment on routes relieved of traffic;
 - iii. Supporting improvements to communication technology for business, education, shopping and leisure purposes;
 - iv. Supporting the improvement of rail infrastructure - especially facilities at railway stations;
 - v. Supporting the improvement of national motorway network facilities, where appropriate;
 - vi. Providing recharging points for hybrid or electric vehicles in major developments in order to reduce carbon emissions; and
 - vii. For residential and non-residential development, where there is clear and compelling justification that it is necessary to manage the road network, proposals should adhere to the current adopted Cheshire East Council Parking Standards for Cars and Bicycles set out in Appendix C (Parking Standards).
3. The council will support the economic benefits of High Speed 2 whilst ensuring that environmental and community impacts are minimised. Safeguarding Directions for Phases 2a and 2b of High Speed 2 (January and November 2016) are in place and are shown on the Policies Map and the relevant Figures within the Crewe section of Chapter 15 of this document, along with further detail within the Policy for site LPS 3 'Basford West'.
4. The council will work with neighbouring transport authorities and support proposals which mitigate the wider impacts of development and improve connectivity, particularly by public transport, so that the opportunities provided by economic growth can be accessible to a wider population. Where appropriate, developers will be required to provide information on cross boundary impacts and how these will be addressed through improvements to sustainable travel options, which may include contributions to cross boundary transport strategies where they exist.

85 In line with Policy S1: Spatial Planning of the Local Transport Plan 2011-2026.

86 In line with Policy B2: Enabling Development of the Local Transport Plan 2011-2026.



5. Proposals for the safeguarding of disused transport corridors will be supported. Recreational and appropriate uses for disused transport corridors may be allowed provided they do not preclude eventual re-use for transport purposes or impact on public safety⁽⁸⁷⁾.

Justification

14.17 Paragraph 17 of the NPPF states that '*significant development should be focused in locations which are or can be made sustainable*'. Good transport connections are integral to our ambitious plans for economic growth and to the protection of our environment to ensure a sustainable future for all our residents and businesses.

14.18 A selection of the major highway schemes listed in the Infrastructure Delivery Plan include:

- A6 to Manchester Airport Relief Road
- Improvements to the Crewe Green Roundabout junction and completion of Crewe Green Link Road South
- Macclesfield Town Centre Movement Strategy
- Congleton Link Road
- Poynton Relief Road
- Middlewich Eastern Bypass
- Junction improvements on the A51 corridor north of Nantwich
- Improvements to the A534 corridor in Sandbach, including the M6 and A533 junctions
- Improvements to the A34 and A555 corridors in Handforth
- Improvements to the A537/A50 corridor through Knutsford
- Improvements to the junction of B5077 Crewe Road/B5078 Sandbach Road in Alsager.

14.19 The council is committed to working with adjacent local authorities to mitigate the impact of cross boundary travel. A refresh of the SEMMMS study is underway between Cheshire East and Greater Manchester Authorities and a cross boundary strategy will also be prepared with Staffordshire County Council and related Authorities. Developments may be required to contribute to any identified measures where appropriate. Public funding for transport interventions will also be sought where appropriate.

14.20 Climate change is nationally recognised as one of the most important challenges facing our society. Transport accounts for 25% of the carbon dioxide (CO₂) emissions in the UK and personal car travel is the single biggest contributor to individual CO₂ emissions.

14.21 Statistics indicate that, in 2011, Cheshire East's residents, commerce and industry and other non-residential energy uses resulted in carbon dioxide emissions of 3.159m tonnes. This equates to 8.5 tonnes of CO₂ emissions per person, which is more than the regional average of 7.0 tonnes per person. However, CO₂ emissions per person have fallen in recent years: from 10.6 tonnes in 2005 and 9.2 tonnes in 2010⁽⁸⁸⁾. This has implications for local, regional and national air quality.

14.22 One of the most important ways of reducing carbon emissions is to reduce the need to travel, particularly by private car, and to encourage more sustainable modes of transport such as cycling, walking, buses and trains. Development should be located in areas close to existing facilities and shops, and to transport hubs and bus routes. Maintaining or increasing the mix of uses in an area reduces the need to travel, as well as adding vitality and diversity.

87 This applies to sites of former railway stations, sidings etc, as well as to the alignment of the line. Such areas can provide essential space for interchanges, car parking, or other facilities associated with the new transport route.

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



14.23 The improvement of key transport links on the highway network will allow a better use of the network for bus users and cyclists. There is also the potential for high occupancy vehicle lanes to be provided in the future.

14.24 Another key element is to facilitate, where possible, ICT, broadband and other technologies that remove the need to travel and to facilitate local access to these technologies. A flexible approach to the emergence and uptake of new technologies will also be required where these offer attractive and affordable communication or transport solutions.

14.25 The council will seek to ensure that development includes adequate parking provision for bicycles. It will also seek to ensure that development includes adequate car parking provision where there is clear and compelling justification that it is necessary to manage the road network. Provision should be based on the car parking standards set out in Appendix C.

14.26 There is a case for Britain to develop a high-speed rail network, primarily because there is a need for additional rail capacity in the future if we are to keep our economy moving. Building a high-speed railway (rather than a conventional speed one) is the best way to do this, as the faster journey times encourage people to switch from other, more carbon-hungry, modes of transport such as aviation or car. Building new fast lines also frees up space on the current railway system to allow more commuter or freight services, delivering further economic and environmental benefits.

14.27 High Speed 2 (HS2) is the most significant transport infrastructure project in the UK since the motorways were built in the 1950s and 1960s. It will provide a high speed rail line between London and Birmingham and on to Manchester and Leeds. Further details regarding HS2 will be included in the Site Allocations and Development Policies Development Plan Document.

Key Evidence

1. Cheshire East Local Transport Plan 2011-2026
2. Cheshire East Infrastructure Delivery Plan
3. Cheshire East Local Transport Plan - Implementation Plan 2011-15
4. Cheshire East Council's Business Travel Planning Guidance
5. Cheshire East Parking Guidance
6. Town Strategies for Alsager, Crewe, Congleton, Handforth, Knutsford, Macclesfield, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow.
7. Cheshire East - Staffordshire Cross Boundary Study (2016).

Digital Connections

14.28 Digital technologies have been a major driving force in influencing and shaping industry and society in the 21st Century. Changes that are currently transforming our working, learning, leisure and community environments should be given due consideration and accommodated in the future spatial design of Cheshire East.

Policy CO 3

Digital Connections

1. High capacity, leading edge digital communication networks will be supported in Cheshire East to meet the needs of businesses and communities, subject to the number(s) of radio and telecommunications masts (and sites for such installations) being appropriately located and kept to a minimum and consistent with the efficient operation of the network.
2. Developers will be required to work with appropriate providers to deliver the necessary physical infrastructure to accommodate information and digital communications (ICT) networks as an integral part of all appropriate new developments.



Justification

14.29 The National Planning Policy Framework states that *'advanced, high quality communications infrastructure are essential for sustainable economic growth. The development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services. In preparing Local Plans, local planning authorities should support the expansion of electronic communications networks, including telecommunications and high speed broadband'*.

14.30 New developments must be 'future-proof' with appropriate digital infrastructure that will meet existing and future communication needs. It is essential that the Council works with developers to make sure that the appropriate digital infrastructure is incorporated, including 4G and 5G networks.

Key Evidence

1. Cheshire and Warrington Local Enterprise Partnership Business Plan (2012 - 2015)
2. Connecting Cheshire Initiative.

Travel Plans and Travel Assessments

Policy CO 4

Travel Plans and Transport Assessments

All major development proposals that are likely to generate significant additional journeys will be accompanied by a Transport Assessment and, where appropriate, a Travel Plan which will address the following requirements:

1. The Transport Assessment will need to demonstrate that the capacity and efficiency of the highway network will not be severely affected as a result of the development. This should be undertaken in accordance with the latest Cheshire East Council guidance;
2. The Transport Assessment and associated Travel Plan should demonstrate how the proposed development will link into and enhance existing walking, cycling or public transport infrastructure;
3. The Travel Plan will need to propose measures that will mitigate the impact of increased trips generated on the highway network;
4. The Travel Plan should propose measures to facilitate and encourage the use of sustainable travel alternatives (such as walking, cycling or public transport use), whilst discouraging single occupancy vehicle travel and parking; and
5. Major developments will be required to monitor the effectiveness of the travel plan and the traffic generated by that development and share data with the Local Authority.

Justification

14.31 The National Planning Policy Framework states that *'all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment'*.

14.32 Proposals for developments that are likely to have a significant transport impact will be required to include a Transport Assessment and / or associated Travel Plan. This provides the opportunity to assess traffic generation, identify measures to reduce traffic congestion and improve accessibility by facilitating and encouraging sustainable modes of transport (walking, cycling, public transport use and car sharing).

14.33 A Travel Plan is essentially an action plan designed to help organisations implement measures to reduce the need for travel and to facilitate and encourage the remainder to travel more sustainably.



It should help to reduce local traffic congestion, car parking problems and help to promote healthy lifestyles, economic growth and environmental improvements.

14.34 For any new development, it is important to encourage sustainable travel options from day one of occupation before car-based travel habits become established. Travel Plans can be origin-based (Residential Travel Plans) or destination-based (Workplace / Business Travel Plans).

14.35 Travel Plans can help overcome concerns about new development by finding new ways of addressing travel needs and demonstrating how to influence travel choices. They also offer numerous benefits to developers, businesses, employers, employees, residents and the local community. Further information on the purpose and benefits of Travel Plans and advice on how to prepare a Travel Plan is provided in the Cheshire East Travel Planning Guidance Note.

14.36 Where there are major development proposals close to the council's boundary, the council will ensure that the cross border impacts are considered as part of the Transport Assessment and liaise with the neighbouring transport authority.

Key Evidence

1. Cheshire East Local Transport Plan 2011-2026
2. Cheshire East Local Transport Plan - Implementation Plan 2011-15
3. Cheshire East Travel Planning Guidance Note.





15

Local Plan Strategy Sites and Strategic Locations



15 Local Plan Strategy Sites and Strategic Locations

15.1 Paragraph 157 of the National Planning Policy Framework states that the Local Plan Strategy should *'allocate sites to promote development and flexible use of land, bringing forward new land where necessary, and provide detail on form, scale, access and quantum of development where appropriate.'*

15.2 The Cheshire East Local Plan Strategy identifies both 'Sites' and 'Strategic Locations'. These are proposed in locations that will contribute to providing balanced sustainable communities, where there are housing and job opportunities, supported by key infrastructure and a range of services. They consist of:

- Local Plan Strategy Sites – Where the intended uses and location of development is precisely defined and allocated on the Policies Map and is deliverable in the short to medium term.
- Local Plan Strategy Strategic Locations – These are broadly-defined areas of land with the capacity to deliver proposals of strategic importance, where definitive site boundaries and intended uses will be included and allocated in the medium to long term in the Site Allocations and Development Policies Document.

15.3 The Local Plan Strategy focuses on identifying development proposals in and around Principal Towns and Key Service Centres informed by the settlement hierarchy. The council will be preparing a Site Allocations and Development Policies Document that will identify the remaining sites for development, in particular around Local Service Centres.

15.4 It should be noted that an allocated site will still have to go through the planning application process and the fact that it is allocated does not guarantee that planning permission will be granted, although it does establish the principle of a particular land use. Planning applications on allocated sites will be assessed against the policies in this document, the saved development plan policies and other material planning considerations. It also needs to be recognised that planning applications can be made for sites not identified in this document and these will be assessed against the relevant policies of this document, the saved development plan policies and other material planning considerations. Any subsequent planning permissions granted on previously unidentified land are referred to as 'windfall' permissions.

15.5 All sites proposed in this section are expected to be developed in line with the policies of the Local Plan Strategy unless it is otherwise specified in the relevant allocation policy.

The Assessment of Strategic Sites and Locations

15.6 The first step in seeking sites to allocate was to consider information available to the council through contact and discussion with developers, landowners, agents and promoters, from responses to earlier consultation stages in the preparation of the Local Plan Strategy, alongside sites currently identified in evidence documents such as:

- Strategic Housing Land Availability Assessment (SHLAA);
- Employment Land Review;
- Housing and Employment Land Databases;
- Town Strategies; and
- Neighbourhood Plans.

15.7 The initial list of sites were then consulted on early in 2013 as part of the Development Strategy, with the preferred sites and locations being selected as those that were felt more appropriate to meet the strategic vision, priorities and objectives of the Local Plan. These sites were all assessed as part of the Sustainability Appraisal that accompanied the Development Strategy. A further selection of sites were then consulted on as part of the Possible Additional Sites Consultation, to ensure that all potential sites had been properly considered by the council, key stakeholders and the public. Following on from this consultation, the council produced a Pre-Submission Core Strategy for consultation at the end of 2013. The Pre-submission Core Strategy was a draft version of the Local Plan Strategy



and allowed a last opportunity for comments on the proposed plan prior to the publication of the submission document.

15.8 The Local Plan Strategy Sites and Strategic Locations contained within this document have been selected using the council's Site Selection Methodology, which incorporates a thorough assessment of all the evidence available to the council including:

- consideration of the responses from the previous consultations;
- the Sustainability Appraisal;
- the Habitats Regulations Assessment;
- the Flood Risk Assessment;
- the Viability Assessment;
- the Green Belt Assessment;
- known physical constraints;
- potential mitigation measures;
- availability of the site;
- conformity with the emerging Local Plan policies;
- ability to contribute to the strategic vision, priorities and objectives of the Local Plan;
- need for and contribution to infrastructure provision;
- the Equality Impact Assessment;
- the Rural Impact Assessment; and
- the Health Impact Assessment.

15.9 The decision taken to allocate a site in this document is part of a balanced assessment of all the information available.

Development Proposals

15.10 It is important to remember that:

- the Local Plan Strategy Sites and Strategic Locations are not listed in priority order;
- where the Strategic Sites and Locations policies contain a list of criteria or proposals that these are not in any order of importance or priority, unless the policy specifically states that they are;
- proposals for new development will be assessed against all relevant policies in the Local Plan and will be expected to be in conformity with those relevant policies unless other material planning considerations dictate otherwise; and
- national policy may not be repeated in these policies but will be applicable as appropriate.

Monitoring of Strategic Sites and Locations

15.11 This document has been produced at a time of national and local economic recovery and for that reason has been designed to be flexible and to build in contingency. Whilst the council is committed to the delivery of the Local Plan Strategy Sites and Strategic Locations, it accepts that there could be circumstances where development will not come forward entirely as anticipated. Therefore, the Local Plan Strategy has an in-built mechanism to monitor performance through an Authority Monitoring Report produced annually using performance indicators listed in Chapter 16 of this document. Generally, the outcome of the monitoring process will inform whether specific intervention actions should be pursued in the Local Plan Strategy. If these actions fail to address under performance then other complementary plans and strategies should be reviewed.

15.12 The full range of intervention actions that the council and its partners could take is set out in the monitoring chapter. These actions include the preparation of development briefs, completing or contributing to surveys, and potentially undertaking Compulsory Purchase Orders to assist land assembly and the overall delivery of the site.

15.13 The council will also look at the potential to bring forward sites from later phases of the plan period to ensure that appropriate housing and employment provision is made. A review of employment land and employment land allocations may also be undertaken to maximise efficient use of sites.



Safeguarded Land

15.14 In order to avoid the need for future reviews of the Green Belt and in accordance with the National Planning Policy Framework, it is necessary to identify areas of safeguarded land between urban areas and Green Belt boundaries that may be required to meet longer-term development needs stretching well beyond the period of the Local Plan, as set out in Policy PG 4 'Safeguarded Land'.

15.15 Safeguarded land is not allocated for development at the present time and policies relating to development in the open countryside will apply. Planning permission for the permanent development of safeguarded land should only be granted following a Local Plan review that proposes the development. Any such review will need to take account of the development needs arising at that time and the availability of other sources of land available at that point.

15.16 Safeguarded land is required around the larger settlements that are inset into the Green Belt; Macclesfield, Handforth, Knutsford, Poynton and Wilmslow. Other settlements (such as Alsager and Congleton) are adjacent to the Green Belt boundary but are not completely surrounded by it and therefore retain the capacity to expand in the future without incursions into the Green Belt.

Maps

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

15.18 The definitive spatial application of the proposals that will be land allocations and consequential policy boundary changes are to be shown on the new Policies Map. This will be an update of the combined Proposals Maps produced as part of the previous Local Plans adopted by the former district and county councils.



Crewe

15.19 When considering options for development, there is a need to consider Crewe in its wider context. From its inception, Cheshire East has identified Crewe as its biggest spatial priority and has developed the All Change for Crewe: High Growth City strategy in response to this. The All Change for Crewe: High Growth City strategy proposes that by 2030 Crewe will be:

- A nationally significant economic centre;
- A key driver and hub for investment, connectivity, enterprise and business across the South Cheshire sub-region;
- Widely recognised as an important anchor to the North West region;
- One of the leading advanced engineering and manufacturing centres in England, building on its rich industrial heritage and successful outward-facing firms, with a major focus on automotive, advanced engineering and advanced manufacturing sectors;
- Recognised as a sought-after place in South Cheshire; where talented and able people want to live, work and play, and where once previously deprived areas of the town have been completely revitalised and re-energised;
- An improved strategic transport network and a state-of-the-art broadband internet network;
- Home to premier educational facilities;
- A diversified 'knowledge economy' that attracts and keeps hi-tech firms and skilled workers; and
- A green and improved town environment and health and well-being of its residents, through the requirement for development schemes to improve existing and to provide new green infrastructure.

15.20 In addition to the Local Plan Strategy Sites and Strategic Locations identified, there is an allowance within the Crewe urban area for the development and delivery of brownfield and windfall sites. It is expected that these will deliver in the order of 400 homes.

15.21 Further information about each of the identified Local Plan Strategy Sites and Strategic Locations can be found on the following pages.

High Speed Rail 2

15.22 Proposals for High Speed Rail (HS2) will consolidate the position of Crewe as one of the most connected areas in the UK and will support existing businesses, inward investment and job creation. The council supports the economic benefits of High Speed Rail (HS2) but will look to minimise its environmental impacts.

15.23 The government has announced its proposals for a High Speed Rail Line which links the West Midlands with Manchester. Called HS2 (phase two), it will pass through various parts of Cheshire East. The current proposals will have a potential transformative impact on Crewe and the local economy in line with aspirations established in High Growth City.

15.24 Any future proposal for High Speed Rail 2 might necessitate significant change in Crewe. In this event, the council could prepare an Area Action Plan or similar document that would most likely focus around the area referenced in the HS2 Command Paper 9355, published on 15th November 2016, as a hub station for Crewe or alternatively trigger a review of the Local Plan Policies.

15.25 Safeguarding Directions for Phases 2a and 2b of High Speed 2 (January and November 2016) are in place and are shown on the Policies Map and the relevant Figures within this Chapter, along with further detail within the policy for site LPS 3 'Basford West'.

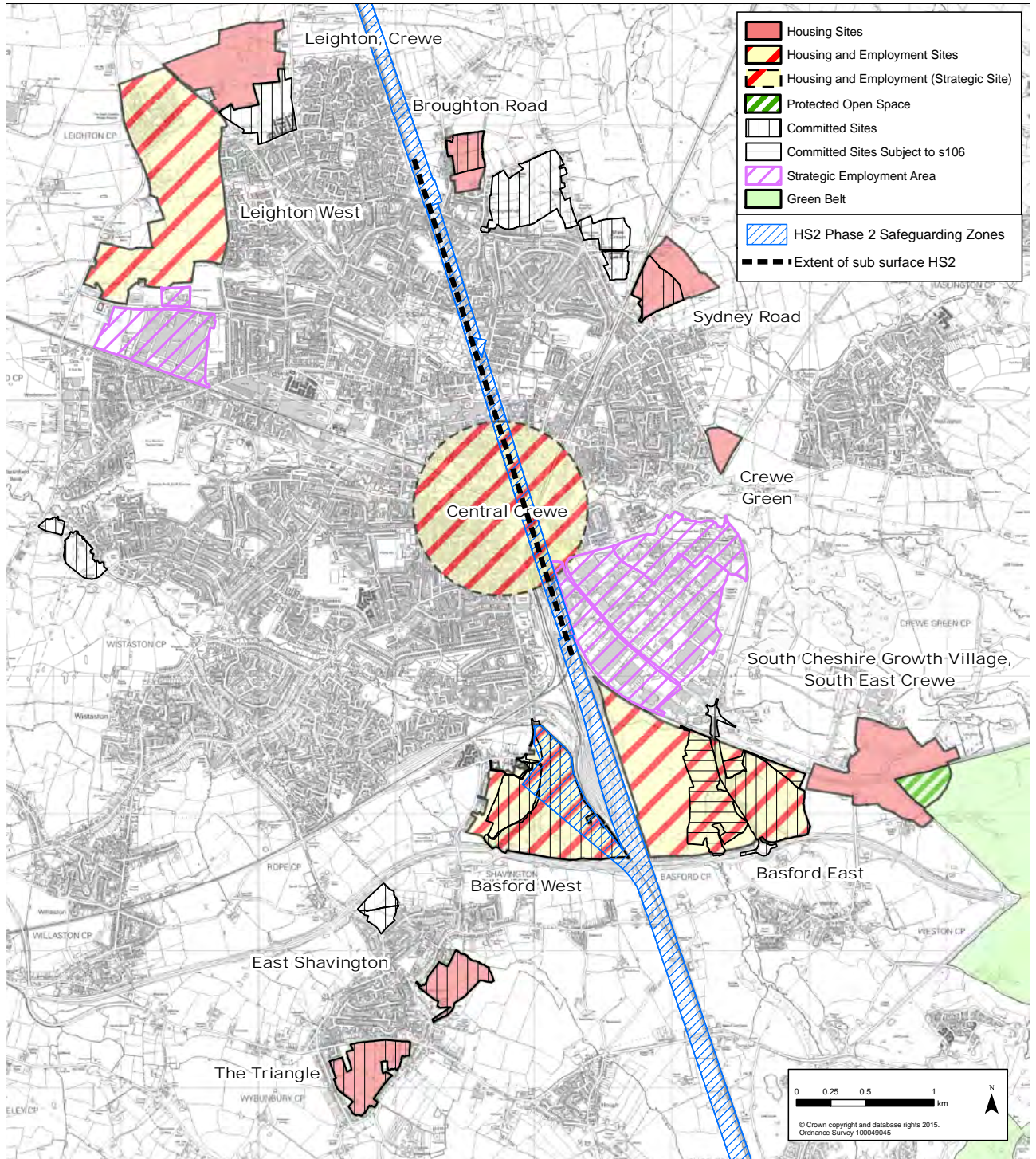


Figure 15.1 Crewe Town Map

Strategic Location LPS 1: Central Crewe

15.26 Central Crewe comprising the town centre, Mill Street, Crewe Railway Station and Crewe Alexandra Football Ground presents a range of development and regeneration opportunities in Central Crewe which will deliver a high quality and accessible environment and present the opportunity for improvement and regeneration.

15.27 Central Crewe is characterised by three main development areas: the traditional town centre; Grand Junction Retail Park and the railway station (with adjoining areas of Nantwich Road.) Despite its origins as a railway town, Crewe town centre has historically developed some distance from the railway station. This disconnection has been exacerbated by the development of the Grand Junction Retail Park from the late 1990's onwards which is separate from the town centre. To ensure that

Crewe thrives in the future, connectivity needs to be improved; the design of new buildings needs to be of a high standard and green infrastructure needs to be incorporated in new developments, to enhance the town's environment and improve the health and wellbeing of residents.



Strategic Location LPS 1

Central Crewe

Within the Strategic Location identified as Central Crewe, the council will look to maximise opportunities for improvement and regeneration incorporating the introduction of new and the improvement of existing green infrastructure. The regeneration and development of Central Crewe over the Local Plan Strategy period will be achieved through:

1. The delivery of new homes (at approximately 40 dwellings per hectare, including both apartments and family homes);
2. The provision of comparison retail and leisure, including at least 1 anchor store and a large scale leisure use within the town centre boundary (as defined in the Crewe and Nantwich Local Plan and its eventual replacement in the Site Allocations and Development Policies Development Plan Document);
3. Support for the delivery of student accommodation, as appropriate;
4. Provision of other commercial uses including office;
5. Support for an enhanced cultural offer, in particular around the Lyceum Theatre;
6. Support for 24 hour town centre uses, including restaurants and cafés/bars;
7. Support of multi-use facilities that drive footfall generation and introduce a diversity of uses within the town centre;
8. The incorporation of new, and improvements to existing, green infrastructure within new developments to include increased tree planting; the creation of tree lined boulevards; the creation of green spaces; the provision of children's play areas and the provision of pedestrian and cycle links between new and existing developments;
9. Appropriately sited, rationalised and improved car parking to support town centre uses and the local economy;
10. A bus interchange with covered areas and public conveniences;
11. Promotion of the market with a unique theme;
12. A focus for Civic functions;
13. Provision of new car parking, signage, concourse, public transport interchange and improved station facilities (including ancillary development relating to its use) at Crewe Railway Station;
14. Up to 5,000 square metres of retail on Mill Street and the creation of pedestrian and cycle links to the railway station and the town centre;
15. Potential leisure development and expansion of the existing sports and leisure hub at Crewe Alexandra Football Club on Gresty Road;
16. Provision of Flag Lane link to improve access and permeability of the town;
17. Corridor improvements on Earle Street from Grand Junction Way to Vernon Way;
18. Improvements to the wider highway network, including the A534 Nantwich Road Corridor and specifically in relation to the access to Crewe Railway Station;
19. Improvements to Crewe Railway Station, including the development of adjacent land for complementary uses, to improve connectivity at this major communications hub; and
20. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

Site Specific Principles of Development

- a. The creation of stronger physical connections between the town centre, the railway station and Grand Junction including the provision of better transport information between the town centre and railway station.



- b. The promotion of development which capitalises on and enhances Crewe Railway Station's position as a major communications hub.
- c. The encouragement of landmark developments of an appropriate design in particular at Macon Way to reflect this prominent location. This should include offices or other commercial uses (not retail).
- d. New buildings should be of a high design quality and respond to Crewe's railway heritage and contemporary living. The new development should sensitively retain and incorporate any heritage buildings and/or structures within them.
- e. Provision of green infrastructure to reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting; the creation of tree lined boulevards with the provision of greenspaces within new developments. The creation of green spaces including those linking green infrastructure and safe and secure pedestrian and cycle routes should be integrated into any development proposals.
- f. Investigate potential of land contamination.
- g. Provision of new, and improvements to existing pedestrian, cycle and public transport links between existing and proposed residential areas, employment, commercial and leisure areas, schools and health facilities and within the town centre itself.
- h. Depending on the location within the town, a cultural heritage desk based assessment of the surviving fabric of the 19th Century railway town and its industrial heritage may be required; proposals should also demonstrate that redevelopment proposals will conserve elements that contribute to listed buildings status and their setting.
- i. Financial contributions towards education provision, highway improvements and health infrastructure as required.
- j. There are three Air Quality Management Areas (AQMAs) within the site at Earle Street, Nantwich Road and Wistaston Road. Development proposals will need to include appropriate mitigation measures if they are located within these AQMAs or could have an adverse impact upon them.

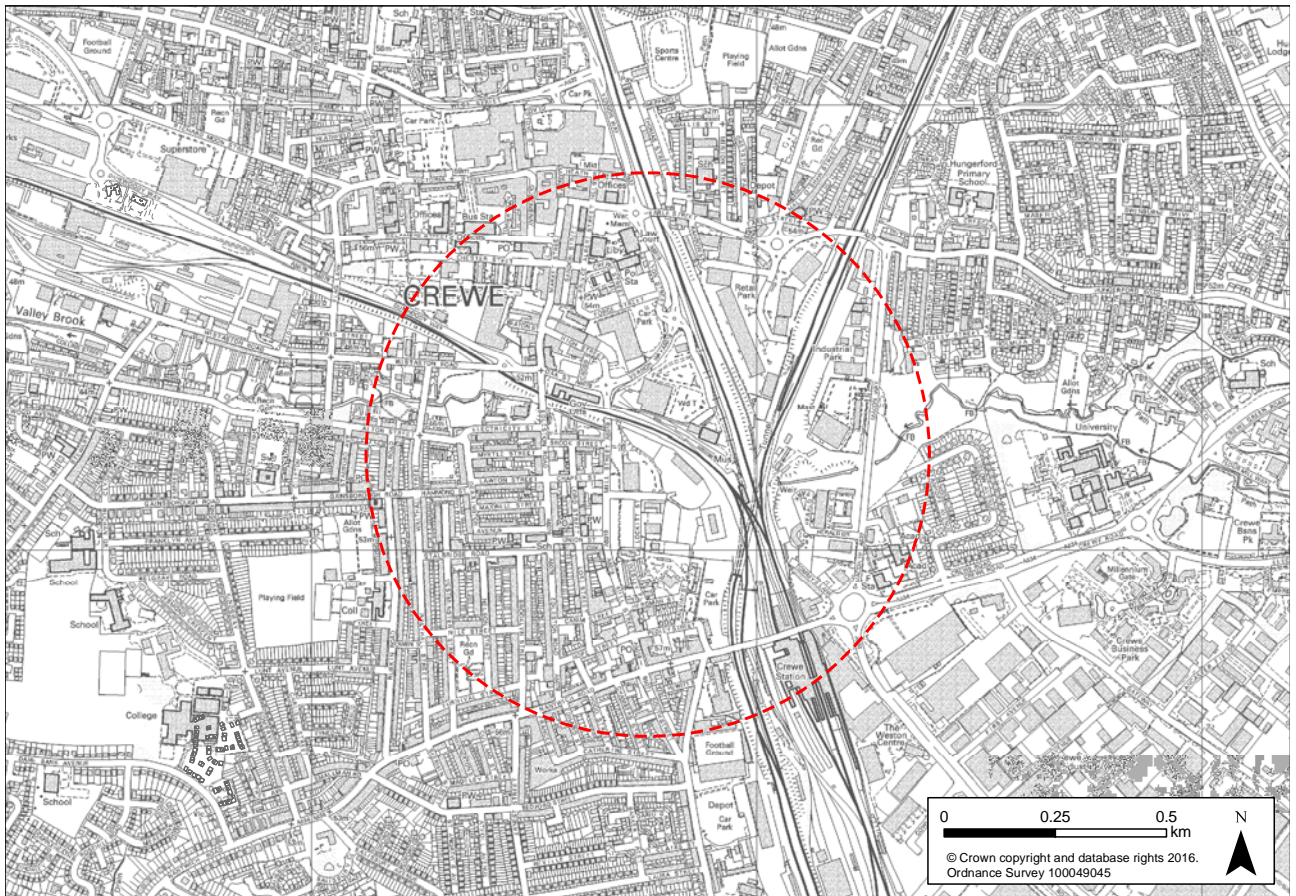


Figure 15.2 Central Crewe Strategic Location



Justification

15.28 Central Crewe presents a unique opportunity to regenerate under-exploited assets and provide a strong mix of uses.

15.29 The area includes a significant number of listed and locally-listed buildings. Crewe's railway heritage is of regional, if not national significance. It is of paramount importance that such buildings are retained and sensitively incorporated within any new developments.

15.30 The provision of new green infrastructure and the improvement of existing green infrastructure are of paramount importance. This will assist in improving the health and well-being of residents and those working within the town, as well as enhancing the environment of the town and reflects the findings of the Green Infrastructure Action Plan for Crewe (TEP, 2012) and will also help deliver the 'All Change for Crewe' vision.

15.31 The focus on Central Crewe in the Local Plan Strategy will be on re-establishing the town centre, improving its vitality and viability and improving connectivity between the railway station and town centre. The changes set out above will provide a catalyst for future investment, promoting a series of infill developments whilst addressing the potential to rationalise car parking provision in the town centre.

15.32 This development area supports the 'All Change for Crewe' initiative to enhance the attractiveness of Crewe as a place to live and work, develop underutilised sites and improve the town's public image.

15.33 Ongoing improvements to Crewe Railway Station with complementary retail, commercial and leisure uses will support the role of the railway station as a key transport interchange.

15.34 Highway improvements along the A534 Nantwich Road corridor and specifically in relation to the access to Crewe Railway Station are fundamental, to ensure that the highway network can cope with future developments.

15.35 The introduction of residential accommodation will support and enhance the town centre, improving natural surveillance and the vitality of the night time economy. It will also support the wider aspirations of creating better, safer and improved links between the railway station and the town centre.

15.36 New residential development can assist in promoting the connections between the town centre and the railway station, as well as improving the approach to the town from the south-east and the north-west. The introduction of further residential development in this area will also deliver a balance of uses which are essential to successful urban environments, as well as a catalyst for transforming the quality of streets and public spaces.

15.37 The town centre boundary along with the identification of primary and secondary frontages will be further defined in the Site Allocations and Development Policies Document. Until this time the town centre boundary will remain as identified in the Crewe and Nantwich Local Plan.

15.38 There is a current planning permission on Mill Street (P07/0639) for mixed use development comprising residential, employment and retail, new pedestrian / cycle link and associated car parking, landscaping, servicing and access.

15.39 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.40 Three AQMAs lie within the site and therefore any development proposals need to ensure that air quality does not deteriorate, as a result of development taking place. Appropriate mitigation measures will therefore be required where sites are located within them/would have an adverse impact upon them.



15.41 The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

Policy Context	
National Policy	NPPF (principally paragraphs): 18, 19, 23, 32, 34, 35, 37, 38, 40, 47, 50, 51, 56, 69, 70, 100, 101, 102, 109, 111, 126, 128, 141
Local Evidence	Site Selection Report; Urban Potential Assessment (2015); Strategic Housing Land Availability Assessment; Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Draft Crewe Town Strategy; Development Strategy; The Green Infrastructure Action Plan for Crewe (TEP, 2012); All Change for Crewe; Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment: Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurturing strong communities Priority 2: Creating conditions for business growth Priority 3: Unlocking the potential of our towns Priority 5: Ensuring a sustainable future by providing affordable and appropriate housing Priority 7: Driving out the causes of poor health

Table 15.1 Policy Context: Central Crewe Strategic Location

Site LPS 2: Basford East, Crewe

15.42 Basford East presents the opportunity to create a high quality employment led, vibrant and sustainable, mixed use development with excellent links to Crewe and the M6 Motorway. This gateway site into Crewe will provide employment opportunities and homes of high quality to facilitate the delivery of employment on the site. Key to the site's comprehensive delivery will be the Crewe Green Link Road South.

15.43 The site is a large greenfield site covering approximately 92 hectares. The site is bordered by the West Coast Mainline (to the west) and Stoke-on-Trent / Nottingham rail line (to the north), and the A500 to the south.

Site LPS 2

Basford East, Crewe

The development of Basford East over the Local Plan Strategy period will be achieved through:

1. The delivery of up to 19 hectares of B1 Office Space, up to 5 hectares of B2 floor space; to include the creation of a fourth generation business park, with generous green infrastructure provision. The site is not considered to be suitable for B8 uses, due to highway constraints;
2. The delivery of up to 850 new homes, ancillary to the delivery of employment uses on the site. The delivery of more than 850 new homes on the site will only be permitted if this can be justified by the submission of a viability study. Such a study will be independently evaluated, on behalf of Cheshire East Council, such costs to be borne by the developer(s);
3. The creation of a new local centre including:



- i. One new primary school located to the eastern edge of the site;
 - ii. Retail provision appropriate to local needs;
 - iii. Public house / restaurant; and
 - iv. A community facility that will be capable of accommodating a variety of uses;
4. The retention and incorporation of the existing farm buildings (Crotia Mill) on the site, potentially as part of the Local Centre;
 5. The incorporation of green infrastructure, including:
 - i. A significant depth of native woodland and other semi-natural habitat screening along all boundaries to provide a buffer between the development and the railway line (at least 20metres) and the A500 (at least 40metres), to offset detrimental visual impact to the open countryside and the setting of the grade 1 listed Crewe Hall and its registered park and garden, along with the creation of wildlife habitats, including those for protected species;
 - ii. The retention, where possible, of important hedgerows that have a cumulative screening impact on development and contribute to the habitat value of the site;
 - iii. The protection and enhancement of Basford Brook;
 - iv. The creation of drainage ponds that have visual and habitat potential;
 - v. Allotments; and
 - vi. Open space including sports pitches; multi use games area; outdoor gym; equipped children's play space and facilities for teenagers;
 6. The provision of a pedestrian link (also allowing for cycle access) over the Crewe Green Link Road South;
 7. The provision of contributions to local health infrastructure.

Site Specific Principles of Development

- a. The site must be developed on a comprehensive basis. To ensure that the impact upon protected species is minimised, the development of the site shall take place starting in the south and finishing in the north, on a phased basis. The council will not permit the development of small portions of the site, unless it can be demonstrated that they contribute to and complement the development as a whole.
- b. As part of a comprehensive masterplan for the site, provision must be made for a community facility that contains space that can be used for a number of uses, on a flexible basis.
- c. The development would be expected to contribute towards road infrastructure improvements in the area, including the Crewe Green Link Road, A500 link capacity improvements, A5020 Weston Road junction and junction 16 of the M6.
- d. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- e. Environmental mitigation required as part of the Crewe Green Link Road South scheme will be safeguarded from development. The development should provide compensatory habitat for great crested newts and other protected and priority species on the site. The great crested newt mitigation areas shall be contiguous with that provided for the Crewe Green Link Road South, within a zone adjacent to the northern boundary of the site, parallel to the railway corridor.
- f. The development would be expected to provide contributions towards improvements to existing, and the provision of new, public transport links to Crewe Railway Station, Crewe town centre and local villages.
- g. The development would be expected to allow continued access to and servicing of the adjacent railways including improved access to the Rail Depot from Crewe Green Link Road South.
- h. The development would be expected to provide improvements to existing, and include the provision of new pedestrian, cycle and public transport links to existing and proposed residential and employment areas, shops, schools and health facilities.



- i. The development will provide connections to the South Cheshire Growth Village, South East Crewe, in the form of green infrastructure, pedestrian and cycle links with further consideration of comprehensively masterplanning both schemes.
- j. The provision of green infrastructure, to reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting; the creation of tree lined boulevards with the provision of greenspaces within new developments. This should include the creation of green spaces, including those linking green infrastructure, with safe and secure pedestrian and cycle routes that should be integrated into any development proposals.
- k. High quality employment provision on the site is key to its delivery, with housing considered ancillary and required in order to ensure the deliverability of this site.
- l. The development should provide a quality of place with pedestrian and cycle links through to Crewe Railway Station and beyond to Crewe town centre.
- m. A desk based archaeological assessment shall be carried out; if it requires further work and mitigation, this will be completed, as required.
- n. The area has a 'typical' Cheshire Landscape, characterised by a flat topography broken up with a dense network of field hedges interspersed with mature hedgerow trees. The development of Basford East must respond to this sensitive landscape setting and create a new high quality environment.
- o. Existing farm buildings offer the potential for conversion to alternative uses.
- p. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- q. There are several ponds located on the site and a range of mature trees and hedgerows which are of ecological value.
- r. The site is located in close proximity to the grade 1 listed Crewe Hall and its grade II listed registered park and garden; any development on the site will need to ensure that it does not have an adverse impact upon its setting.
- s. Existing buildings of Crotia Mill Farm, on the site, are thought to lie on the site of a 14th Century water mill. Archaeological investigations will be an important consideration across the site but particularly in relation to this farm complex.
- t. Records show that there is potential for some areas of infill associated with former ponds and a mill lake, and there may be areas of localised contamination associated with Crotia Mill Farm (formerly a mill) on site.
- u. The Crewe Green Link Road South -runs through the site. The site will deliver a pedestrian and cycle link over the Crewe Green Link Road South.
- v. Future masterplanning and development of the site should take into account potential impacts from High Speed Rail Two.
- w. Appropriate noise mitigation measures must be included with future development proposals for the site.

Justification

15.44 At present, Basford East is a mix of arable, improved grassland and semi-improved grassland which also contains a river habitat. Basford Brook flows through the heart of the site alongside several groupings of ponds, which support interesting flora and fauna. Surrounding uses include the railway, the A500, Crewe Hall registered park and garden and open countryside. There are also a range of mature trees and hedgerows which are of ecological value.

15.45 The principle of developing this area has been accepted in previous Development Plans. Basford East is allocated for strategic and major industrial and business related development within the Crewe and Nantwich Local Plan. Use Classes B1, B2 and B8 were considered to be appropriate on this site. However, B8 uses are no longer considered to be appropriate, due to highway constraints.



capable of a variety of uses such as clubs (for people of all ages), community meetings and as a place of worship.

15.51 Basford Brook has been selected as a local wildlife site and flows through the heart of the site providing the greatest source of flood risk. A site specific Flood Risk Assessment will be required on the site that should consider future transport infrastructure including impacts of High Speed Rail Two (HS2). Any infrastructure planned over the brook or in the floodplain should be designed to not impact on flood flow. Culverting part or the entire brook is not recommended. Masterplanning of the site should avoid areas at greatest source of flood risk.

15.52 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.53 The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.54 As the site is located adjacent to a railway line, roads and industrial noise sources, it is important that appropriate noise mitigation measures are incorporated within the development.

15.55 Planning approvals on the site are as follows: 14/4025N: outline approval for up to 490 dwellings, primary school, recreational open space, ecological mitigation areas. Resolution to grant planning approval (15/04/15) subject to signing of S106 Legal Agreement, signed on 15 January 2016. 15/1537N: outline application for mixed use development comprising up to 325 dwellings, B1, D1, A1 and A3/4, creation of footpaths and public open space. Resolution to grant planning approval (Strategic Planning Board 16 December 2015) subject to the signing of a S106 Agreement yet to be signed.

Indicative Site Delivery

- It is expected that the employment land will be delivered during the middle part of the Plan period (2020-2025).

Policy Context	
National Policy	NPPF (principally paragraphs): 20, 21, 30, 31, 34, 35, 38, 41, 47, 50, 52, 56, 59, 69, 70, 100, 109, 112
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Cheshire East Housing Development Study; Employment Land Review; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; draft Crewe Town Strategy; Development Strategy; The Green Infrastructure Action Plan for Crewe (TEP, 2012); Cheshire East Greenspace Strategy; All Change for Crewe; Pre-Submission Core Strategy; Cheshire East Strategic Flood Risk Assessment; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 2: Create Conditions for Business Growth Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.2 Policy Context: Basford East Site



Site LPS 3: Basford West, Crewe

15.56 Basford West presents the opportunity for an employment led vibrant and sustainable mixed use development with excellent links to Crewe. The site will provide high quality homes and employment opportunities and represents a gateway into Crewe from the south.

15.57 The site is approximately 52 hectares in size and located to the south of Crewe town centre. The site is bordered by the West Coast Mainline (to the east) and Crewe Road / Gresty Road (to the north and west) and the A500 Hough-Shavington By Pass (to the south).

Site LPS 3

Basford West, Crewe

The development of Basford West over the Local Plan Strategy period will be achieved through:

1. Delivery of up to 0.16 hectares of B1 employment uses and through highway improvements the delivery of around 22 hectares of employment uses with existing outline planning permission in the locations shown on Figure 15.4;
2. Delivery of up to 370 new homes (in the locations shown on Figure 15.4), ancillary to the delivery of employment uses on the site. The delivery of more than 370 new homes on the site will only be permitted if this can be justified by the submission of a viability study. Such a study will be independently evaluated, on behalf of Cheshire East Council, such costs to be borne by the developer(s);
3. Creation of a new local centre (in the locations shown on Figure 15.4) including:
 - i. Appropriate retail to meet local needs;
 - ii. Restaurant / takeaway;
 - iii. Hotel;
 - iv. Car showroom;
4. Protection of the amenity of residential properties along Crewe Road;
5. Continued access to and servicing of the adjacent railways; and
6. Incorporation of green infrastructure, including:
 - i. A significant depth of native woodland screening and wildlife habitats in the locations shown on Figure 15.4 of a minimum width of 40 metres with an average width of 70 metres, to offset detrimental visual impact to the open countryside and residential amenity and to provide a habitat of ecological value;
 - ii. Existing hedgerows and mature trees should be incorporated wherever possible
 - iii. Community woodland;
 - iv. Open space, separating the residential development from the ecological mitigation areas, including multi use games area; outdoor gym and equipped children's play space;
7. The site will be developed only where it can be demonstrated that there is no adverse impact on West Midland Mosses SAC and Midland Meres and Mosses Phase 1 Ramsar (Wybunbury Moss SSSI) particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of the site.

Site Specific Principles of Development

- a. The development would be expected to contribute towards road infrastructure improvements in the area, including the Crewe Green Link Road South, A500 link capacity



improvements, the provision of a spine road; improvements to junction 16 of the M6 and other traffic management and regulations.

- b. Improvements to existing, and the provision of new, pedestrian and cycle links to connect the site to existing and proposed residential areas, employment areas, shops, schools and health facilities.
- c. The development would be expected to allow continued access to and servicing of the adjacent railways.
- d. Development should incorporate green infrastructure and reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012), including tree planting; the creation of tree lined boulevards with the provision of greenspaces within new developments. This should include the creation of green spaces, including those linking green infrastructure with safe and secure pedestrian and cycle routes that should be integrated into any development proposals.
- e. Future masterplanning and development of the site should take into account potential impacts from High Speed Rail Two.
- f. Development must not have an adverse impact on the established great crested newt habitat areas.
- g. A financial contribution will be sought from developers to fund tree planting at appropriate locations.
- h. On site provision, or where appropriate, relevant contributions towards transport and highways, education, health, open space and community facilities.
- i. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- j. The development would be expected to contribute to improvements to existing and the provision of new public transport links to Crewe Railway Station, Crewe town centre and local villages.
- k. The site has potential for the provision of rail sidings with good rail access for the trans-shipment of freight between railway and road and/or rail connected warehousing and distribution. If this is not provided within the site, a larger contribution to road infrastructure improvements will be required.
- l. Habitat and appropriate mitigation measures to be provided within the site for protected species.
- m. The masterplanning of the site will need to ensure that the development is located within the site in such a way that it will not have any adverse impact on existing and proposed protected species habitat.
- n. The Basford area has a 'typical' Cheshire landscape, characterised by a flat topography broken up with a dense network of field hedges interspersed with mature hedgerow trees. The development of Basford West will need to respond to this sensitive landscape setting.
- o. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

Justification

15.58 At present the site comprises open farmland, with mature trees and hedgerows. It is known to support some interesting flora and fauna, including great crested newts. Surrounding uses include the railway to the east; the A500 to the south; Crewe Road to the north and west, with mainly ribbon residential development to the west, on Crewe Road.

15.59 The principle of developing this area has been accepted in previous Development Plans. The strategic site is a development plan allocation for regional and strategic employment identified in the Crewe and Nantwich Local Plan and known as Basford West. An outline planning application (ref P03/1071) for employment uses and associated works was granted permission on 13 May 2008 on the majority of the land within the employment allocation.

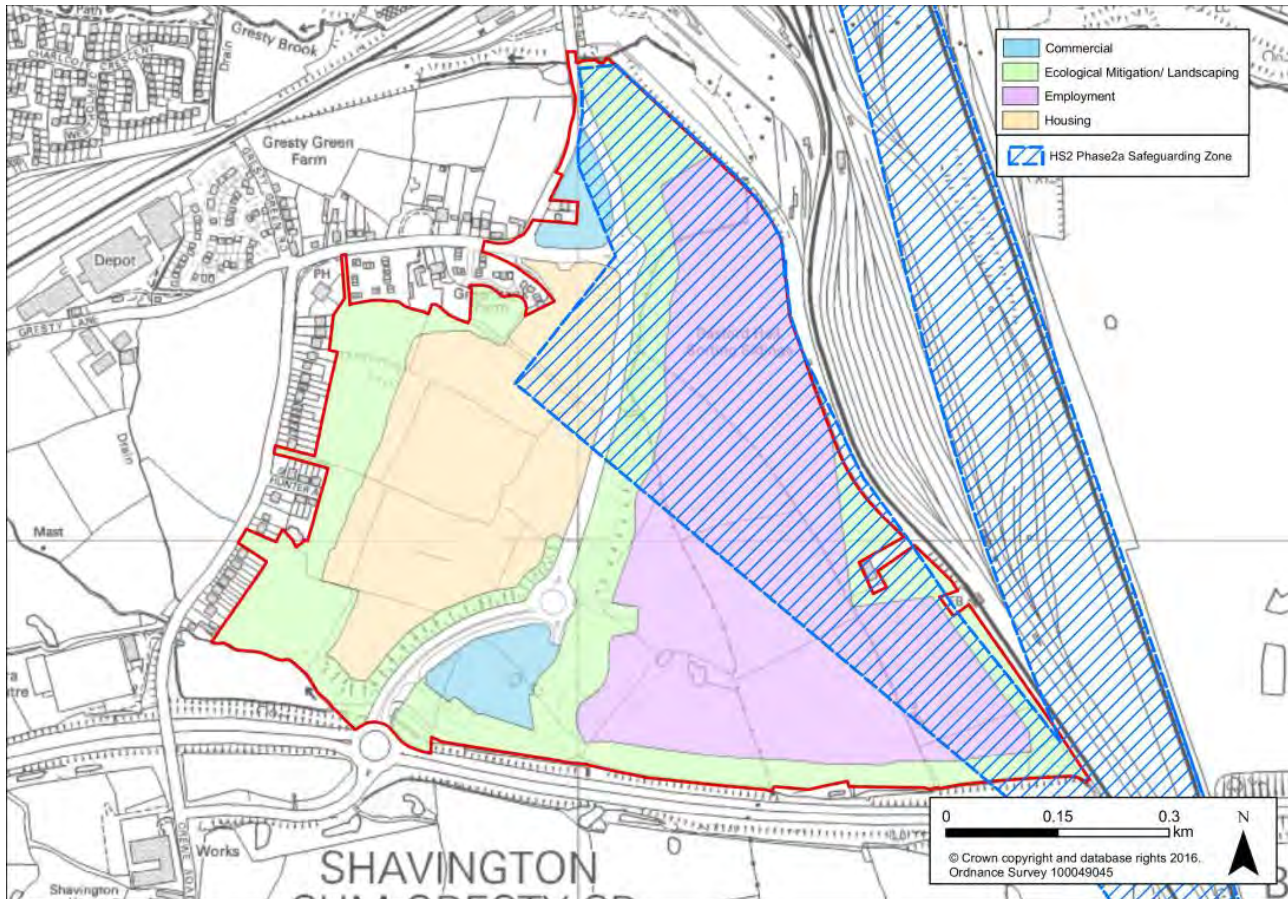


Figure 15.4 Basford West Site

15.60 Outline planning approval (14/0378N) was granted on the eastern portion of the site for 96,851 square metres of B2 and B8 uses on 18 July 2014.

15.61 An outline planning application, on part of the site, for residential development (up to 370 units), offices, local centre, restaurant, hotel, car showroom and new spine road was approved, subject to S.106, by Strategic Planning Board in August 2013 (ref 13/0336N). Reserved matters planning approval for up to 370 dwellings, local centre (A1), public house (A3/4), hotel (C1) and car showroom was approved on 24 September 2015.

15.62 The provision of employment development is the principal and overriding objective of the Basford West site. A viability assessment has been submitted, to justify the provision of 370 new homes on the site. The housing development will act as an 'enabler' to ensure that the employment development takes place. If any more than 370 new homes are proposed to be delivered on this site a viability study will be required to be submitted. This will be independently evaluated, on behalf of Cheshire East Council and the cost for this will be borne by the developer(s). This is to ensure that the objective of delivering an employment site, to support the aims of 'All Change for Crewe; High Growth City' are met.

15.63 The delivery of the employment elements of the site, as well as the contributions that it will make towards infrastructure improvements, including the A500, Crewe Green Link Road, junction 16 of the M6 and the spine road, are considered to be of vital importance to the delivery of "All Change for Crewe".

15.64 The provision of new green infrastructure and the improvement of existing green infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents and employees, as well as enhancing the environment of the town and reflects the findings of the Green Infrastructure Action Plan for Crewe (TEP, 2012) and will also help deliver the aspirations of 'All Change for Crewe: High Growth City'.



15.65 Habitat for protected species and appropriate mitigation will be provided within the site; the development will have to be appropriately sited, to ensure that there is not any adverse impact on such habitat areas.

15.66 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.67 The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.68 The council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site(s):

- impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site
- impact on water resources
- impact on water chemistry
- impacts on nutrient status
- risks from pollution during construction (e.g. spillages or minor pollution incidents and the storage of oils and fuels)
- impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- impacts from dust generated during the construction work
- impact of increased foot traffic on sensitive habitats and species

15.69 At the date of the adoption of this Local Plan Strategy, part of Site LPS 3 Basford West, Crewe is subject to the 'Safeguarding Directions Fradley to Crewe' given by the Secretary of State for Transport which came into force on 12 January 2016, which include proposals for an Infrastructure Maintenance Depot (IMD) at Crewe ("the Safeguarding Directions"). However, in September 2016, the Secretary of State published the 'High Speed Two Phase 2a: West Midlands to Crewe Design Refinement Consultation', which includes the potential relocation of the proposed IMD to a site near Stone in Staffordshire. The consultation took place between 13 September and 7 November 2016. In the event that the 'HS2 Phase 2 West Midlands to Crewe Hybrid Bill' includes an IMD located at Stone, the council anticipates that the Secretary of State will withdraw the Safeguarding Directions affecting Site LPS 3.

Indicative Site Delivery

- It is expected that the employment land will be delivered during the middle part of the plan period (2020-2025).



Policy Context	
National Policy	NPPF (principally paragraphs): 20, 21, 30, 31, 34, 35, 38, 41, 47, 50, 52, 56, 59, 69, 70, 100, 109, 112
Local Evidence	Site Selection Report; Employment Land Review; Strategic Housing Land Availability Assessment; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; draft Crewe Town Strategy; Cheshire East Housing Development Study; Development Strategy; The Green Infrastructure Action Plan for Crewe (TEP, 2012); All Change for Crewe; Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 2: Create Conditions for Business Growth Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.3 Policy Context: Basford West Site

Site LPS 4: Leighton West, Crewe

15.70 The area defined as Leighton West presents the opportunity to deliver a new sustainable urban extension that will support and complement the adjacent Leighton Hospital and other major employers including Bentley.

15.71 Leighton West lies to the north west of Crewe and borders existing residential development to the east and Leighton Hospital to the north. Surrounding land uses include residential, Leighton Hospital, open countryside, waste disposal site and council depot.

15.72 Two areas are included in the Local Plan Strategy for the Leighton West area; this site and the adjacent Strategic Site LPS 5 'Leighton, Crewe'.



Site LPS 4

Leighton West, Crewe

Development at Leighton West will result in the creation of a new sustainable neighbourhood to support Leighton Hospital and provide a key site for the development of an automotive research, development and supply hub, in partnership with Bentley Motors which is located in very close proximity to the site. The development of Leighton West over the Local Plan Strategy period will be achieved through:

1. Contributions to health infrastructure and the provision of land adjacent to Leighton Hospital, for its future expansion, to ensure that the future health care needs of the area can be met;
2. The delivery of around 850 new homes (at a variety of densities). The design, density and scale of the development should reflect the fact that the site lies in a transitional location between the higher density urban area and the rural area. The surrounding development is predominantly suburban and the development of the site should reflect this. The development of the site will be masterplan-led, including a design code, which will consider its location, constraints and opportunities;
3. The inclusion of key worker housing, for the employees of Leighton Hospital;
4. The delivery of a new mixed-use local centre that will serve Leighton Hospital and nearby residents including:
 - i. Provision of retail appropriate to meet local needs;
 - ii. Community facilities;
 - iii. Public House;
 - iv. Children's day nursery;
 - v. A new primary school; and
 - vi. Leisure facilities;
5. Around 5 ha of additional employment land located at the southern end of the site including a science/energy park which could include advanced/automotive engineering and manufacturing;
6. The incorporation of green infrastructure, including:
 - i. Green corridor;
 - ii. Allotments;
 - iii. Open space including formal sports pitches, multi use games area, outdoor gym, equipped children's play space and facilities for teenagers;
7. A new bus interchange for the hospital and nearby residential areas;
8. On land to the north of Pym's Lane, there is potential for a science/energy park and delivery of a key site for the development of an automotive research, development and supply hub, working in partnership with Bentley Motors. This area also has the potential to include a geothermal plant and district heating hub;
9. The widening and/or realignment of Smithy Lane, to provide access to the site and improved access to Leighton Hospital for emergency vehicles and suitable footpath and cycle lanes;
10. A package of network improvements to provide improved access to Leighton Hospital and surrounding residential development including emergency vehicles and suitable footpath and cycle lanes; and
11. An improved 'emergency portal' for blue light vehicles being able to access the hospital's Accident and Emergency Department from Smithy Lane.

Site Specific Principles of Development

- a. Leighton West is situated in close proximity to both Leighton Hospital and Bentley Motors, both of which offer key opportunities to implement the aspirations contained in 'All Change



for Crewe: High Growth City'. The site will help to deliver the future expansion of Leighton Hospital, to ensure that it can provide the healthcare needs for the area, as it grows, along with key improvements to highways; the 'blue light' portal and public transport serving the hospital. The close proximity of the site to Bentley provides an opportunity for the creation of an automotive hub which will provide new employment opportunities and expand the automotive related investment in Crewe and the wider area.

- b. Development should incorporate green infrastructure and reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting; the creation of tree lined boulevards with the provision of greenspaces within new developments. This should include the creation of green spaces, including those linking green infrastructure, with safe and secure pedestrian and cycle routes that should be integrated into any development proposals.
- c. Leighton West includes a potential site for the location of a deep geothermal plant. Following work by leading academics at Keele University, Cheshire East Council is investigating the feasibility of using deep geothermal energy to supply a district heating network in the vicinity, to potentially supply new residential developments, major industrial units, and nearby Leighton Hospital.
- d. Improved highway and public transport links to Leighton Hospital, Crewe town centre and major employment areas.
- e. Contributions to key enabling infrastructure, including improvements to the A530 corridor from the Flowers Lane and Smithy Lane junctions with the A530 and the Bradfield Road / North Street corridor.
- f. Improvements to existing and the provision of new pedestrian and cycle links to connect the site to existing and proposed residential areas, employment areas, shops, schools, health facilities, Crewe town centre and the Connect2 link to Nantwich.
- g. A green buffer should be provided between Leighton Hospital and the village of Bradfield Green.
- h. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- i. Provision of habitat for great crested newts and other protected and priority species and habitats as required.
- j. Investigate the potential for contamination issues, especially in relation to land to the south of the site. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- k. Following the findings of a desk based archaeological assessment, targeted mitigation is likely to be required in areas not subject to a geophysical survey.
- l. Development should be masterplanned to facilitate highway improvements required to mitigate against the impact of the new development and address existing pinch points, including the Flowers Lane and Smithy Lane junctions with the A530.
- m. Any development of the Leighton West site will require highway improvements. These improvements will be phased with the development of the site and also delivered through masterplanning of the area covered by both the Leighton West and the Leighton Strategic Sites.

Justification

15.73 Traffic studies have been undertaken to look at the effect of the traffic generated by the Leighton West site on the highway network. This has highlighted issues at the junctions of the A530 with Flowers Lane and also with Smithy Lane, both of which are in close proximity of the site and would require improvements to be made, to enable them to handle the additional demand at these locations, as a result of the Leighton West development.

15.74 The work undertaken also shows that improvements will be required at other junctions to facilitate the growth in traffic expected as a result of the Leighton West development and other



development in the area. In particular the A530 corridor from the north, past the site and to Alvaston Roundabout north of Nantwich, and also the corridor from the junction of Flowers Lane and Smithy Lane with the A530 along Bradfield Road and North Street towards Crewe Green Roundabout around the north of Crewe through Maw Green.

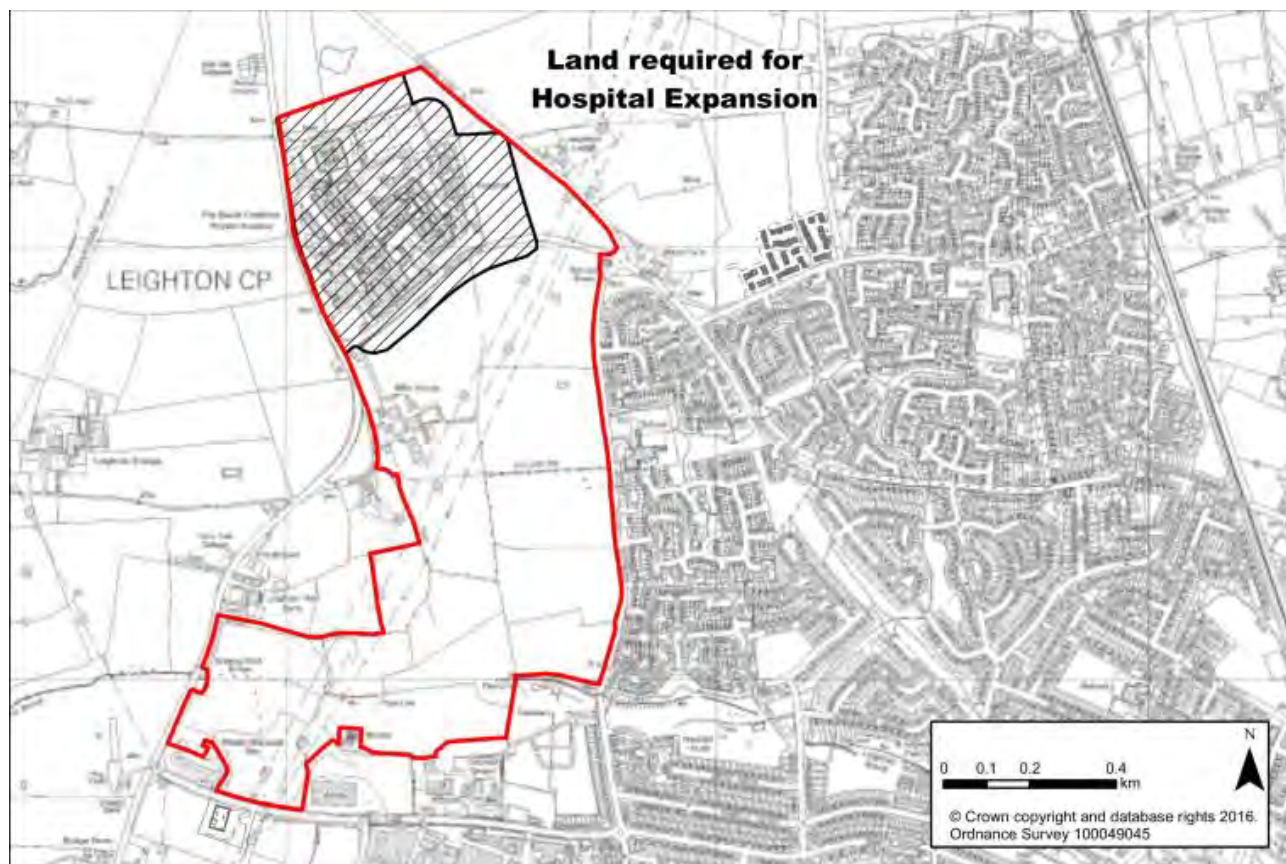


Figure 15.5 Leighton West Site

15.75 The provision of employment land on the site offers the opportunity to establish a science/energy park and a key site for the development of an automotive research, development and supply hub, in close proximity to Bentley Motors. This site offers a single location with good access to infrastructure and linkages to the wider area. In 2013, Bentley Motors announced a £1billion investment in Crewe from 2015. Working in partnership with Bentley Motors and key businesses across the United Kingdom this site provides the opportunity to expand Crewe's significant automotive heritage and skills base; to provide new employment opportunities and to kickstart wider automotive related investment in Crewe, in line with the aspirations contained in 'All Change for Crewe: High Growth City'.

15.76 The provision of land adjacent to Leighton Hospital for its future expansion will ensure that the future health care needs of the town are met and will help to deliver the aspirations of 'All Change for Crewe: High Growth City'.

15.77 Masterplanning of the site should consider further constraints on the site including high voltage power lines which cross the site from the south west to the north which require an easement of 30m to the nearest building.

15.78 The provision of new green infrastructure and the improvement of existing green infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents and employees, as well as enhancing the environment of the town and reflects the findings of the Green Infrastructure Action Plan for Crewe (TEP, 2012) and will also help deliver the aspirations of 'All Change for Crewe: High Growth City'.



15.79 It is important that cycle and pedestrian links between the site and surrounding residential and employment areas and to Crewe town centre are provided to improve connectivity with the town centre. Links should also be provided to the Connect 2 scheme.

15.80 Great crested newts are known to be present on site. There will therefore be a requirement to deliver a significant area of habitat creation to compensate for the impacts of any development on this site.

15.81 Access to Leighton Hospital will be a key consideration in the development of this site and its improvement is part of the rationale for it. Provision of land adjacent to Leighton Hospital, for future expansion is of importance, to ensure that the future health care needs of the area can be met.

15.82 A desk-based assessment of archaeology on site has been completed and a geophysical survey for the eastern area. Given the size of the area, targeted mitigation is likely to be required in areas not subject to geophysical survey.

15.83 Land adjacent to this site (known as land north of Parkers Road) has planning permission for up to 400 homes.

15.84 This site includes a potential location for a geothermal plant, as it is situated within an area that has been identified as a geothermal 'hotspot'. This provides the opportunity for the development of a district heating scheme; energy supply to nearby employers and to Leighton Hospital. The potential development of a geothermal plant is a stand alone proposal and would not require housing development to cross-subsidise it.

15.85 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.86 The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.87 The design and density of the development should reflect the location and character of the area and respond to the contents of the council's most up to date Design Guidance.

Indicative Site Delivery

- It is expected that the employment land will be delivered in the early to middle part of the plan period (2015-2025).

Policy Context	
National Policy	NPPF (principally paragraphs): 18, 29, 34, 35, 37, 38, 47, 50, 56, 58, 70, 73, 95, 97, 109, 112, 120, 128
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Draft Crewe Town Strategy; Development Strategy; Cheshire East Housing Development Study; Employment Land Review; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; The Green Infrastructure Action Plan for Crewe (TEP, 2012); All Change for Crewe; Geothermal Energy Potential: Great Britain and Northern Ireland; Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: protecting and enhancing environmental quality Priority 4: To reduce the need to travel



Policy Context	
SCS Priorities	Priority 1: Nurturing strong communities Priority 4: Supporting our children and young people Priority 5: Ensuring a sustainable future by providing affordable and appropriate housing Priority 6: Preparing for an increasingly older population Priority 7: Driving out the causes of poor health

Table 15.4 Policy Context: Leighton West Site

Site LPS 5: Leighton, Crewe

15.88 The area defined as Leighton West presents the opportunity to deliver a new sustainable urban extension that will support and complement the adjacent Leighton Hospital and other major employers including Bentley.

15.89 Leighton West lies to the north west of Crewe and borders existing residential development to the east and Leighton Hospital to the north. Surrounding land uses include residential, Leighton Hospital, open countryside, waste disposal site and council depot.

15.90 Two sites are included in the Local Plan Strategy for the Leighton West area. This Strategic Site of Leighton, lies immediately to the north east of Leighton Hospital and adjacent to the Leighton West allocation.

Site LPS 5

Leighton, Crewe

This site lies adjacent to the Strategic Site of Leighton West. The site lies in close proximity to both Leighton Hospital and Bentley Motors; its development will result in the expansion of the new sustainable neighbourhood at Leighton West. This will provide opportunities for people to live near to the key automotive hub, to be located at the southern end of the Leighton West site and in close proximity to Bentley Motors. The development of the Leighton West Strategic Site over the Local Plan Strategy period will be achieved through:

1. The delivery of around 500 homes (at a variety of densities). The design, density and scale of the development should reflect the fact that the site lies in a transitional location between the higher density urban area and the rural area. The surrounding development is predominantly suburban and the development of the site should reflect this. The development of the site will be masterplan-led, including a design code, which will consider its location, constraints and opportunities;
2. Further road improvements to upgrade access to Leighton Hospital for emergency vehicles and suitable footpath and cycle lanes;
3. Key worker housing to be provided, for the employees of Leighton Hospital;
4. Site to be designed to complement the allocated site at Leighton West; and
5. Incorporation of green infrastructure, including:
 - i. A linear green corridor through the site, including the land below and adjacent to the pylons;
 - ii. Allotments;
 - iii. Open space including formal sports pitches, multi use games area; outdoor gym and equipped children's play space.



Site Specific Principles of Development

- a. Development should incorporate green infrastructure and reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting; the creation of tree lined boulevards with the provision of green spaces within new developments. This should include the creation of green spaces, including those linking green infrastructure, with safe and secure pedestrian and cycle routes that should be integrated into any development proposals.
- b. Development should provide key linkages and connectivity as part of a wider masterplanned development with the Leighton West site. This should include pedestrian, cycle, public transport and green infrastructure links between the two sites and between this site and the land off Parkers Road that has planning approval for residential development (ref 14/3389N) and is currently under construction.
- c. Affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- d. Potential use of geothermal resources provided from the energy park included in Site LPS 4.
- e. Improvements to existing and the provision of new pedestrian and cycle links to connect the site to existing and proposed residential areas, employment areas, shops, schools, health facilities, Crewe town centre, the Leighton Hospital Cycle Link scheme and the Connect2 link to Nantwich.
- f. The retention, where possible, of hedgerows and trees and the inclusion of appropriate planting and buffering along the northern, eastern and western boundaries of the site and in particular between the site and Leighton Hospital and between the site and the village of Bradfield Green, to provide a clear edge to the site, a buffer between the site and Leighton Hospital and to reduce the visual impact of the development of this site on the adjacent open countryside.
- g. Improved public transport links to Leighton Hospital, Crewe town centre and major employment areas.
- h. A minimum of an extended phase one habitat survey and protected species surveys will be required. Further surveys may be required depending upon the results of these initial surveys. Development proposals to include retention of any priority or Local Wildlife Site Quality habitat and provision of habitat for great crested newts and other protected species as required.
- i. A desk based archaeological assessment is required for the site, with appropriate mitigation being carried out, if required.
- j. There will be a requirement for financial contributions to be made to the provision of a new primary school, on the adjacent Leighton West site LPS 4 or improved educational facilities, as required.
- k. Any development of the Leighton West site will require highway improvements. These improvements will be phased with the development of the site and also delivered through masterplanning of the area covered by both the Leighton West Strategic Site LPS 4 and this site. This will include contributions to key enabling infrastructure, including improvements to the A530 corridor and Sydney Road/ Flowers Lane/ Remer Street/ Bradfield Road corridor.
- l. Financial contributions towards health infrastructure as required.
- m. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

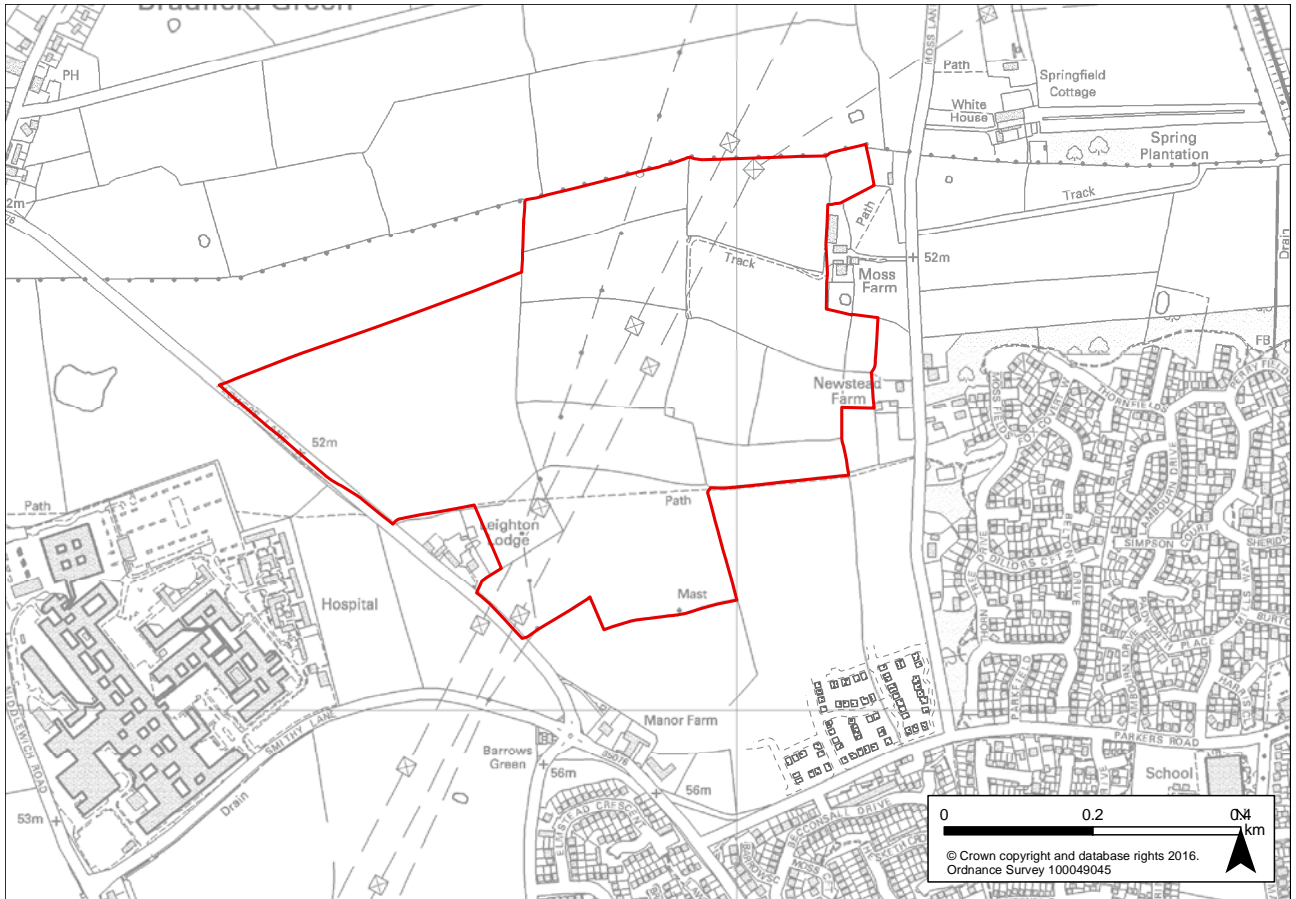


Figure 15.6 Leighton Site

Justification

15.91 Land adjacent to part of this site (known as land north of Parkers Road) has planning permission for up to 400 homes, is listed in the commitments list and is under construction. The site is in a number of ownerships.

15.92 The opportunity is presented by this strategic site for new homes to be delivered at a sustainable location, in close proximity to Bentley Motors and the new automotive hub that will be created at the southern end of the Leighton West site. In turn this will assist in delivering the growth aspirations for Crewe of 'Northern Gateway' (formerly known as 'All Change for Crewe: High Growth City').

15.93 This strategic site is intended to deliver key highways improvements in and around the area known as Leighton West, which will facilitate the development and address current and future congestion issues in the area.

15.94 The provision of new green infrastructure and the improvement of existing green infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents, as well as enhancing the environment of the town and reflects the findings of 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) and will also help deliver the growth aspirations for Crewe of 'Northern Gateway' (formerly known as 'All Change for Crewe: High Growth City').

15.95 It is important that cycle and pedestrian links between the site and surrounding residential and employment areas, Leighton Hospital and to Crewe town centre are provided to improve connectivity with the town centre. Links should also be provided to the Leighton Hospital Cycle Link Scheme and Connect 2 link to Nantwich.

15.96 Great crested newts are present on adjacent land and along with other protected and priority species and habitats could be present on site. Appropriate habitat creation, retention and other



mitigation measures will be required. The ecological mitigation strategy should be formulated to ensure it is complimentary to ecological mitigation associated with adjacent developments.

15.97 Necessary highway network improvements must be completed to an agreed timetable to ensure highway capacity and access to the Hospital are maintained.

15.98 Any new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 ‘Indoor and Outdoor Sports Facilities’.

15.99 The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.100 It is important that appropriate buffering planting, along the northern, eastern and western boundaries of the site, is provided in such a way that a clear edge to the development is provided, along with buffers between the development site and Bradfield Green and Leighton Hospital and that any visual impacts are mitigated.

15.101 It is important that, where possible, hedgerows and trees that have habitat potential and a cumulative impact on the screening of the site are retained as part of any development proposals for the site.

15.102 The design and density of the development should reflect the location and character of the area and respond to the contents of the council’s most up to date Design Guidance.

Policy Context	
National Policy	NPPF (principally paragraphs): 29, 30, 34, 35, 38, 47, 50, 52, 56, 58, 69, 70, 73, 95, 97, 109
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; draft Crewe Town Strategy; Development Strategy; The Green Infrastructure Action Plan for Crewe (TEP, 2012); All Change for Crewe; Pre-Submission Core Strategy; Submitted Local Plan Strategy; Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 2: To create sustainable communities Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurturing strong communities Priority 4: Supporting our children and young people Priority 5: Ensuring a sustainable future by providing affordable and appropriate housing Priority 6: Preparing for an increasingly older population Priority 7: Driving out the causes of poor health

Table 15.5 Policy Context: Leighton Site



Site LPS 6: Crewe Green

15.103 Crewe Green presents the opportunity to provide a high quality residential development at a key gateway into Crewe whilst delivering improvements to the transport network in particular the Crewe Green roundabout. Located to the east of Crewe town centre, the triangular parcel of land is bordered to the north by open countryside, the east by the A534, the south by Crewe Green roundabout with the Crewe Green Conservation Area adjoining the roundabout and to the west by Sydney Road.

Site LPS 6

Crewe Green

The development of Crewe Green over the Local Plan Strategy period will be achieved through:

1. The delivery of around 150 homes;
2. The provision of land to Cheshire East Council that is necessary to facilitate the delivery of highway improvements at Crewe Green Roundabout. Such improvement to be completed before development of the new homes starts on site; and
3. The incorporation of green infrastructure, to include open space provision, including children's equipped play space/multi use games area.

Site Specific Principles of Development

- a. The provision of a high quality design on this gateway site to Crewe, which lies in close proximity to the Crewe Green Conservation Area and numerous listed buildings. Development should have regard to the need to conserve and enhance the character and appearance of the conservation area, including its setting and that of the various heritage assets within it. Development will be required to include appropriate landscaping to minimise its impact on the Green Gap and the historic environment.
- b. The development of this site will assist in the facilitation and delivery of highway improvements at Crewe Green roundabout.
- c. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- d. Development should incorporate green infrastructure and reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting; the creation of tree lined boulevards with the provision of greenspaces within new developments. This should include the creation of green spaces, including those linking green infrastructure, with safe and secure pedestrian and cycle routes that should be integrated into any development proposals.
- e. The improvement of existing and provision of new pedestrian and cycle links to link new and existing residential areas, employment areas, shops, schools and health facilities.
- f. The inclusion of appropriate planting and buffering along the northern boundary of the site.
- g. Provision of habitat for protected species, if required.
- h. The development will be expected to provide contributions to education provision and health infrastructure.
- i. A desk based archaeological assessment is required for the site, with appropriate mitigation being carried out, if required.
- j. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

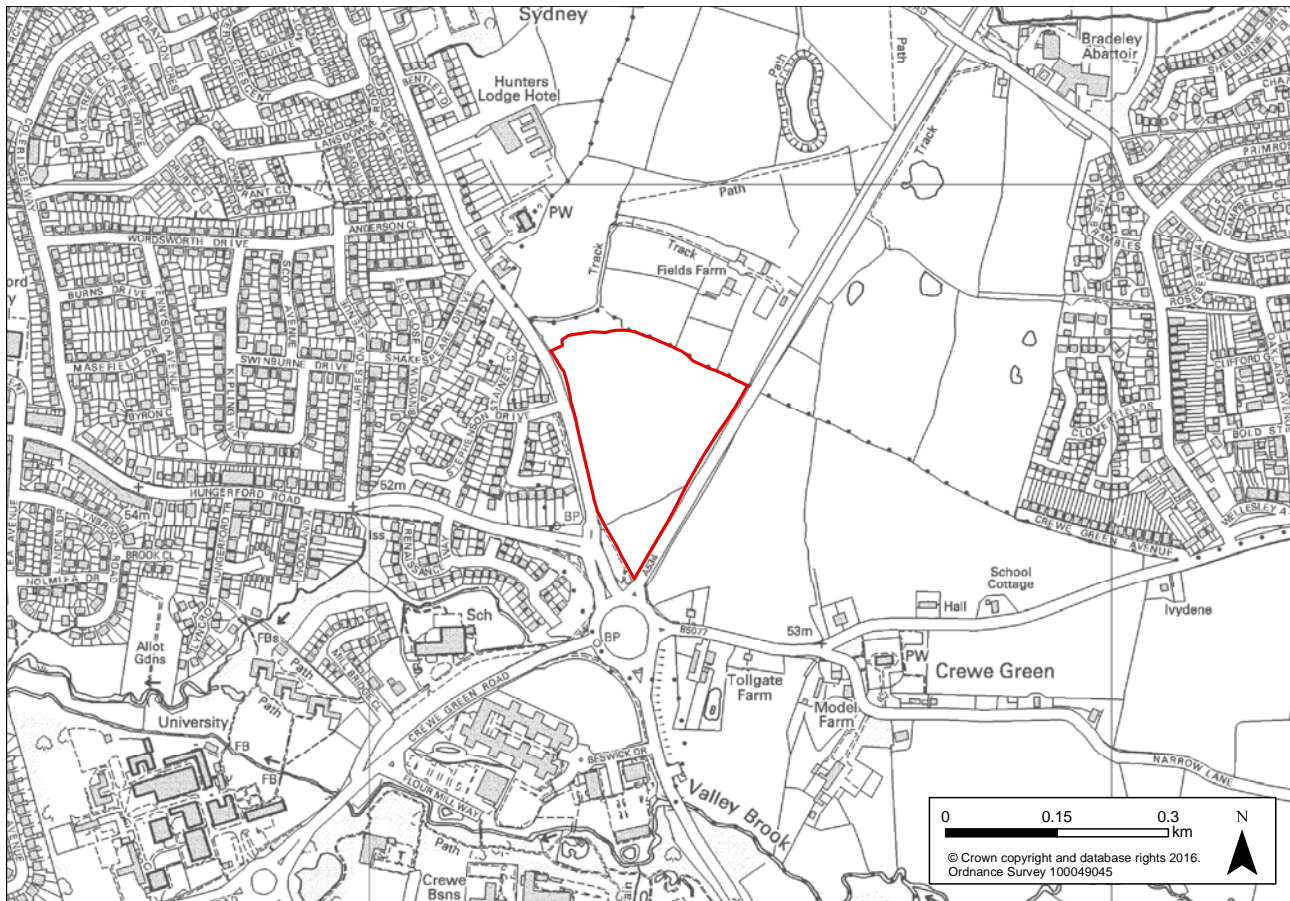


Figure 15.7 Crewe Green Site

Justification

15.104 This site is a gateway site into Crewe. The development of this site will assist in the delivery of improvements to the Crewe Green roundabout which is a key piece of highway infrastructure and is identified in the Infrastructure Delivery Plan which states that the roundabout suffers from peak period delays and includes it within the 'Physical Infrastructure Delivery Schedule'.

15.105 The key gateway location of the site, along with its close proximity to Crewe Green Conservation Area, necessitates the delivery of a very high quality designed development, including appropriate landscaping to reduce the visual impact of the development. The provision of new green infrastructure and the improvement of existing green infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents, as well as enhancing the environment of the town and reflects the findings of the Green Infrastructure Action Plan for Crewe (TEP, 2012) and will also help deliver the aspirations of 'All Change for Crewe: High Growth City'.

15.106 Funding sources for improvements to the Crewe Green roundabout are a Local Growth Fund Grant and third-party developer contributions secured by the council.

15.107 Habitat for protected species must be provided if required.

15.108 The development will be expected to provide contributions to education provision.

15.109 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.110 The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.



Policy Context	
National Policy	NPPF (principally paragraphs): 9, 19, 30, 47, 50, 57, 69, 73, 75, 109, 112
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; draft Crewe Town Strategy; All Change for Crewe; Development Strategy; The Green Infrastructure Action Plan for Crewe (TEP, 2012); Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 3: Unlock the potential of our towns Priority 5: Ensure a sustainable future

Table 15.6 Policy Context: Crewe Green Site

Site LPS 7: Sydney Road, Crewe

15.111 Sydney Road presents the opportunity for a high quality sustainable residential development. The site is located 1.5 kilometres from Crewe town centre. Surrounding uses include residential, the railway line and open countryside. The site is currently open agricultural fields, with significant areas of trees and hedgerows.

Site LPS 7

Sydney Road, Crewe

The development of Sydney Road over the Local Plan Strategy period will be achieved through:

1. The delivery of around 525 new homes; and
2. The incorporation of green infrastructure including:
 - i. Allotments;
 - ii. Equipped children's play area/multi-use games area;
 - iii. Community woodland;
 - iv. Outdoor gym; and
 - v. Formal sports pitches



Site Specific Principles of Development

- a. Development should incorporate green infrastructure and reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting; the creation of tree lined boulevards with the provision of greenspaces within new developments. This should include the creation of green spaces, including those linking green infrastructure, with safe and secure pedestrian and cycle routes that should be integrated into any development proposal.
- b. Contributions towards highway improvements along the North Crewe Corridor linking the A530 at Leighton to the A500, including at Crewe Green Roundabout and Sydney Road Bridge.
- c. The improvement of existing and provision of new pedestrian and cycle links to link new and existing residential areas, employment areas, shops, schools and health facilities.
- d. The inclusion of appropriate planting and buffering along the northern, eastern, southern and western boundaries of the site, to provide a clear edge to the development and reduce the visual impact of the development of this site on the adjacent Green Gap. Such buffering and planting to also ensure that noise and disturbance, from the West Coast Mainline which runs along the western boundary of the site, is reduced to a level to be agreed at a future date.
- e. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- f. The submission of a full ecological appraisal. Mitigation is required to address any identified impacts on protected species. Any woodland, mature tree or priority habitats or habitats of local wildlife site quality identified on the site should be retained and buffered by areas of open space/habitat creation. Additional ponds should be provided within the site, as an ecological enhancement.
- g. Fowle Brook runs through the site and into Sandbach Flashes SSSI. Any discharge, foul drainage and / or run-off from the site must not lead to a deterioration in water quality entering the SSSI.
- h. The development will be expected to provide contributions to education provision and health infrastructure.
- i. A desk based archaeological assessment is required for the site, with appropriate mitigation being carried out, if required.
- j. The development of the site will be masterplan-led, including a design code, which will be informed by its location, constraints and opportunities.
- k. Contributions towards education provision, as appropriate.
- l. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- m. Appropriate surveys in relation to the impact of noise from the adjacent railway line and roads shall be carried out and a mitigation scheme agreed accordingly to ensure that occupants of the new dwellings are not adversely affected by noise from road vehicles and train movements.
- n. The upgrading of Crewe Public Footpath No.4 which crosses the site, along with the creation of a green corridor to accommodate the Public Footpath.

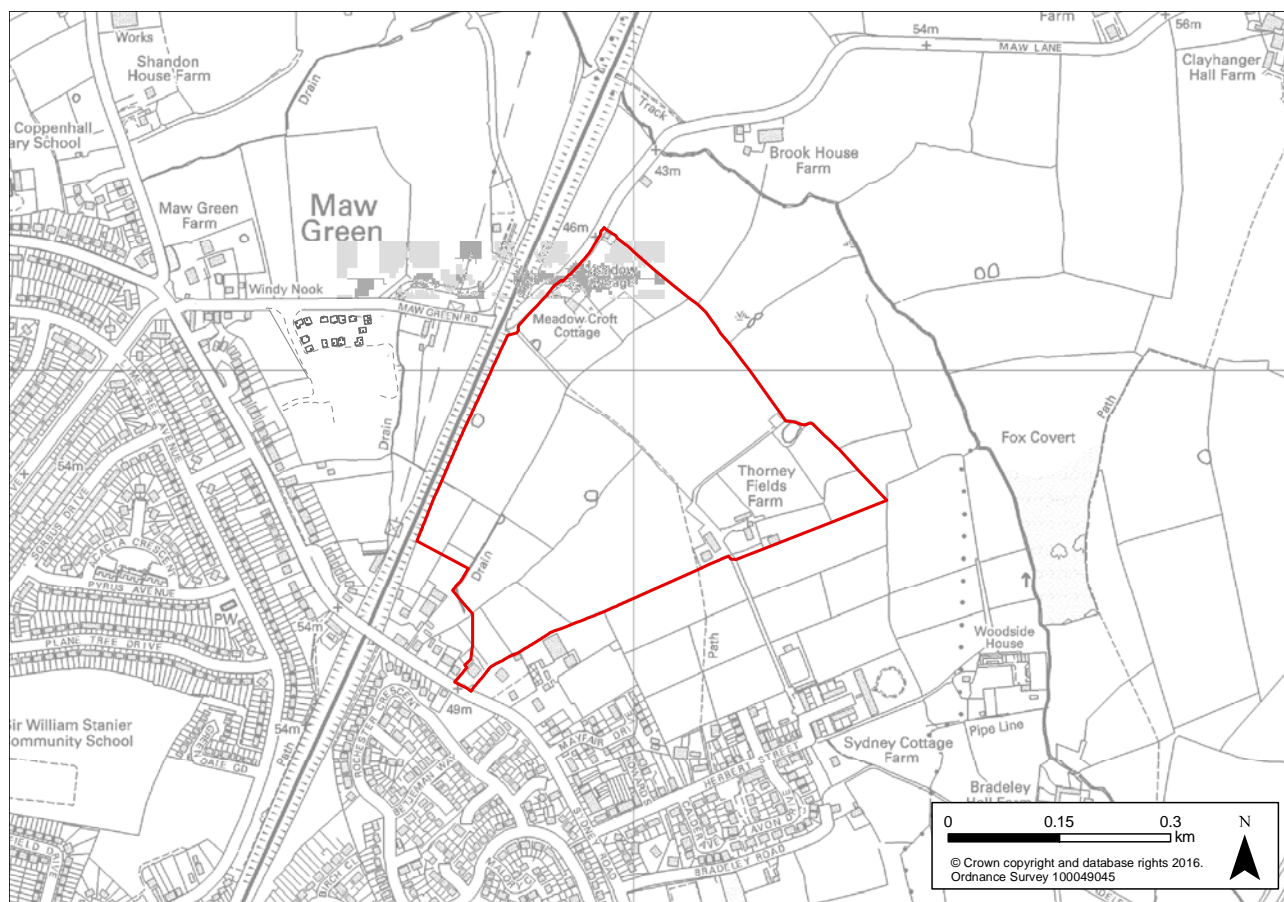


Figure 15.8 Sydney Road Site

Justification

15.112 Green infrastructure provision underpins future development in Crewe, ensuring that it is a pleasant place to live and work. Any proposals should take into account the Green Infrastructure Action Plan for Crewe.

15.113 The provision of new green infrastructure and the improvement of existing green infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents, as well as enhancing the environment of the town and reflects the findings of the Green Infrastructure Action Plan for Crewe (TEP, 2012) and will also help deliver the aspirations of 'All Change for Crewe: High Growth City'.

15.114 Mechanisms must be put in place, to ensure that water from the development, flowing into Fowle Brook, does not have an adverse impact on the Sandbach Flashes SSSI.

15.115 Adjacent land lies within the Green Gap. It is important that any visual impact of development on the Green Gap is minimised by appropriate landscaping and the retention of existing trees and hedgerows.

15.116 It is important that the site contributes to highway improvements along the North Crewe corridor, including at Sydney Road Bridge and Crewe Green Roundabout, to ensure highway safety.

15.117 It is important that ecological appraisals of the site are carried out and that habitat and appropriate mitigation measures for protected species, if required, will be provided. Mitigation proposals for great crested newts in particular are likely to be necessary.

15.118 It is important that buffering planting, along the western boundary of the site, with the West Coast Mainline is provided in such a way that noise and disturbance are mitigated to an acceptable level.



15.119 Applications made on the site are as follows: outline application for up to 240 dwellings (13/2055N) approved with conditions 14/08/2015; outline application for 12 dwellings (15/2818N) on a small part of the site - a resolution to grant planning permission (subject to a S.106 agreement) was made on the 25th November 2015; outline application for up to 275 dwellings (15/0184N) is yet to be determined and is under appeal for non-determination; outline application for 250 dwellings (15/5184N) has also been submitted to run alongside the appeal in relation to application reference 15/0184N and has yet to be determined.

15.120 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.121 The design and density of the development should reflect the location and character of the area and respond to the contents of the council's most up to date Design Guidance.

15.122 There will be a need for improved educational facilities to be provided as a result of this development taking place, therefore a contribution towards this is required.

15.123 The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.124 Due to the location of the site, adjacent to roads and a railway line, noise mitigation design will be required for proposed dwellings closest to these noise sources.

15.125 Crewe Public Footpath No.4 crosses the site. This footpath would require upgrading as part of any development of the site; appropriate policy wording to ensure that this was achieved would therefore be required.

Policy Context	
National Policy	NPPF (principally paragraphs): 19, 30, 47, 50, 57, 69, 73, 75, 109, 112, 117
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; draft Crewe Town Strategy; All Change for Crewe; Development Strategy; The Green Infrastructure Action Plan for Crewe (TEP, 2012); Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 3: Unlock the potential of our towns Priority 5: Ensure a sustainable future

Table 15.7 Policy Context: Sydney Road Site



Site LPS 8: South Cheshire Growth Village, South East Crewe

15.126 The South Cheshire Growth Village, South East Crewe represents the opportunity to deliver a high quality residential environment, in an attractive setting, in close proximity to Crewe and to the M6 motorway. It is a greenfield site located to the south east of Crewe adjacent to the Basford East mixed use site, the grade I listed Crewe Hall and its registered park and garden. Surrounding land uses include the Basford East site, Crewe Hall registered park and garden, open countryside, the railway line and the A500.

Site LPS 8

South Cheshire Growth Village, South East Crewe

A new sustainable settlement will be delivered over the Local Plan Strategy period. This will be achieved through:

1. The delivery of around 650 new homes. The density and scale of the development should reflect the sensitivities and relationships of different parts of the site and should be directly informed by a detailed heritage impact assessment that will inform and shape a development brief, masterplan and design code for the site. This should have special regard to the relationship to heritage assets and their settings and their collective character and significance and what this rich heritage context contributes to the character of the site and to its wider setting;
2. The provision of a new mixed-use local (village) centre, with a range of uses, including:
 - i. Appropriate retail provision to meet local needs;
 - ii. Community meeting facility and a new village square and enhanced public realm elsewhere;
 - iii. Sports and leisure facilities;
3. The provision of open space including sports pitches, multi use games area, outdoor gym, equipped children's play space and facilities for teenagers;
4. The provision of pedestrian and cycle links to the new primary school and wider adjacent Basford East site;
5. The creation of wildlife habitats, including those for protected species in accordance with detailed ecological assessments and management proposals; and
6. The incorporation of the following green infrastructure:
 - i. In the area to the south of Old Park Road (outside the historic parkland of Crewe Hall), retention and/or creation of hedgerow boundaries with native woodland tree species and associated landscaping along all site boundaries on routes into the site and alongside the railway corridor and for all boundaries adjacent or in proximity to heritage assets (where those are appropriate to the setting of the heritage assets) to offset detrimental visual impact to the open countryside and the setting of designated heritage assets;
 - ii. Parkland restoration to the north of Old Park Road in the historic parkland of Crewe Hall (including the registered park and garden) would include the retention and restoration of the shelterbelt, clumps of trees and other parkland features;
 - iii. Additionally, the retention, where possible, of hedgerows and trees within the site that have a cumulative screening impact on development and contribute to the habitat value of the site;
 - iv. Other targeted landscape mitigation as set out in the Heritage Impact Assessment (CEC 2016) and summarised under part b of 'Site Specific Principles of Development' below;
 - v. The creation of drainage ponds that have visual and habitat potential, allotments and a community orchard.



Site Specific Principles of Development

- a. Development should incorporate green infrastructure and reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting and hedgerows in historically appropriate locations and the creation of green spaces, including those linking green infrastructure and providing for safe and secure pedestrian and cycle routes that should be integrated into the development proposals.
- b. Within this green infrastructure framework, specific landscape mitigation shall be provided in accordance with the recommendations of the Heritage Impact Assessment (CEC 2016) the details of which are to be further developed through the preparation and adoption of a Design Brief and via the Masterplan and Design Code for the site. These key elements of mitigation as set out in the Heritage Impact Assessment (CEC 2016) entail the following:
 - i. Provision of sufficient areas of open space to the south and east of Hollyhedge Farmhouse to maintain its open rural setting;
 - ii. Provision of a substantial landscaped edge to the south/south east of the development parcel immediately to the south of the railway line (on the opposite side of Main Road to Hollyhedge Farm). This should combine a mix of copse and individual tree planting contained by a new native hedgerow. At the point nearest Hollyhedge Farm in the south eastern corner, a copse should be created. It should include woodland planting on the western edge of the parcel, tying in with the woodland buffer of the Basford East site;
 - iii. Provision of open space and appropriate parkland landscaping alongside the access/drive and to the south of Crewe Hall Farmhouse and associated barns;
 - iv. Provision of an area of greenspace to the east of Stowford hamlet, retaining the existing pond, trees and other positive planting as a key space within the development;
 - v. Reinstatement of historic shelter belt planting to define the edges of the former historic parkland to the east of the access to the Crewe Hall Enterprise Centre, immediately to the north of Old Park Road, and to the east of the entrance/access to Crewe Hall Farm. The detail of the shelterbelt planting is to be based on compelling historical evidence of the original planting scheme for the parkland; and
 - vi. Parkland restoration of the parcel of agricultural land immediately to the north of Stowford hamlet between the drive to Crewe Hall and the access to Crewe Hall Enterprise Centre (immediately to the west of the South Cheshire Growth Village site). The detail of this should be based on compelling historical evidence of the parkland planting scheme.
- c. The development will be expected to provide contributions towards education provision and provide key linkages through to a school to be provided at Basford East, along with the wider Basford East area. This should include both pedestrian and cycle links.
- d. The development should be comprehensively masterplanned with a detailed design code to ensure the following:
 - i. The creation of appropriate linkages and connectivity between this site and Basford East, Crewe town centre and railway station and the M6;
 - ii. A high quality of development is secured by ensuring that new development is appropriately located, and is of an appropriate density and scale in its relationship to heritage assets, including their setting, principally the grade I listed Crewe Hall, the registered park and garden at Crewe Hall, Hollyhedge Farmhouse and other groups of listed buildings to minimise the impact upon the heritage assets;
 - iii. To ensure the development relates appropriately to its wider context and the wider setting of the heritage assets, including consideration of key views into and out of the site, landform, key approaches into the site and the wider landscape character of the countryside; and



- iv. The character of the two distinct areas should be maintained, i.e. the parkland character should be enhanced within the historic parkland of Crewe Hall to the north of Old Park Road (including the registered park) and the agricultural landscape to the south of the parkland should be reinforced. This should be based on compelling historical evidence.
- e. As an integral part of formulating the development brief, Masterplan and Design Code, a full assessment of the significance of the heritage assets and their setting that are affected by the South Cheshire Growth Village development will need to be undertaken, and the findings of the assessment should be reflected in the development brief, masterplan and design requirements set out in the Design Code.
- f. Improvements to existing and provision of new pedestrian and cycle links to new and existing residential and employment areas, shops, schools and health facilities.
- g. Contributions to improvements to existing and the provision of new public transport links to Crewe Railway Station, Crewe town centre and local villages.
- h. The Local Plan Strategy Site will provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- i. The land within the registered park and garden of Crewe Hall and the Green Belt will be excluded from the site boundary but appropriate specific landscape mitigation measures, as set out in the Heritage Impact Assessment (CEC, 2016) will be required outside of the site boundary.
- j. On site provision, or where appropriate, relevant contributions towards education, health, green infrastructure, open space and community facilities.
- k. The development would be expected to contribute towards and / or facilitate road infrastructure improvements in the area, including, A500 link capacity improvements, A5020 Weston Road junction and junction 16 of the M6.
- l. Potential for self build and adaptable units to be incorporated into the masterplan and design code for the site.
- m. An appropriately designed green buffer will be provided between the site and the village of Weston.
- n. The area has a 'typical' Cheshire Landscape, characterised by a flat topography broken up by a dense network of field hedges interspersed with mature hedgerow trees. The development must respond to this sensitive landscape setting.
- o. Pre-determination cultural heritage desk based assessment is required, to determine the need for further evaluation and any mitigation that will be required.
- p. Future masterplanning must ensure that connectivity for pedestrians and cyclists is maximised and that high quality cycle and pedestrian links are provided to the adjacent mixed use site of Basford East, including the new primary school.
- q. Financial contributions will be required towards the provision of a new primary school on the nearby Basford East site LPS 2.
- r. Provision of habitat for protected species, if required.
- s. Noise and air quality assessments, if required, relating to the railway and main roads passing through or adjoining the site.

Justification

15.127 The allocation proposes a new sustainable village which provides distinctive new housing in a high quality landscape setting. Existing woodland and vernacular estate architecture set the tone for the creation of new residential community which compliments the current housing offer in Crewe. The site will help meet the needs of Crewe's growing population and labour force demand, to support the retention and growth of a highly skilled workforce.

15.128 The provision of this site will support growth in Crewe and the aspirations of the Northern Gateway in improving local infrastructure, reducing the loss of skilled people to other areas and increasing local expenditure on goods and services leading to further jobs being created. The South

Cheshire Growth Village will contribute to delivering the vision for Crewe as a national significant economic centre and a sought after place in South Cheshire.

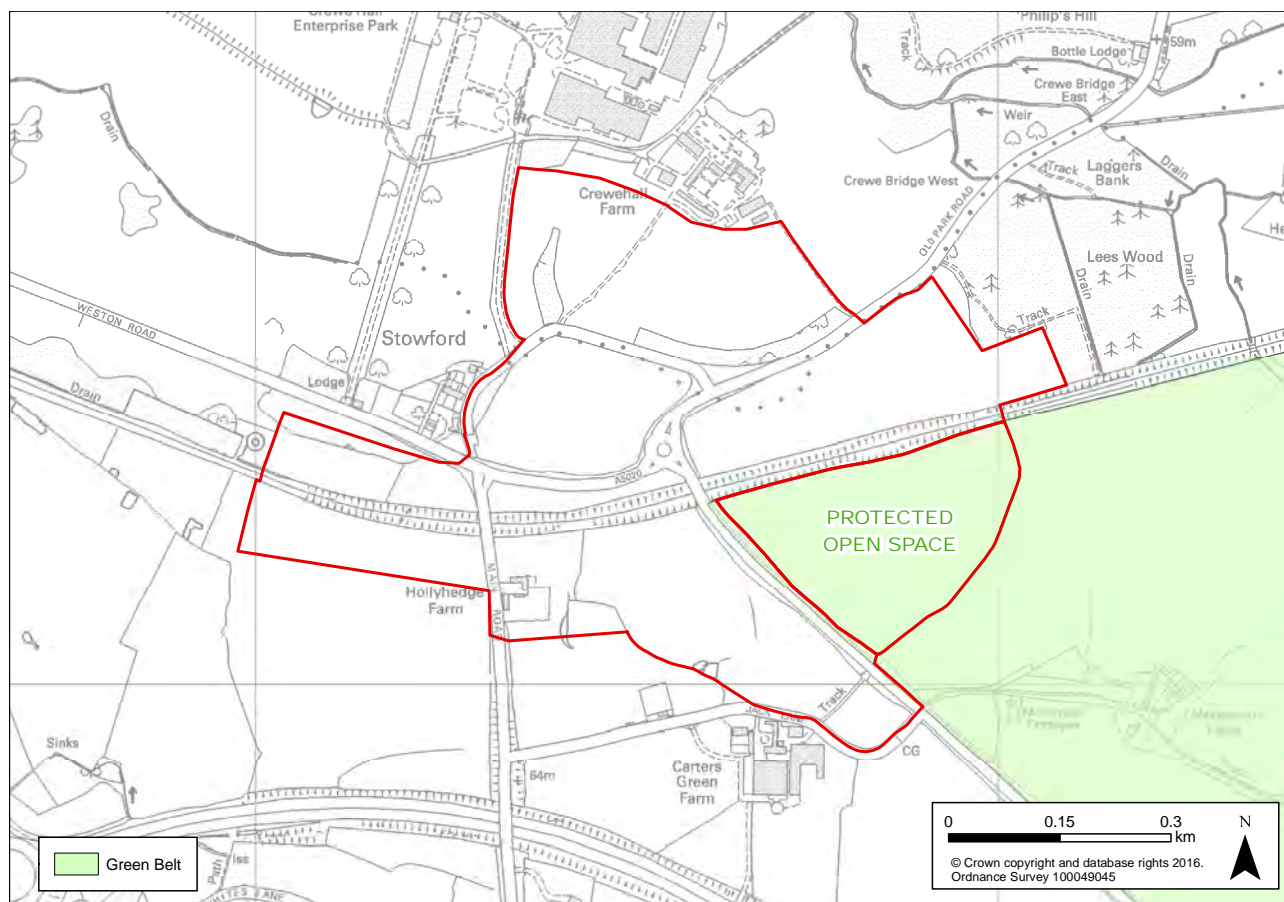


Figure 15.9 South Cheshire Growth Village Site

15.129 This site will be able to take advantage of the interchange planned at Crewe for the current preferred route for the High Speed Rail 2 network. The council will work in partnership with the Duchy of Lancaster, the Highways Agency, Environment Agency and other statutory consultees to deliver improvements to the A500.

15.130 The site has good accessibility to the M6 via the A500, which will be improved by the Crewe Green Link Road. The council will work in partnership with the Duchy of Lancaster, the Highways Agency, Environment Agency and other statutory consultees to deliver improvements to the A500.

15.131 The provision of new and the improvement of existing green infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents, as well as enhancing the environment of the town and reflects the findings of the Green Infrastructure Action Plan for Crewe (TEP, 2012) and will also help deliver the aspirations of Northern Gateway.

15.132 A new pedestrian and cycle link will be created to Basford East. This must provide a safe and secure environment for children to travel to school. Priority should be given to a route on the north of the Railway line, combined with a cycle / footbridge. Only if after thorough exploration a northern route proves unfeasible, will an access south of the railway be permitted. This could take the form of an all-weather lit route. No vehicular link to Basford East will be permitted.

15.133 The future development brief, masterplanning and design coding must be informed by a full 'assessment of significance' as required by the NPPF as well as by the recommendations in the Heritage Impact Assessment (CEC, 2016). This must assess the significance of the heritage assets and their settings and seek to minimise the impact of the development upon the historic environment by delivering high quality design and mitigation as set out in this policy. It is extremely important that



high quality development, with a strong sense of place is secured, hence the requirement for a development brief, masterplan and comprehensive design code.

15.134 Adjacent land lies within the Green Gap and Green Belt, along with the grade I listed Crewe Hall and registered park and garden (grade II and on the Heritage at Risk Register). It is important that the visual impact of development on these areas is minimised by appropriate landscaping, parkland restoration and the retention of existing trees and hedgerows. The area south of the village, either side of Main Road, Weston, is particularly sensitive, including its relationship to Hollyhedge Farmhouse a grade II* listed building, and its setting. The land retained around Hollyhedge Farmhouse (as defined in the Heritage Impact Assessment CEC 2016) shall remain undeveloped. A high quality landscape scheme, with appropriate, strong planting on the boundaries of the development and substantial areas of open space should be provided in the vicinity of Hollyhedge Farmhouse, to reduce the impact of the development upon its setting.

15.135 It is important that this site contributes to highway network improvements, to ensure highway network improvements, to ensure highway safety and deliver the aspirations of the Northern Gateway.

15.136 The area of protected open space is located within the Green Belt. As well as providing for open space and recreation to meet the needs of the village, it will be accompanied by supporting facilities compatible with Green Belt Status. The detailed boundaries of the Green Gap will be reviewed and could further assist in separating the Village from Weston.

15.137 An archaeological assessment will be required, to understand the impact on undesignated heritage assets and to minimise or mitigate harm. This should be informed by consultation with the Local Authority's archaeological advisers.

15.138 Habitat for protected species must be provided if required.

15.139 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

Policy Context	
National Policy	NPPF (principally paragraphs): 18, 29, 38, 47, 50, 52, 56, 58, 69, 70, 73, 109, 112, 117, 126, 128, 132
Local Evidence	Site Selection Report; Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Development Strategy; Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment; Strategic Housing Land Availability Assessment; The Green Infrastructure Action Plan for Crewe (TEP, 2012); draft Crewe Town Strategy; All Change for Crewe; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment; Heritage Impact Assessment (CEC, 2016)
Strategic Priorities	Priority 1: Promoting economic prosperity Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurturing strong communities Priority 4: Supporting our children and young people Priority 5: Ensuring a sustainable future by providing affordable and appropriate housing Priority 7: Driving out the causes of poor health

Table 15.8 Policy Context: South Cheshire Growth Village Site



Site LPS 9: The Shavington / Wybunbury Triangle

15.140 The Shavington / Wybunbury Triangle presents the opportunity for a high quality sustainable residential development. The Shavington / Wybunbury Triangle site is located south of Newcastle Road between the villages of Shavington and Wybunbury and is approximately 4 km south of Crewe. The site extends to 17.38 hectares and is surrounded on all sides by residential development.

15.141 Wybunbury Moss nature area (Special Area of Conservation) lies some 400 metres to the south of the site.

Site LPS 9

The Shavington / Wybunbury Triangle

The development of the Shavington / Wybunbury Triangle over the Local Plan Strategy period will be achieved through:

1. The delivery of around 400 new homes;
2. Appropriate retail provision to meet local needs;
3. Community hub and village green;
4. The provision of green infrastructure including:
 - i. Allotments;
 - ii. Community woodland;
 - iii. Open space including children's play space, multi use games area and outdoor gym;
 - iv. Nature conservation area;
 - v. Drainage areas;
 - vi. Incidental open space;
 - vii. Protection of watercourses and ponds on site;
 - viii. Creation of an undeveloped buffer zone scheme; and
 - ix. Village green;
5. The improvement of existing and provision of new pedestrian and cycle links to link new and existing residential areas, employment areas, shops, schools and health facilities.

Site Specific Principles of Development

- a. Contributions towards public transport and highways improvements.
- b. Contributions towards habitat improvements within the Meres and Mosses Natural Improvement Area.
- c. Contributions towards a planned improvement of Gresty Road and the Crewe Green Link Road.
- d. Contributions towards education provision.
- e. Contributions towards health infrastructure.
- f. Development should incorporate green infrastructure and reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting; the creation of tree lined boulevards with the provision of greenspaces within new developments. This should include the creation of green spaces, including those linking green infrastructure, with safe and secure pedestrian and cycle routes that should be integrated into any development proposals.
- g. Provision of SuDS included as part of green infrastructure on the site.
- h. A masterplan to be produced for the site to guide development and ensure good design.
- i. Important hedgerows and trees to be retained and incorporated within the development.
- j. The development should be supported by an appropriate Travel Plan, including measures to monitor its implementation.
- k. An up to date archaeological report to be produced, to include appropriate mitigation, if required.



- l. An up to date contaminated land study to be produced, to include appropriate mitigation, if required.
- m. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- n. The site will be developed only where it can be demonstrated that there is no adverse impact on the West Midlands Mosses SAC, Midland Meres and Mosses Phase 1 Ramsar and Wybunbury Moss SSSI particularly in relation to changes in water levels and quality, with reference to the Diffuse Water Pollution Plan for the site, and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of sites.
- o. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

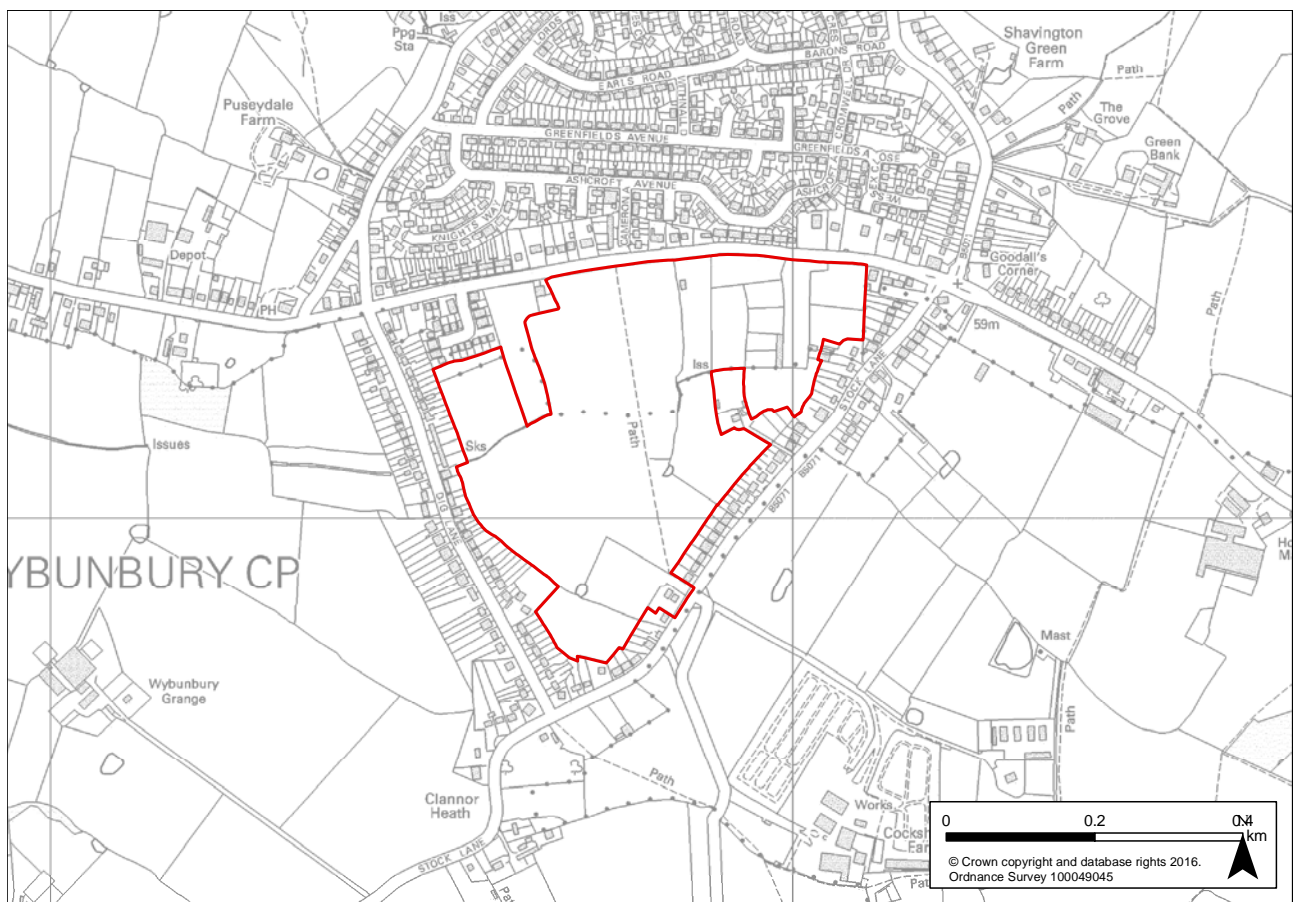


Figure 15.10 The Shavington / Wybunbury Triangle Site

Justification

15.142 An outline planning application for up to 360 dwellings on the site has been granted on 23/01/12 including a legal agreement (12/3114N). This application included a Habitats Regulations Assessment which considered the impact of the proposal on Wybunbury Moss Special Area of Conservation and Ramsar site. A Reserved Matters application has been granted for 200 dwellings on 11/12/14 on part of the site (14/3039N).

15.143 The provision of new green infrastructure and the improvement of existing green infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents, as well as enhancing the environment of the town and reflects the findings of the Green Infrastructure



Action Plan for Crewe (TEP, 2012) and will also help deliver the aspirations of 'All Change for Crewe: High Growth City'.

15.144 The Wybunbury Moss Special Area of Conservation and Ramsar site lie within close proximity of this site. It is important that this site contributes towards habitat improvements at Wybunbury Moss. The provision of green infrastructure, open space and SuDS should reduce any potential impacts on European designated sites

15.145 The existing landscape includes some hedgerows and hedgerow trees of landscape value. Two ponds and a watercourse are also present on the site. All these features should be conserved, utilised and extended as part of the landscape framework and green infrastructure proposals within the development.

15.146 Contributions are required to be made for improvements to public transport, highways and education.

15.147 It is important that cycle and pedestrian links between the site and nearby residential and employment areas are provided, to integrate the site within the area and ensure sustainability.

15.148 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the council during any future planning application process on this site as part of sustainable development proposals and their proximity to European site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar sites).

15.149 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.150 The council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site (consisting of either a Special Area of Conservation, Special Protection Areas and / or Ramsar site):

- Impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site
- Impact on water resources
- Impact on water chemistry
- Impacts on nutrient status
- Risks from pollution during construction (e.g. spillages or minor pollution incidents and the storage of oils and fuels)
- Risks from misconnections, misuse of garden chemicals
- Impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- Impacts from dust generated during the construction work
- Impact of increased foot traffic on the sensitive fen meadow vegetation

15.151 The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.



Policy Context	
National Policy	NPPF (principally paragraphs): 29, 38, 47, 50, 52, 56, 58, 69, 70, 73, 109, 112, 117, 128
Local Evidence	Site Selection Report; Development Strategy; Strategic Housing Land Availability Assessment; The Green Infrastructure Action Plan for Crewe (TEP, 2012); Cheshire East Housing Development Study; Alignment of Economic; Employment and Housing Strategies; Spatial Distribution Update Report; draft Crewe Town Strategy; All Change for Crewe; Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.
Strategic Priorities	Priority 1: Promoting economic prosperity Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurturing strong communities Priority 4: Supporting our children and young people Priority 5: Ensuring a sustainable future by providing affordable and appropriate housing Priority 7: Driving out the causes of poor health

Table 15.9 Policy Context; The Shavington / Wybunbury Triangle Site

Site LPS 10: East Shavington

15.152 East Shavington presents the opportunity for a high quality sustainable residential development. The site lies on the eastern edge of Shavington village. It comprises approximately 11 hectares of greenfield agricultural land. The site slopes downwards towards Swill Brook and up towards Weston Lane.



Site LPS 10

East Shavington

The development of East Shavington over the Local Plan Strategy period will be achieved through:

1. The delivery of up to 275 new homes, with no construction of any dwelling prior to 01/01/17;
2. The provision of green infrastructure including:
 - i. Allotments or community woodland;
 - ii. Open space including children's play space;
 - iii. Multi use games area or outdoor gym;
 - iv. Nature conservation area;
 - v. Drainage areas;
 - vi. Incidental open space;
3. The improvement of existing and provision of new pedestrian and cycle links to link new and existing residential areas, employment areas, shops, schools and health facilities;
4. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities; and
5. The site will be developed only where it can be demonstrated that there is no adverse impact on West Midland Mosses SAC and Midland Meres and Mosses Phase 1 Ramsar (Wybunbury Moss SSSI) particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of the site.

Site Specific Principles of Development

- a. Consideration of any impact on the Wybunbury Moss Special Area of Conservation (SAC) and Ramsar site and implementation of any mitigation measures.
- b. Contributions towards public transport and highways improvements.
- c. Contributions towards habitat improvements within the Meres and Mosses Natural Improvement Area.
- d. Contributions towards a planned improvement of Gresty Road and the Crewe Green Link Road.
- e. Contributions towards education provision.
- f. Contributions towards health infrastructure.
- g. Development should incorporate green infrastructure and reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting; the creation of tree lined boulevards with the provision of greenspaces within new developments. This should include the creation of green spaces, including those linking green infrastructure, with safe and secure pedestrian and cycle routes that should be integrated into any development proposals.
- h. Provision of SuDS included as part of green infrastructure on the site.
- i. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- j. Important hedgerows and trees to be retained and incorporated within the development.
- k. The development should be supported by an appropriate Travel Plan, including measures to monitor its implementation.
- l. An up to date archaeological report to be produced, to include appropriate mitigation, if required.
- m. An up to date contaminated land study to be produced, to include appropriate mitigation, if required.

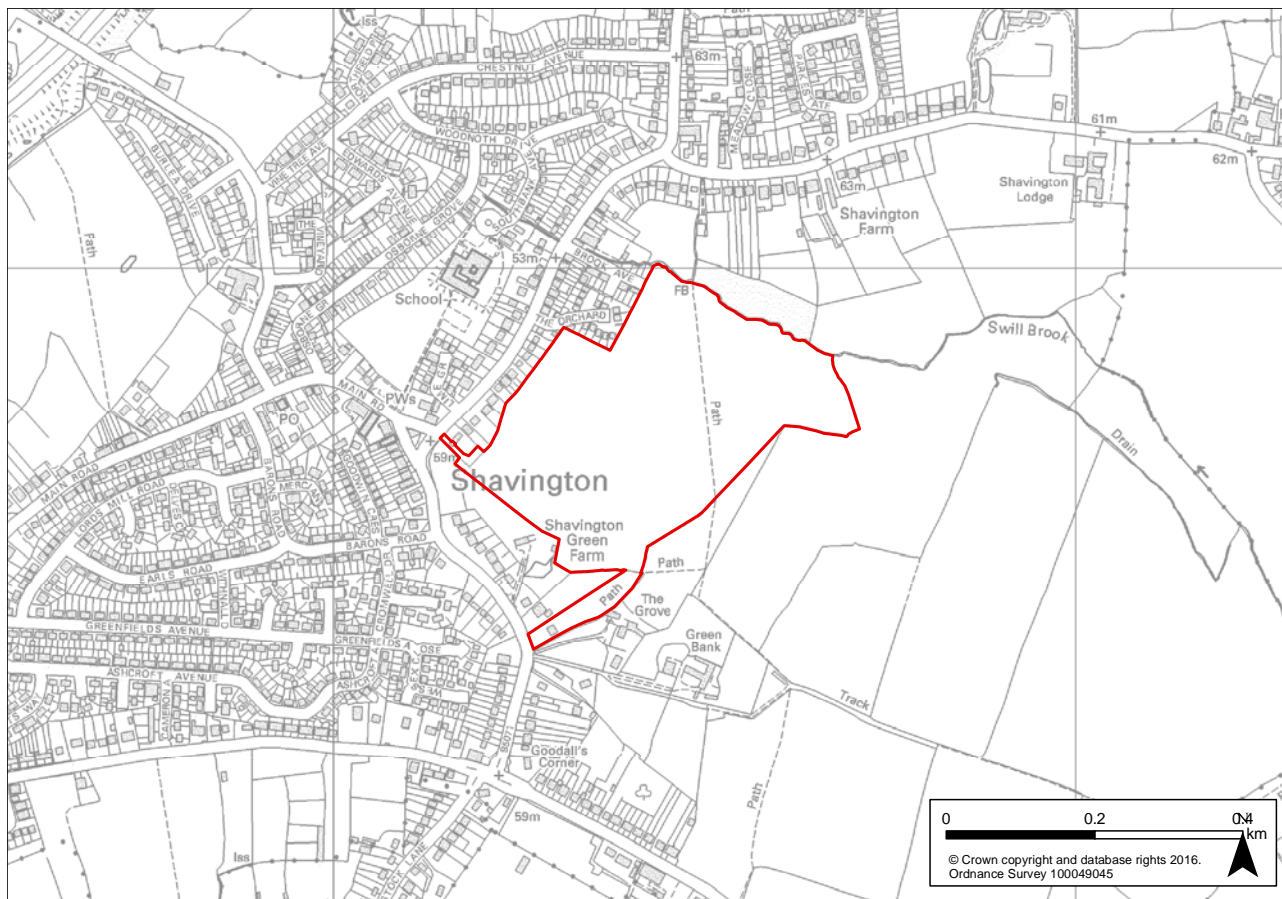


Figure 15.11 East Shavington Site

Justification

15.153 Planning approval was granted on appeal for 275 dwellings (25/07/14) on the site (13/2069N). The application has included a Habitats Regulations Assessment which considered the impact of the proposal on Wybunbury Moss Special Area of Conservation and Ramsar site. Reserved matters approval for 275 dwellings was granted on 15/12/15 (15/4047N).

15.154 The provision of new green infrastructure and the improvement of existing green infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents, as well as enhancing the environment of the town and reflects the findings of the Green Infrastructure Action Plan for Crewe (TEP, 2012) and will also help deliver the aspirations of 'All Change for Crewe: High Growth City'.

15.155 The Wybunbury Moss Special Area of Conservation and Ramsar site lie within close proximity of this site. It is important that this site contributes towards habitat improvements at Wybunbury Moss. The provision of green infrastructure, open space and SuDS should reduce any potential impacts on European designated sites.

15.156 The existing landscape includes some hedgerows and hedgerow trees of landscape value. All these features should be conserved, utilised and extended as part of the landscape framework and green infrastructure proposals within the development.

15.157 Contributions are required to be made for improvements to public transport, highways and education.

15.158 It is important that cycle and pedestrian links between the site and nearby residential and employment areas are provided, to integrate the site within the area and ensure sustainability.

15.159 As a result of congestion issues around the current access to Crewe Station and the town centre from the southwest of Crewe there are plans between now and 2020 to improve the Station



access. These plans will be developed through discussions with Network Rail and HS2 in association with the wider aspirations for Crewe Station.

15.160 The planned development around Crewe and growth in the rail network as well as HS2 has led to the pressing need to make changes to Crewe Station and access to it, this need has been recognised by the rail industry. Strategic modelling of the area shows that without changes to the existing pinch points around the Station area, then further development beyond what is committed to the southwest of the Station should be limited until the necessary improvements are in place.

15.161 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the council during any future planning application process on this site as part of sustainable development proposals and their proximity to European site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar sites).

15.162 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.163 The council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site(s):

- impact on natural hydrological function, pathways, groundwater and surface water
- impact on recharge to groundwater and consequent impact on site
- impact on water resources
- impact on water chemistry
- impacts on nutrient status
- risks from pollution during construction (e.g. spillages or minor pollution incidents and the storage of oils and fuels)
- impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- impacts from dust generated during the construction work
- impact of increased foot traffic on sensitive habitats and species

Policy Context	
National Policy	NPPF (principally paragraphs): 29, 38, 47, 50, 52, 56, 58, 69, 70, 73, 100, 109, 112, 117, 128
Local Evidence	Site Selection Report; Development Strategy; Strategic Housing Land Availability Assessment; The Green Infrastructure Action Plan for Crewe (TEP, 2012); Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report, draft Crewe Town Strategy; All Change for Crewe; Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurturing strong communities Priority 4: Supporting our children and young people Priority 5: Ensuring a sustainable future by providing affordable and appropriate housing Priority 7: Driving out the causes of poor health

Table 15.10 Policy Context: East Shavington Site



Site LPS 11: Broughton Road, Crewe

15.164 Broughton Road presents the opportunity for a high quality, sustainable residential development. Surrounding uses are residential development and open countryside. The site is currently open agricultural fields, with some ponds, trees and hedgerows.

Site LPS 11

Broughton Road, Crewe

The development of Broughton Road over the Local Plan Strategy period will be achieved through:

1. The delivery of up to 175 new homes; and
2. The incorporation of green infrastructure including:
 - i. Equipped children's play area and public open space;
 - ii. Retention of existing ponds/marsh areas;
 - iii. The retention, where possible, of hedgerows and trees that have habitat potential and a cumulative impact on the screening of the site.

Site Specific Principles of Development

- a. Development should incorporate green infrastructure and reflect 'The Green Infrastructure Action Plan for Crewe' (TEP, 2012) including tree planting; the provision of green spaces, including those linking green infrastructure, with safe and secure pedestrian and cycle routes that should be integrated into any development.
- b. The incorporation of existing ponds and ditches on the site.
- c. Contributions to highway improvements along the Sydney Road corridor.
- d. The improvement of existing and provision of new pedestrian and cycle links to link new and existing residential areas, employment areas, shops, schools and health facilities.
- e. The Local Plan Strategy site is expected to provide affordable housing in line with policy requirements set out in Policy SC 5 'Affordable Homes'.
- f. Development proposals should include an in perpetuity habitat plan and up to date Protected Species and extended phase one habitat survey. Development should incorporate mitigation measures of appropriate scale and quality tailored to the specific species on the site.
- g. The retention, where possible, of hedgerows and trees and the inclusion of appropriate planting and buffering along the northern and eastern boundaries of the site, to provide a clear edge to the development and reduce the visual impact of the development on the surrounding countryside.
- h. The development will be expected to provide contributions to education provision;
- i. A desk based archaeological assessment is required for the site, with appropriate mitigation carried out, if required.
- j. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- k. The development of the site will be masterplan-led, including a design code, which will be informed by its location, constraints and opportunities.

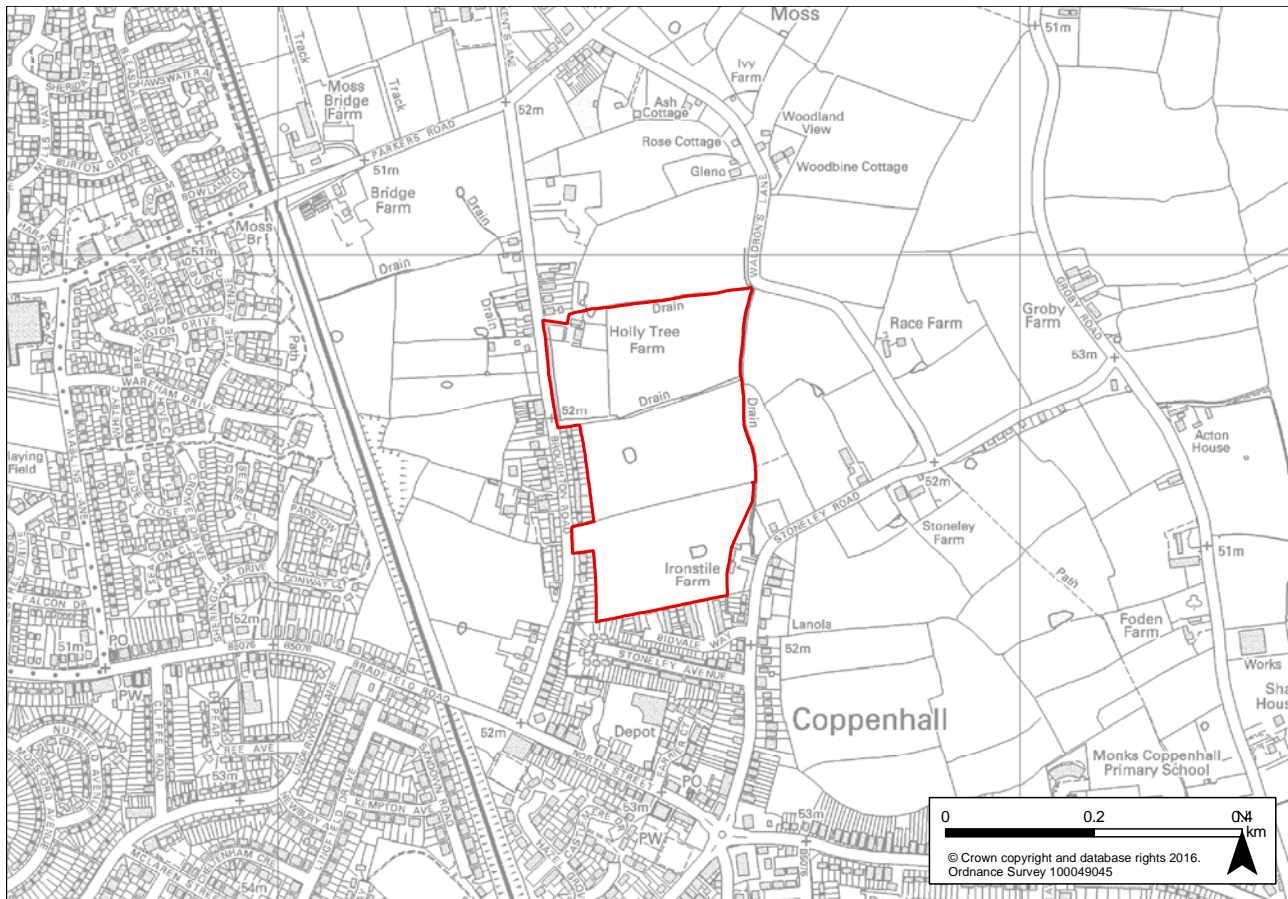


Figure 15.12 Broughton Road Site

Justification.

15.165 Green infrastructure provision underpins future development in Crewe, ensuring that it is a pleasant place to live and work. Any proposals should take into account the Green Infrastructure Action Plan for Crewe.

15.166 The provision of new green infrastructure and the improvement of existing green infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents, as well as enhancing the environment of the town and reflects the findings of the Green Infrastructure Action Plan for Crewe (TEP, 2012) and will also help deliver the growth aspirations for Crewe of ‘Northern Gateway’ (formerly known as ‘All Change for Crewe: High Growth City’).

15.167 It is important that the site contributes to appropriate highway improvements along the Sydney Road corridor to ensure highway safety.

15.168 Mud snail (a Local Biodiversity Action Plan priority species), lesser silver diving beetle (a protected species) and great crested newts (a protected species) have been recorded from a number of ponds and ditches on this site. Lesser silver diving beetles are dependent upon livestock poaching of the pond edges to maintain the habitat in a suitable condition therefore areas of retained habitat around the ponds must be of sufficient size to allow light grazing to be undertaken. The provision of additional ponds either on-site or off-site within an area of suitable grazed agricultural land is required to provide additional mitigation for the potential cumulative impacts on this species. Grass snakes (a protected species) are also known to be present in the broad locality. Other protected species are also thought to be present on the site. It is important therefore that appropriate habitat for protected species, if required, is retained/provided within the site.

15.169 It is important that appropriate buffering planting, along the northern and eastern boundaries of the site, is provided in such a way that a clear edge to the development is provided and that visual impacts are mitigated.



15.170 It is important that, where possible, hedgerows and trees that have habitat potential and a cumulative impact on the screening of the site are retained as part of any development proposals for the site.

15.171 Any new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 ‘Indoor and Outdoor Sports Facilities’.

15.172 An archaeological assessment will be required, to ensure that there will not be an impact on undesignated heritage assets.

15.173 The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.174 The northern two thirds of the site has full planning approval for 124 dwellings (13/5085N approved on appeal 15 September 2015), with an outline application for up to 129 dwellings currently under consideration (15/0366N).

15.175 The design and density of the development should reflect the location and character of the area and respond to the contents of the council’s most up to date Design Guidance.

Policy Context	
National Policy	NPPF (principally paragraphs): 19, 30, 47, 50, 57, 69, 73, 75, 109, 112, 117
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; draft Crewe Town Strategy; All Change for Crewe; Development Strategy; The Green Infrastructure Action Plan for Crewe (TEP 2012); Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurturing strong communities Priority 4: Supporting our children and young people Priority 5: Ensuring a sustainable future by providing affordable and appropriate housing Priority 6: Preparing for an increasingly older population Priority 7: Driving out the causes of poor health

Table 15.11 Policy Context: Broughton Road Site

Macclesfield



15.176 Macclesfield is the second largest town in Cheshire East and one of the two Principal Towns. In order to sustain the town's performance as one of the most successful in the regional economy significant development is encouraged which will support its role as one of the most important settlements in the borough. The map below identifies a number of Local Plan Strategy Sites and Strategic Locations, in and around Macclesfield, for growth in the future.

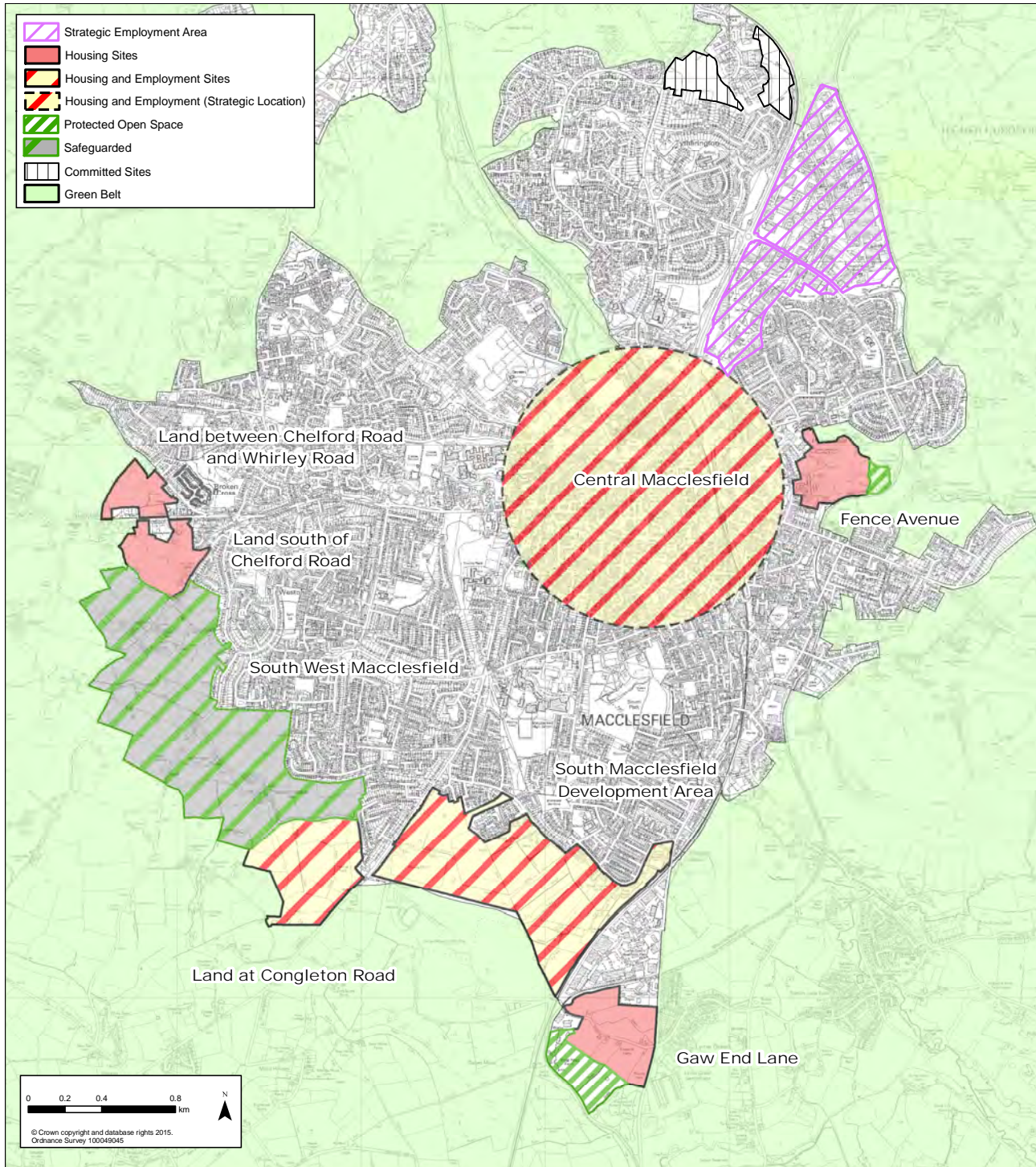


Figure 15.13 Macclesfield Town Map

15.177 Figure 15.13 (above) also shows safeguarded land. This is land not allocated for development at the present time but is taken out of the Green Belt and will be reviewed in future Local Plans that consider needs beyond 2030.



15.178 In addition to the Strategic Sites and Locations identified on this plan and in the text below, there is an allowance within Macclesfield for the development and delivery of brownfield and windfall sites. It is expected that these will deliver in the order of 500 homes.

15.179 As a result of the decline in traditional manufacturing, there is capacity for the partial re-development of the Hurdsfield employment site to help meet future employment need.

15.180 Further information about each of the identified Local Plan Strategy Sites and Strategic Locations can be found below.

Strategic Location LPS 12: Central Macclesfield

15.181 This site covers the central areas of Macclesfield. It includes the existing main shopping area and its surrounds, as well as the existing Tesco Hibel Road site, the Barracks Mill (Black Lane) site and The King's School's Cumberland Street Site. Surrounding uses include residential, retail, sports facilities and commercial uses.

Strategic Location LPS 12

Central Macclesfield

Within the area identified as Central Macclesfield, the council will look to maximise opportunities for improvement and regeneration, incorporating the introduction of new and the improvement of existing green infrastructure. The regeneration and development of Central Macclesfield over the Local Plan Strategy period will be achieved through:

1. The delivery of new dwellings;
2. Support for new and improved retail and leisure developments that are in-centre and improve the quality of the shopping experience;
3. Provision of other commercial uses including B1 office use;
4. Support for enhanced cultural offer;
5. Support for new restaurants and cafés, to increase footfall throughout the evening;
6. Delivery of landmark, well designed buildings;
7. Appropriate car parking;
8. Promotion of the local markets;
9. Improvements to the public realm;
10. Incorporation of green infrastructure, including:
 - i. Improvements to existing green infrastructure;
 - ii. Increased tree planting and the creation of tree lined boulevards; and
 - iii. The creation of greenspaces within new developments;
11. Improved pedestrian and cycle links to the railway station and bus station;
12. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities;
13. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities;
14. Highway improvements to Cumberland Street corridor and Hibel Road, Flower Pot junction and Broken Cross junction or as determined through any future transport study;
15. Improved strategic highways links towards the north and Manchester on the A523 corridor, including Poynton Relief Road;
16. Maximising opportunities to bring disused and underused buildings back into use; and
17. The provision of high quality design is of paramount importance, as this site includes numerous listed buildings, four conservation areas and locally important buildings and spaces. Development should have regard to the need to conserve and enhance the character and appearance of the listed buildings and conservation areas, including their settings.



Site Specific Principles of Development

- a. The overriding objective is to create a quality of life and urban environment which is attractive for all those who want to live, work and shop in Macclesfield. To do this the focus must be on offering increased high quality retail provision, a varied and interesting entertainment centre, a mix of residential accommodation and high quality commercial space.
- b. Retail and leisure sectors must be strengthened.
- c. Macclesfield Railway Station is very well connected with frequent trains to London and Manchester. In light of this connectivity there is a significant opportunity to create a 'hub' of activity built around the station with commercial, residential and leisure development.
- d. Land immediately to the south of Hibel Road (A537) is 'wedged' between the retail core and northern inner ring road. The area is small-scale and intimate with some attractive buildings but could benefit from enlivening via small scale development and reintegration with the town centre.
- e. Sensitive infill residential development will be appropriate around Macclesfield's historic centre. Furthermore there are numerous opportunities to rationalise and consolidate existing car parks – in so doing 'unlocking' important regeneration opportunities.
- f. There are opportunities to deliver high quality public open space throughout the town centre, most notably on Park Lane / Park Green. Allied with this, pedestrian activity and linkages must take preference over vehicular activity. These pedestrian routes should be safe, secure, accessible and well lit.
- g. The encouragement of landmark developments of a high quality design that should respond to local heritage and contemporary buildings.
- h. The Macclesfield Area of Archaeological Potential lies within the Central Macclesfield area. Archaeological assessments of development areas will be required, to include provision for mitigation if required.
- i. Depending on the location within the town, a cultural heritage desk based assessment of the development proposals will be required; proposals should demonstrate that they will conserve and enhance the character and appearance of the listed buildings and conservation areas, including their settings and also show how regard has been paid to the impact of development proposals on the heritage of the town.
- j. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

Justification

15.182 Central Macclesfield presents a valuable opportunity to maximise the assets and enhance the character of Macclesfield town centre and central area.

15.183 This area contains a number of heritage assets and locally important buildings and spaces. It is particularly important these buildings, places and spaces are retained and the local heritage is considered in any new developments.

15.184 The delivery of new residential development within this central area will help to support and enhance the town centre, improving natural surveillance in the area and supporting the night time economy. It will also help to maintain a balance of uses within the area, that will help to create and support sustainable communities.

15.185 High quality public spaces will support the vitality of this area and help to create successful urban environments. Whilst the improved pedestrian and cycle links will increase footfall through this central area and will help to bring life to the area throughout the day. Safeguarding and enhancement of the River Bollin corridor will be important considerations.



15.186 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 ‘Indoor and Outdoor Sports Facilities’.

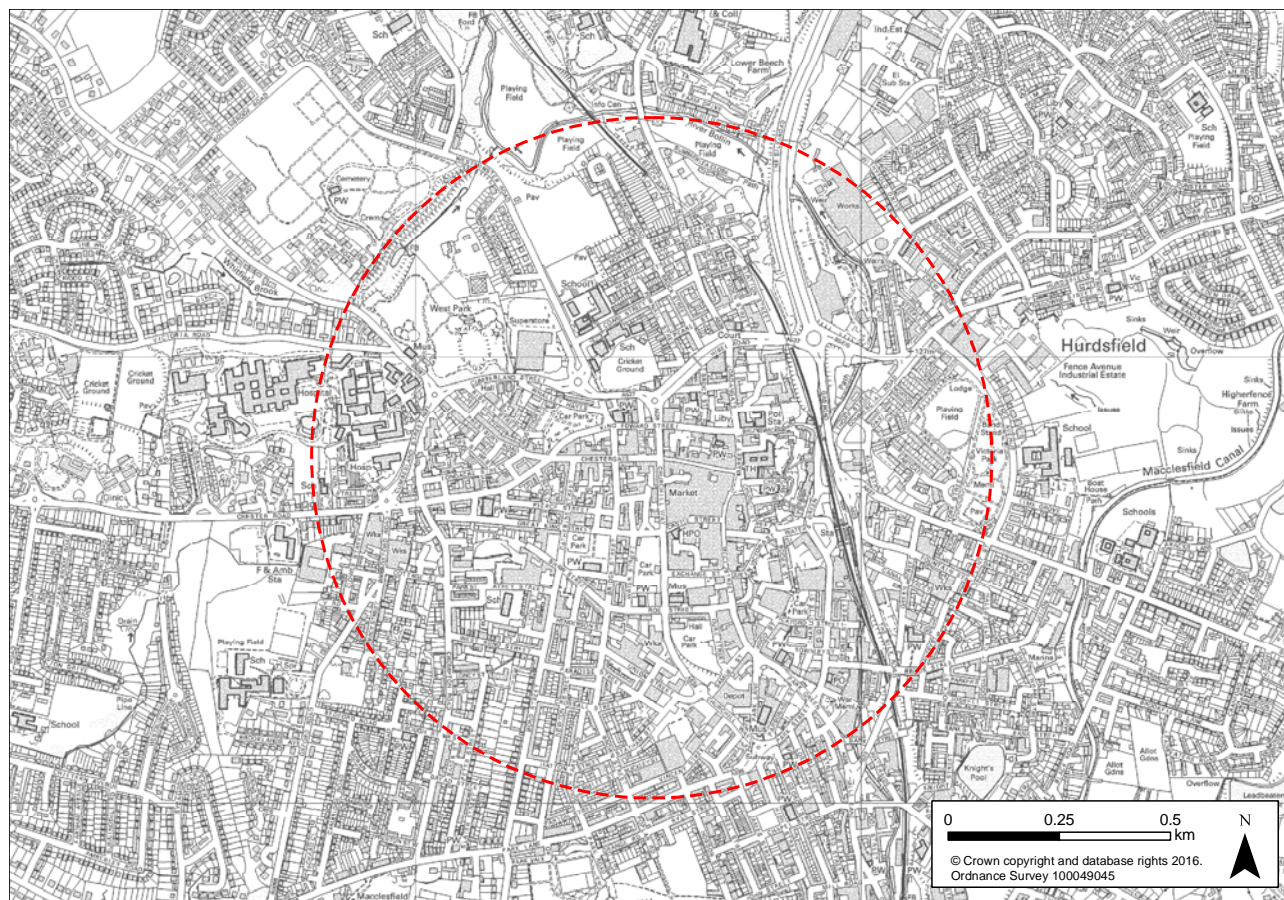


Figure 15.14 Central Macclesfield Strategic Location (Indicative)

Policy Context	
National Policy	NPPF (principally paragraphs): 20, 23, 30, 35, 37, 40, 47, 50, 51, 56, 57, 69, 70, 100, 109, 126, 132, 137
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Open Spaces Assessment; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment; Urban Potential Assessment.
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided Priority 3: Environmental quality should be protected and enhanced Priority 4: To reduce the need to travel, where possible, facilitate and promote more sustainable modes of transport, manage car use and improve the road network
SCS Priorities	Priority 1: Nurture strong communities Priority 2: Create conditions for business growth Priority 3: Unlock the potential of our towns Priority 5: Ensure a sustainable future

Table 15.12 Policy Context: Central Macclesfield Strategic Location



Site LPS 13: South Macclesfield Development Area

15.187 The South Macclesfield Development Area is a large, predominantly greenfield site adjacent to the southern urban edge of Macclesfield, bounded by Congleton Road (A536) and the railway line. Much of this site consists of open fields and scrub land with hedgerow boundaries but there are some existing uses on site such as small business uses off Turf Lane, a depot and playing fields with changing rooms.

15.188 Adjacent neighbouring uses include one and two storey residential properties on Congleton Road (A536) and recent new residential development off Moss Lane. The eastern boundary runs along the rail line and opposite Lyme Green Business Park. The southern boundary is onto farm land and the council's waste recycling centre and Danes Moss Landfill Site.

15.189 The site offers the opportunity to create a sustainable urban extension to facilitate some growth in Macclesfield; providing new housing alongside employment, convenience retail, community, recreation and sporting facilities as well as green infrastructure and an important contribution to the new link road.

Site LPS 13

South Macclesfield Development Area

The development of the South Macclesfield Development Area over the Local Plan Strategy period will be achieved through:

1. The delivery of around 1,050 dwellings;
2. Provision of:
 - i. Replacement playing fields, green infrastructure and open space to offer multi sports and recreational opportunities including a new pavilion / changing rooms;
 - ii. Class A3 / A4 public house and restaurant;
 - iii. Class A3 / A5 drive-through restaurant or hot food takeaway; and
 - iv. Class D2 health club / gym facility;
3. Provision of a new Class A1 superstore with a net sales area of up to 5,000 square metres. The majority of the net sales floorspace should be dedicated for convenience goods⁽⁸⁹⁾;
4. Provision of around 5 hectares of employment land and employment related uses;
5. Provision of a new primary school or contributions towards educational facilities;
6. Potential relocation of Macclesfield Town Football Club;
7. Incorporation of green infrastructure;
8. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
9. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space, community and sports facilities.

Site Specific Principles of Development

- a. Delivery of Link Road between Congleton Road and London Road.
- b. Existing trees, water courses and natural habitats are to be retained and enhanced as appropriate.
- c. Necessary infrastructure, open space and structural planting to include additional tree planting must be provided.

89 Convenience goods defined to comprise the following Classification of Individual Consumption by Purpose (COICOP) categories: Food and non-alcoholic beverages, Tobacco, Alcoholic beverages (off-trade), Newspapers and periodicals, and Non-durable household goods.



- d. The north / north-east portion of the site is most suitable for residential development. Proposals should take account of the scale, massing and density of the existing adjacent properties and access should be taken from the new link road. Site layouts should preserve the amenity of existing properties.
- e. The site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes';
- f. Commercial, convenience retail and leisure development will be appropriate on the western end of the site.
- g. The south-east part of the site provides an excellent opportunity for the provision of a new stadium facility for Macclesfield Town Football Club. There would also be an opportunity, to the west of the Stadium, to provide training facilities along with car parking which could serve the whole site.
- h. The form of development should endeavour to retain, where appropriate, much of the existing tree cover which is present on site – in particular on the southern boundary. Pedestrian and cycle links to existing routes and the proposed parcels of development should be provided, set within greenways which are safe, attractive and comfortable for users.
- i. A desk based archaeological assessment is required for the site, with appropriate mitigation being carried out, if required.
- j. A detailed site-specific flood risk assessment should be prepared.
- k. The retention and/or replacement of the indoor and outdoor sports facilities should be in accordance with the findings of an adopted, up to date and robust needs assessment.
- l. The site will be developed only where it can be demonstrated that there is no significant harm on the Danes Moss SSSI, particularly in relation to changes in water levels and quality, species populations and recreational pressures. This should include a full assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts after mitigation cannot be avoided, development proposals will not be permitted.
- m. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

Justification

15.190 This site has been allocated for a mix of uses including employment and shopping purposes since 1997, but has not come forward for development due to a combination of site conditions, market demand and competition pressures from other employment locations within the borough.

15.191 A mixed use allocation including a number of higher-value land uses including residential and Class A1 convenience retail is therefore considered to be crucial in enabling this site to come forward for development within the plan period.

15.192 Residential development will play a key role in achieving development on this site but the density of the proposals will need to be carefully balanced so as to achieve viability whilst ensuring the development is of a sustainable and high quality design that will be in keeping with the semi rural character of this particular area.

15.193 Due to the scale of the development and its location on the urban fringe the retention of large areas of open space and play facilities across the site will be considered important for recreation purposes.

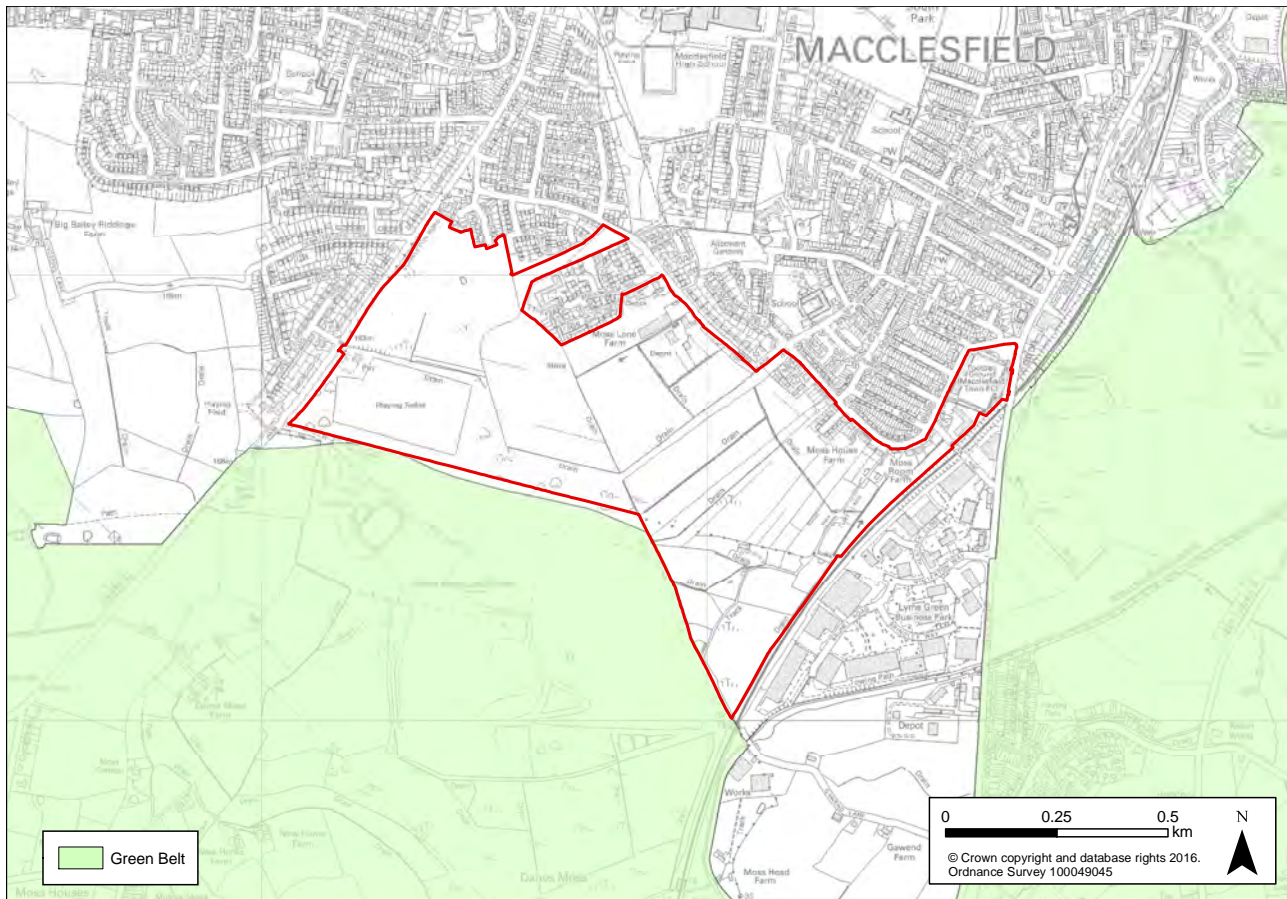


Figure 15.15 South Macclesfield Development Area Site

15.194 The site has been subject to a long-standing allocation for Class A1 retailing since 1997 (subsequently carried forward in the 2004 Local Plan Update) with the South Macclesfield Development Area Supplementary Planning Guidance (SPG – adopted November 1998) identifying that a Class A1 food superstore with a net sales area of 2,787 square metres (30,000 sq. ft.) would be appropriate.

15.195 The 2011 Town Centres Study identifies that there is a significant under-supply of convenience goods floorspace in Macclesfield with existing large out-of-centre superstores identified to be significantly overtrading. Even taking account of planned commitments, a significant quantitative and qualitative based need is identified by the study for a new Class A1 superstore in the town to re-distribute trade whilst enhancing genuine competition and choice for local residents.

15.196 A new Class A1 superstore on the site would therefore realise the long-standing Local Plan allocation and address the current spatial deficiency in main food shopping provision in the south of Macclesfield. The store would meet a 'location-specific' need and serve the planned new residential development as well as encouraging sustainable convenience shopping patterns.

15.197 Given the planned regeneration of Macclesfield town centre, it is important that the proposed Class A1 superstore predominantly meets convenience shopping needs and the council will seek to control the quantum of non-food retail floorspace via appropriate planning conditions.

15.198 The socio-economic profile of south Macclesfield suggests that there are pockets within this part of the town which are most likely to suffer from deprivation. The allocation of employment land within this site will help to improve access to employment opportunities for local residents and also contribute to the town's overall employment needs.

15.199 The site is in close proximity to the Danes Moss SSSI and any new development will need to be respectful of this fact. The council will expect all existing landscape features to be retained, where possible, as well as the retention of any trees subject of a Tree Preservation Order unless there are exceptional circumstances for their removal. An extensive network of green infrastructure will be required on site, particularly to the south in order to integrate the site successfully into the area



and to help mitigate any impacts on the SSSI. A comprehensive landscaping scheme will be required to soften the urban edge and ensure the site responds positively to the character and appearance of this area as well as providing an appropriate buffer between the built form and the SSSI. Dependant on the layout of the site a structural landscape buffer with appropriate planting may also be considered necessary adjacent to the railway line in order to assist mitigation of noise.

15.200 The site has also been identified as a site having ecological potential. A more detailed consideration should be given to this through the submission of an ecological survey and incorporation of mitigation measures.

15.201 The site will be served by a new link road between Congleton Road (A536) and London Road (A523). The road will be constructed in a phased manner, proportionate to the development of adjacent housing, retailing and business. The development of the eastern portion of the site will require completion of the link road to London Road. No development is expected to be served from the existing road network to the north.

15.202 Appropriate off and on site highway works will be necessary to enable sustainable linkages between the site and the town centre without exacerbating current traffic congestion pressures. The council will expect cycle and pedestrian routes to ensure sustainable modes of transport are encouraged.

15.203 Due to the scale of this development and sensitive constraints, a master plan should be submitted so the site may be planned in a co-ordinated and comprehensive manner.

15.204 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.205 The council expects that the following are considered in the context of the ecological value of the site due to its proximity to the Danes Moss SSSI:

- Impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site
- Impact on water resources
- Impact on water chemistry
- Impacts on nutrient status
- Risks from pollution during construction (e.g. spillages or minor pollution incidents and the storage of oils and fuels)
- Impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- Impacts from dust generated during the construction work
- Impact of increased foot traffic on the sensitive fen meadow vegetation

Indicative Site Delivery

- It is expected that employment land will be delivered during the middle part of the plan period (2020-2025)



Policy Context	
National Policy	NPPF (principally paragraphs): 22, 30, 32, 34, 35, 38, 41, 47, 50, 52, 56, 69, 70, 74, 100, 109, 112, 117, 120
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; draft Macclesfield Town Strategy; Development Strategy; Employment Land Review; Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided Priority 3: Environmental quality should be protected and enhanced Priority 4: To reduce the need to travel, where possible, facilitate and promote more sustainable modes of transport, manage car use and improve the road network
SCS Priorities	Priority 1: Nurture strong communities Priority 2: Create conditions for business growth Priority 3: Unlock the potential of our towns Priority 5: Ensuring a sustainable future by providing affordable and appropriate housing

Table 15.13 Policy Context: South Macclesfield Development Area Site

Site LPS 14: Land East of Fence Avenue, Macclesfield

15.206 This site is located to the east of Macclesfield, between the current urban area and the Macclesfield Canal. Part of the site is currently occupied by the King's School and the site also includes areas of agricultural land. Overall, it covers an area of approximately 13 hectares. Adjacent land uses include the Fence Avenue Industrial Estate and residential areas. The Macclesfield Canal bounds the south-eastern end of the site.

15.207 This site presents a suitable opportunity for the delivery of a sustainable and high quality residential development in a central and accessible location.

15.208 Part of the site is within the Buxton Road Conservation Area and the Macclesfield Canal Conservation Area. Allocation of this site involved an adjustment to the Green Belt boundary.

Site LPS 14

Land East of Fence Avenue, Macclesfield

The development of Land East of Fence Avenue over the Local Plan Strategy period will be achieved through:

1. The delivery of around 250 new homes, including the sensitive conversion of the main school building to apartments; development will focus on the school curtilage (which includes the sports fields);
2. Incorporation of green infrastructure throughout the site, to include an appropriate level of open space provision; an area adjacent to the canal shall be retained as open space encompassing land either side of the Smyth's Bridge; this will retain some of the naturalised setting, including the belt of tree planting to the west of the bridge (in order to minimise impact on the conservation area and landscape designation area);
3. Improvement of existing and provision of new pedestrian and cycle links to existing residential areas, shops, schools and health facilities; in particular, improvements to the canal towpath;



4. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities; and
5. Attention to the quality of landscaping and the design of the new built development, including a sensitive approach to density, massing and height.

Site Specific Principles of Development

- a. Public realm provision must play a critical part of any proposals, reflecting the green credentials of the site. These spaces will need to be safe and secure and appropriately managed.
- b. Proposals should retain the main school building which faces onto Fence Avenue.
- c. Green infrastructure provision should be prioritised throughout the site. It must connect with the town centre by providing links to the bottom of Hurdsfield Road and Fence Avenue to link to Victoria Park and also to the eastern edge of the site which provides connectivity with the wider Green Belt and open countryside. Existing trees and hedgerows should be retained where possible as these make a valuable contribution to the character of the area, and its relationship with surrounding land uses. The scale and design of new development therefore needs to reflect the urban fringe character at the edges of the site and green infrastructure also needs to permeate from the edges into the main body of the site.
- d. The Macclesfield Canal, which frames the southern portion of the site, provides an excellent opportunity for improved permeability and connectivity with any proposed development and also for enhancement of the public right of way. The development provides the opportunity to enhance the usability of the canal and connectivity of the site to it through connection to the towpath via Smyth's Bridge, bringing it back into positive use.
- e. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes';.
- f. Transport improvements as determined through any future transport study.
- g. Retention (or replacement) and enhancement of playing fields and sporting facilities are required as part of the development. The retention and/or replacement of the indoor and outdoor sports facilities should be in accordance with the findings of an adopted, up to date and robust needs assessment.
- h. The setting of the Church of the Holy Trinity should be protected by excluding the elevated land directly opposite the church from development (i.e. retaining it as open green space/pasture) and maintaining the quality and density of landscaping on the eastern edge of the site, including retention of existing tree belts and hedges. The identifiable tree line along the eastern edge of the site should be strengthened by additional planting to form a strong Green Belt boundary.
- i. Any application would need to be supported by a full ecological appraisal, including a detailed botanical survey of the grassland habitats on site. Mitigation would be required to address any impacts on protected species. Any woodland, priority habitats or habitats of local wildlife site quality on the site should be retained.
- j. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

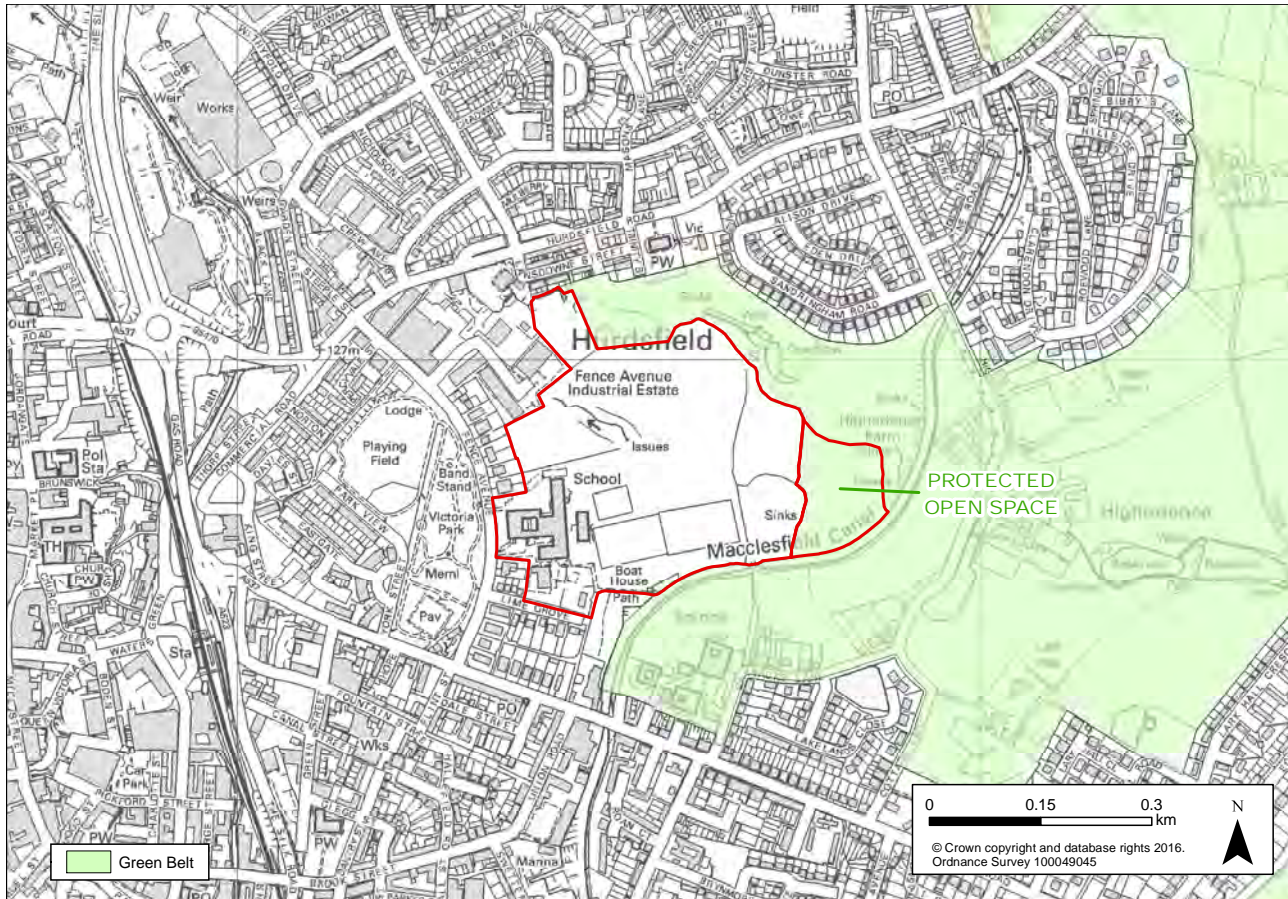


Figure 15.16 Land East of Fence Avenue Site

Justification

15.209 Located to the north of Buxton Road and within 500m of Macclesfield town centre, this site presents itself as a very sustainable location as it is within easy walking distance of local amenities (shops / library) and public transport provision (bus stops, train station).

15.210 The site is one of two sites currently occupied by The King's School who are seeking to consolidate existing operations into one site. The council intends to identify a new site for The King's School through its Site Allocations Development Plan Document. This has the benefits of releasing central, sustainably-located sites for development and will enable improved school and sporting facilities to be developed.

15.211 The Fence Avenue site includes a main school building and a series of ancillary buildings to the east. The main school building dates back to 1909 and although not listed it is considered to be of architectural merit and offers an important contribution to the character of the Buxton Road Conservation Area, within which it is located. A sympathetic conversion of the existing building is therefore required.

15.212 The remainder of the site consists of playing fields, farmland and a wooded valley and is framed by the Macclesfield Canal. The main school building and western boundary of the site is located within the Buxton Road Conservation Area and the eastern boundary runs parallel to the Macclesfield Canal Conservation area.

15.213 The site sits adjacent to the Cheshire Green Belt to the east and it lies within an area identified as the "Peak Park Fringe" within the Cheshire East: Local Landscape Designation Study (2013). Any new development on this site must respect the landscape character of this particular area, the openness of the adjacent Green Belt and have regard to Policy SE 15 'Green Infrastructure', and landscape will therefore be important to ensuring the proposed development integrates well into the character of this particular area.



15.214 The close proximity of the Macclesfield Canal is an ideal opportunity to expand on the connectivity of this site particularly to areas of existing open space. Therefore improvements to the Canal towpath should be sought.

15.215 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

Policy Context	
National Policy	NPPF (principally paragraphs): 30, 34, 35, 37, 38, 47, 50, 56, 57, 59, 69, 70, 74, 83, 100, 109, 126, 132, 137
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; draft Macclesfield Town Strategy; Development Strategy; Green Belt Assessment Update; Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Cheshire East Local Landscape Designation Study (2013); Macclesfield Canal Conservation Area Appraisal and Management Proposals (2009); Buxton Road Macclesfield Conservation Area Appraisal; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment; Heritage Impact Assessment
Strategic Priorities	Priority 2: To create sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided Priority 3: Environmental quality should be protected and enhanced Priority 4: To reduce the need to travel, where possible, facilitate and promote more sustainable modes of transport, manage car use and improve the road network
SCS Priorities	Priority 1: Nurture strong communities Priority 5: Ensuring a sustainable future by providing affordable and appropriate housing

Table 15.14 Policy Context: Land East of Fence Avenue Site

Site LPS 15: Land at Congleton Road, Macclesfield

15.216 The area lies to the south west of Macclesfield to the north west of Congleton Road. Surrounding uses include mainly residential and agricultural land.

15.217 Allocation of this site involved an adjustment to the Green Belt boundary.



Site LPS 15

Land at Congleton Road, Macclesfield

The development of land at Congleton Road over the Local Plan Strategy period will be achieved through:

1. The delivery of around 300 new dwellings;
2. Provision of around 10 hectares of employment land and employment related uses;
3. Incorporation of green infrastructure, including a neighbourhood park and public open space;
4. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; this could link to Site LPS 13 and provide a strategic south west green route around the town;
5. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities; and
6. A master plan should be submitted so the site may be planned in a co-ordinated and comprehensive manner. Development must be in accordance with an agreed masterplan which must detail how a readily recognisable Green Belt boundary would be reinforced that will endure in the long term.

Site Specific Principles of Development

- a. The development would be expected to contribute towards off-site road infrastructure improvements in the central and southern Macclesfield area.
- b. Any development that would prejudice the future comprehensive development of the adjacent safeguarded land will not be permitted (Site reference LPS 19).
- c. The access road must be designed to serve any potential future development on the adjacent safeguarded land and it must be of a standard to form part of any future South West Macclesfield Link Road.
- d. The development would be expected to provide improvements to existing and include the provision of new pedestrian, cycle and public transport links to existing and proposed residential and employment areas, shops, schools & health facilities. The provision of a south west green route would link with existing north to south routes in the form of the Macclesfield Canal and Middlewood Way.
- e. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- f. The development should deliver compensatory habitats on the site as required.
- g. A desk based archaeological assessment is required for the site, with targeted evaluation and appropriate mitigation being carried out, if required.
- h. A landscaped buffer should be incorporated between development and the rear of properties on Hillcrest Road.
- i. Any application would need to be supported by a full ecological appraisal. Mitigation would be required to address any impacts on protected species. Any woodland, orchards or other priority habitats or habitats of local wildlife site quality on the site should be retained and buffered by areas of open space/habitat creation.
- j. Any development proposals must avoid any impacts on Local Wildlife Sites. This should include indirect impacts resulting from changes in hydrology, hydrochemistry, air pollution and recreational impacts.
- k. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

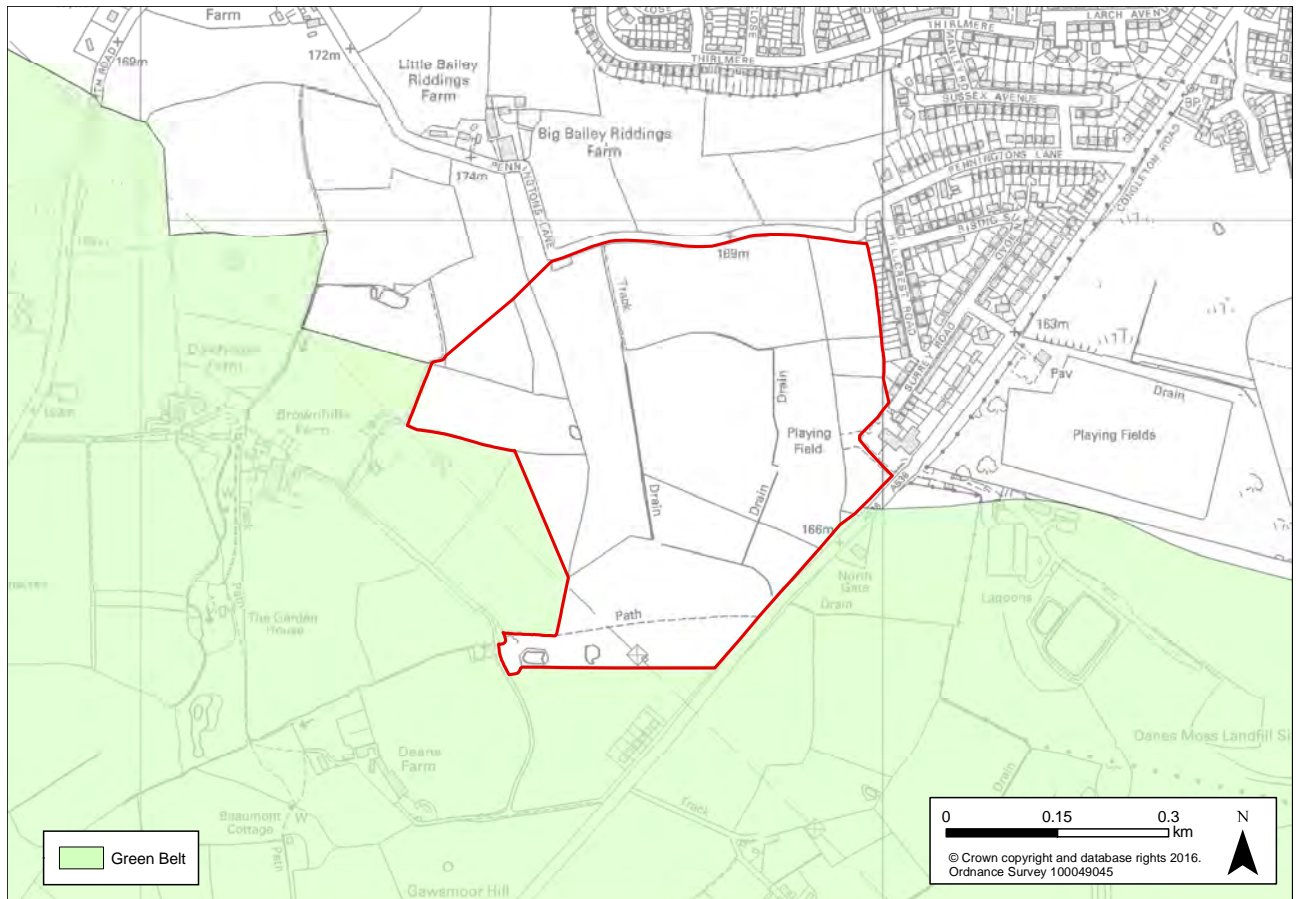


Figure 15.17 Land at Congleton Road Site

Justification

15.218 Located to the south west of Macclesfield, the site is well connected to the exiting urban edge of the settlement and well connected to the highways network in the southern part of the town.

15.219 Through delivery of 300 new homes and 10 ha of employment land the site will contribute significantly to meeting the housing needs of the borough and the on going regeneration and growth of Macclesfield. The release of Green Belt land in this location has been necessary to enable the provision of sufficient housing land within the plan period and to allow the safeguarding of land for the future growth of Macclesfield beyond the plan period (Site reference LPS 19).

15.220 The site comprises agricultural land with some important natural features including trees, hedgerows and ponds and there are known to be protected species on site. Any development proposal must avoid any impacts on Local Wildlife sites. Danes Moss SSSI lies within 1km to the south east of the site. Any development proposal should consider the indirect impacts on the SSSI and Natural England would be required to be consulted on any planning application.

15.221 The incorporation of green infrastructure, community facilities, pedestrian and cycle links to new and existing residential areas and contributions to wider community needs and infrastructure (in particular the highways network and the South West Macclesfield Link Road) will all ensure the site is delivered in a way which integrates into the existing settlement and local landscape.

15.222 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

Indicative Site Delivery

- It is expected that employment land will be delivered during the middle part of the plan period (2020-2025)



Policy Context	
National Policy	NPPF (principally paragraphs): 20, 21, 34, 35, 38, 41, 47, 50, 52, 56, 69, 70, 83, 85, 100, 109, 112, 117 and 120
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; draft Macclesfield Town Strategy; Development Strategy; Green Belt Assessment Update; Cheshire East Housing Development Study; Employment Land Review; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth. Priority 2: To create sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided. Priority 3: Environmental quality should be protected and enhanced. Priority 4: To reduce the need to travel, where possible, facilitate and promote more sustainable modes of transport, manage car use and improve the road network.
SCS Priorities	Priority 1: Nurture strong communities Priority 2: Create conditions for business growth Priority 5: Ensure a sustainable future

Table 15.15 Policy Context: Land at Congleton Road Site

Site LPS 16: Land south of Chelford Road, Macclesfield

15.223 The area lies to the west of Macclesfield to the south of Chelford Road. Surrounding uses include mainly residential and agricultural land.

15.224 Allocation of this site involved an adjustment to the Green Belt boundary.



Site LPS 16

Land south of Chelford Road, Macclesfield

The development of land off Chelford Road over the Local Plan Strategy period will be achieved through:

1. The delivery of around 200 new dwellings;
2. Provision of new road junction to Chelford Road, and construction of an access road to the southern perimeter of the site;
3. Incorporation of green infrastructure and public open space;
4. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities;
5. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities; and
6. A master plan should be submitted so the site may be planned in a co-ordinated and comprehensive manner. Development must be in accordance with an agreed masterplan which must detail how a recognisable Green Belt boundary would be reinforced that will endure in the long term.

Site Specific Principles of Development

- a. The development would be expected to contribute towards off-site road infrastructure improvements in the central and western Macclesfield area.
- b. Any development that would prejudice the future comprehensive development of the adjacent safeguarded land will not be permitted (Site reference LPS 19).
- c. The access road must be designed to serve any potential future development on the adjacent safeguarded land and it must be of a standard to form part of any future South West Macclesfield Link Road.
- d. The development would be expected to provide improvements to existing and include the provision of new pedestrian, cycle and public transport links to existing and proposed residential and employment areas, shops, schools & health facilities. The provision of a south west green route would link with existing north to south routes in the form of the Macclesfield Canal and Middlewood Way.
- e. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- f. A desk based archaeological assessment is required for the site, with targeted evaluation and appropriate mitigation being carried out, if required.
- g. Any application would need to be supported by a full ecological appraisal. Mitigation would be required to address any impacts on protected species. Any woodland, orchards and other priority habitats or habitats of local wildlife site quality on the site should be retained and buffered by areas of open space/habitat creation. A 30m undeveloped buffer must be provided around the ancient woodland within and adjacent to the site at Cock Wood and deliver complimentary and/or compensatory habitats on the site as required.
- h. Any development proposals must avoid any impacts on Local Wildlife Sites. This should include indirect impacts resulting from changes in hydrology, hydrochemistry, air pollution and recreational impacts.
- i. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.



Policy Context	
National Policy	NPPF (principally paragraphs): 20, 21, 34, 35, 38, 41, 47, 50, 52, 56, 69, 70, 83, 85, 100, 109, 112, 117 and 120
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; draft Macclesfield Town Strategy; Development Strategy; Green Belt Assessment Update; Cheshire East Housing Development Study; Employment Land Review; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth. Priority 2: To create sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided. Priority 3: Environmental quality should be protected and enhanced. Priority 4: To reduce the need to travel, where possible, facilitate and promote more sustainable modes of transport, manage car use and improve the road network.
SCS Priorities	Priority 1: Nurture strong communities Priority 2: Create conditions for business growth Priority 5: Ensure a sustainable future

Table 15.16 Policy Context: Land south of Chelford Road Site

Site LPS 17: Gaw End Lane, Macclesfield

15.230 This area lies to the south of Macclesfield beyond the Lyme Green Business Park and incorporating land to the north and south of Gaw End Lane. The site is mainly agricultural land, adjacent to the Council Depot at the northern-eastern corner. Surrounding uses include Lyme Green Business Park, residential uses and agricultural land.

15.231 Allocation of this site involved an adjustment to the Green Belt boundary. The new Green Belt boundary uses physical features that are readily recognisable. These are London Road (A523), the Macclesfield Canal and the wooded boundary to Rayswood Nature Reserve.



Site LPS 17

Gaw End Lane, Macclesfield

The development of Gaw End Lane over the Local Plan Strategy period will be achieved through:

1. The delivery of around 300 homes;
2. Incorporation of green infrastructure which should include the following:
 - i. Green linkages to the wider footpath network, habitats and site LPS 13 including links to the north/south strategic link of the Macclesfield Canal. Land to the southwest of the site adjacent to the canal should remain undeveloped and is allocated for open space within site LPS 17 as shown on Figure 15.19;
 - ii. New public open space;
 - iii. Green buffers to London Road/Leek Road and Macclesfield Canal; and
 - iv. An area of protected open space adjacent Rayswood Nature Reserve as shown on the proposals map;
3. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
4. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities.

Site Specific Principles of Development

- a. Buffer zone of semi-natural habitats to be provided adjacent to the Macclesfield Canal SBI.
- b. Development must be sensitive to the conservation area and listed structures / buildings. The retention of open space on the western edge of the site would help safeguard the immediate context from urbanising development up to the canal edge, where it would most dramatically affect views and the sense of openness within the bend in the canal. Regarding the setting of Toll Bar cottage the impact could be lessened in the approach taken to the site's planning, by retaining the mature boundary landscaping opposite the property and also by using this south easterly part of the site as a pedestrian gateway into the scheme, with associated open space.
- c. This Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- d. The site will be developed only where it can be demonstrated that there is no significant harm on the Danes Moss SSSI, particularly in relation to changes in water levels and quality and recreational pressures. This should include a full assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure protection of the SSSI
- e. Any application would need to be supported by a full ecological appraisal. Ecological mitigation would be required to address any adverse impacts.
- f. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

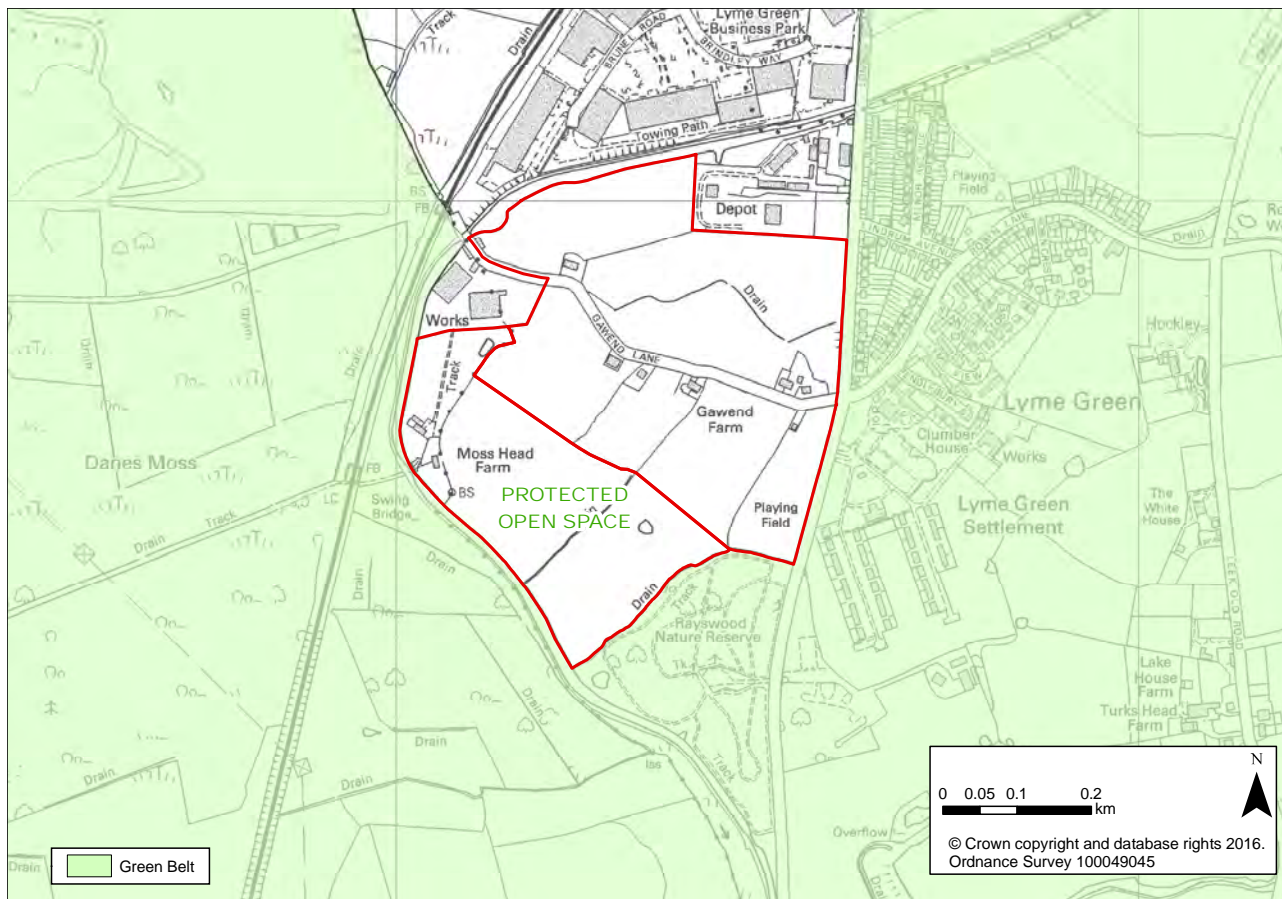


Figure 15.19 Gaw End Lane Site

Justification

15.232 The site is located to the south of Macclesfield, is well related to the existing highways network and Lyme Green business park and its allocation required a revision to the Green Belt boundary. The site has been identified to deliver some 300 dwellings.

15.233 The site is detached from the main urban area of Macclesfield; however it does have a strong relationship to the business park at Lyme Green and good access to key services, facilities and employment opportunities by a range of modes of transport. Due to a lack of constraints and major infrastructure requirements the site is available for future development in the short term.

15.234 There are some natural features within the site which is adjacent to a Site of Biological Importance and includes heritage assets within the Macclesfield Canal Conservation Area, notably a listed canal bridge. Development must be sensitive to the conservation area and listed structures / buildings and any noise impact from adjacent land uses should be mitigated against.

15.235 It is essential that investment is delivered to improve public transport infrastructure, pedestrian and cycle links and other appropriate improvements to enhance the sustainability of this location.

15.236 Any proposals should include a buffer zone of semi-natural habitats adjacent to the Macclesfield Canal and SBI. The area of protected open space (as shown on the Figure 15.19) will also act as a buffer to the woodland area of Rayswood Nature Reserve.

15.237 Through the protection of existing features and the provision of appropriate infrastructure and services, development here can form a sustainable extension to Macclesfield supporting the prosperity and vitality of the town through the plan period.

15.238 Development here relates well to Lyme Green Business Park and the highway network within the southern area of Macclesfield town.



15.239 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 ‘Indoor and Outdoor Sports Facilities’.

15.240 The council expects that the following are considered in the context of the ecological value of the site due to its proximity to the Danes Moss SSSI:

- Impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site
- Impact on water resources
- Impact on water chemistry
- Impacts on nutrient status
- Risks from pollution during construction (e.g. spillages or minor pollution incidents and the storage of oils and fuels)
- Impacts from changes to air quality from construction and ‘end use’ traffic emissions resulting in potential for increased nitrogen deposition
- Impacts from dust generated during the construction work
- Impact of increased foot traffic on the sensitive fen meadow vegetation

Policy Context	
National Policy	NPPF (principally paragraphs): 38, 41, 47, 50, 52, 56, 69, 70, 83, 85, 100, 109, 112, 117, 126, 132, 137
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; draft Macclesfield Town Strategy; Development Strategy; Green Belt Assessment Update; Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Macclesfield Canal Conservation Area Appraisal; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment; Heritage Impact Assessment
Strategic Priorities	Priority 2: To create sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided Priority 3: Environmental quality should be protected and enhanced
SCS Priorities	Priority 1: Nurture strong communities Priority 5: Ensure a sustainable future

Table 15.17 Policy Context: Gaw End Lane Site



Site LPS 18: Land between Chelford Road and Whirley Road, Macclesfield

15.241 The area lies to the west of Macclesfield to the north of Chelford Road and to the South West of Whirley Road forming the south eastern corner of the area of land stretching between Macclesfield and Henbury. Surrounding uses include mainly residential and agricultural land. Whirley Primary School lies to the north.

15.242 Allocation of this site involved an adjustment to the Green Belt boundary. The Green Belt boundary is defined by using Chelford Road and existing development curtilage on Whirley Road. A new defensible Green Belt boundary will need to be created along the western boundary through screening and landscaping.

Site LPS 18

Land between Chelford Road and Whirley Road, Macclesfield

The development of land off Chelford Road and Whirley Road over the Local Plan Strategy period will be achieved through:

1. The delivery of around 150 new dwellings;
2. Provision of public open space and green linkages to existing footpaths and rights of way;
3. The incorporation of natural features such as trees, the existing pond and landform features into any development proposal;
4. Creating a readily recognisable Green Belt boundary, that will endure in the long term, along the western edge by tree planting and landscaping along the existing hedge line extending north-eastwards to the existing pond;
5. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities; and
6. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities.

Site Specific Principles of Development

- a. The development would be expected to contribute towards off-site road infrastructure improvements in the central, western and southern/south western Macclesfield area.
- b. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- c. The line of the existing sewer should be protected.
- d. The site should be developed so as to facilitate any junction improvements that may be necessary for a future road link between Chelford Road and Congleton Road.

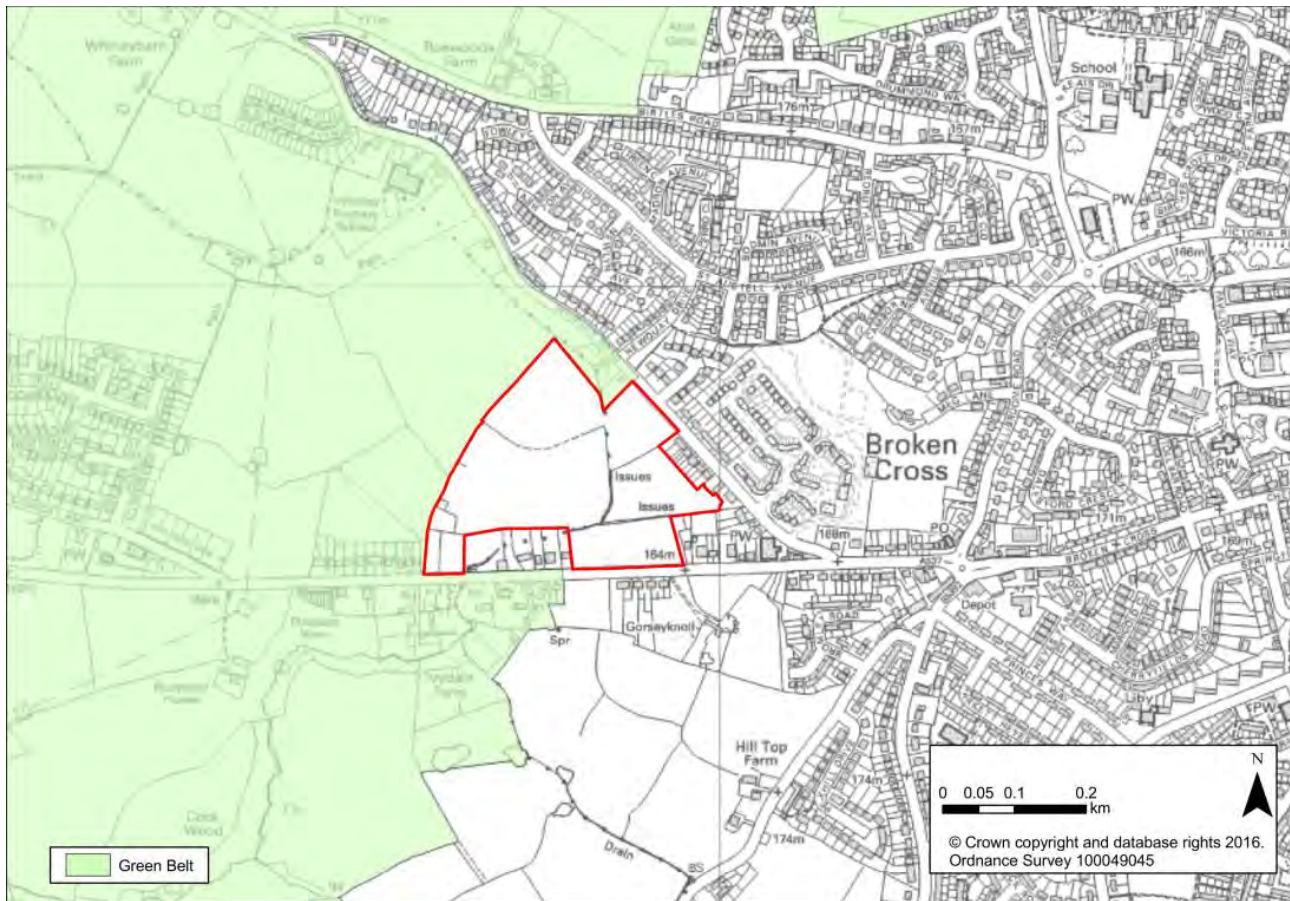


Figure 15.20 Land between Chelford Road and Whirley Road Site

Justification

15.243 Located to the west of Macclesfield, the site is well connected to the exiting urban edge of the settlement.

15.244 Through delivery of around 150 new homes the site will contribute to meeting the housing needs of the borough and the on going regeneration and growth of Macclesfield. The release of Green Belt land in this location has been necessary to enable the provision of sufficient housing land within the plan period but the amount of land released is limited to respect the important area between Macclesfield and Henbury.

15.245 The site comprises agricultural land, with some important natural features including trees, hedgerows and a large pond and marshy areas. However there are no specially identified natural designations within the site and it does not contain any assets of heritage value.

15.246 The incorporation of green infrastructure, pedestrian and cycle links to new and existing residential areas and contributions to wider community needs and infrastructure will create a sustainable development.

15.247 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.248 Land adjacent to this site, south of Chelford Road, is allocated for development which will include the start of a road capable of linking Chelford Road with Congleton Road. A small portion of this site may be required for the construction of a new roundabout to serve this road. The development should be designed to facilitate and accommodate this new junction.



Policy Context	
National Policy	NPPF (principally paragraphs): 20, 21, 34, 35, 38, 41, 47, 50, 52, 56, 69, 70, 83, 85, 100, 109, 112, 117 and 120
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; draft Macclesfield Town Strategy; Green Belt Assessment Update; Employment Land Review; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.
Strategic Priorities	Priority 2: To create sustainable communities, where all members are able to contribute and where all the infrastructure required to support the community is provided. Priority 3: Environmental quality should be protected and enhanced. Priority 4: To reduce the need to travel, where possible, facilitate and promote more sustainable modes of transport, manage car use and improve the road network
SCS Priorities	Priority 1: Nurture strong communities Priority 2: Create conditions for business growth Priority 5: Ensure a sustainable future

Table 15.18 Policy Context: Land between Chelford Road and Whirley Road Site

Safeguarded Land LPS 19: South West Macclesfield

15.249 The area lies to the south west of Macclesfield and incorporates a large greenfield area around Penningtons Lane, Gawsworth Road and Pexhill Road. The land is adjacent to the Local Plan Strategy Sites (LPS 15 and LPS 16). The area is safeguarded and is not allocated for development in this Local Plan. It may be required to serve development needs in the future, following a review of the Local Plan. Detailed design considerations would be decided at that future point

15.250 Safeguarding this site involved an adjustment to the Green Belt boundary.

Safeguarded Land LPS 19

South West Macclesfield

1. 95.7 hectares of safeguarded land

Site Specific Principles of Development

- This site is not allocated for development at the present time.

Justification

15.251 Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.

15.252 Located to the south west of Macclesfield, the site is well connected to the existing urban edge of the settlement and well connected to the highways network in the southern part of the town.

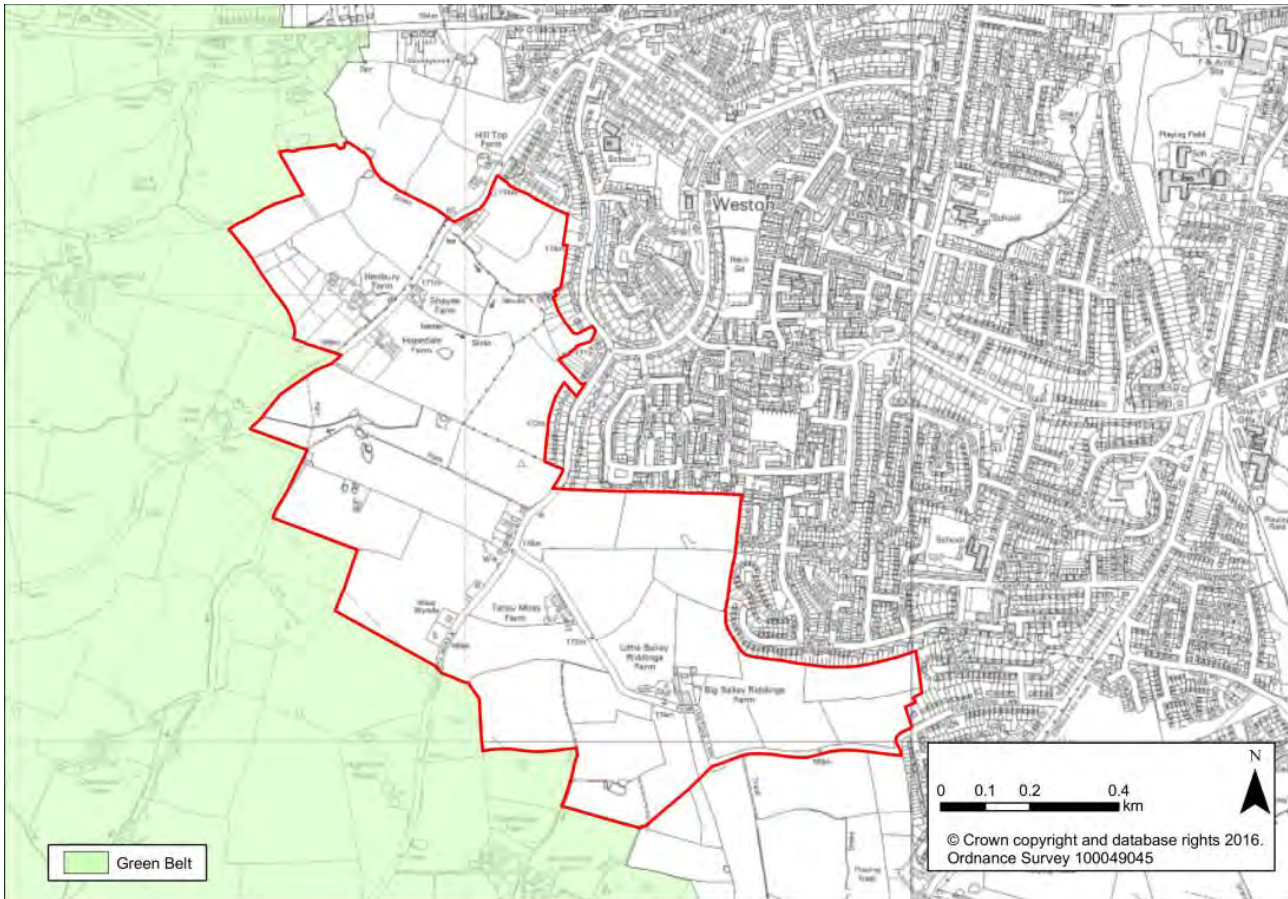


Figure 15.21 South West Macclesfield Safeguarded Land

Policy Context	
National Policy	NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91
Local Evidence	Site Selection Report; Development Strategy; draft Macclesfield Town Strategy; Strategic Housing Land Availability Assessment; Green Belt Assessment Update; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced
SCS Priorities	Priority 1: Nurturing strong communities Priority 2: Creating conditions for business growth Priority 5: Ensuring a sustainable future Priority 7: Driving out the causes of poor health

Table 15.19 Policy Context: South West Macclesfield Safeguarded Land



Alsager

15.253 Alsager has been identified as one of the Key Service Centres for Cheshire East, and as such the vitality and growth of this town contributes to the prosperity of the borough as a whole. Figure 15.22 (below) identifies a number of Local Plan Strategy Sites in and around Alsager for growth in the future.

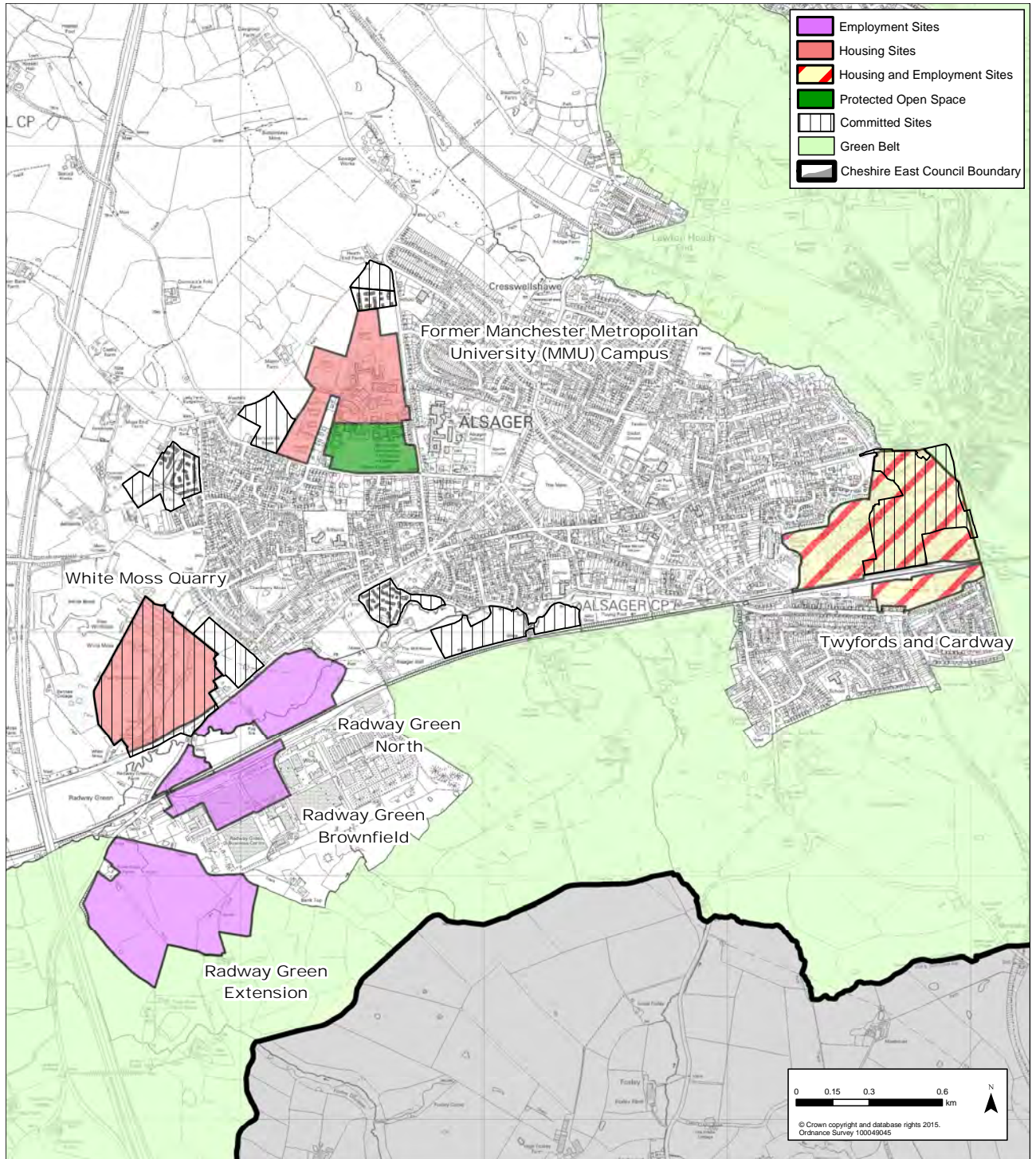


Figure 15.22 Alsager Town Map

15.254 Further information about each of the identified Local Plan Strategy sites can be found below.



Site LPS 20: White Moss Quarry, Alsager

15.255 The White Moss Quarry site is located to the west of Alsager and covers areas of the peat and sand workings and associated aggregate recycling operations at White Moss. Although classed as greenfield (as subject to restoration conditions), areas of land have been extensively disturbed by mineral extraction. The remainder of the location is in agricultural use and contains a variety of wooded areas, existing hedgerows and field systems, to be retained or incorporated into the proposed scheme. It is proposed that development will be focused on the south eastern part of this location allowing for the wider existing worked areas to be effectively restored.

Site LPS 20

White Moss Quarry, Alsager

The development of White Moss Quarry over the Local Plan Strategy period will be achieved through:

1. The provision of around 350 new homes in the plan period (at a density of between 25 and 35 dwellings per hectare);
2. The creation of a new local centre including:
 - i. Appropriate retail provision to meet local needs; and
 - ii. A small scale community facility that will be capable of accommodating a variety of uses.
3. The incorporation of green infrastructure, including:
 - i. A significant depth of native woodland and other semi-natural habitat screening along all relevant boundaries to provide a buffer between the development and the M6 (at least 40 metres) and to offset detrimental visual impact to the open countryside, along with the creation of wildlife habitats, including those for protected species;
 - ii. The retention, where possible, of important hedgerows that have a cumulative screening impact on development and contribute to the habitat value of the site;
 - iii. The creation of drainage ponds that have visual and habitat potential;
 - iv. Open space including multi use games area, equipped children's play space and facilities for teenagers; and
 - v. Open space provision to accommodate the need for enhanced or new indoor and outdoor sports facilities to accommodate the additional demand from the housing. Provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy.

Site Specific Principles of Development

- a. Ensure the delivery of a high quality and sustainable development which respects the character of local landscape and delivers excellent urban and architectural design.
- b. Provision of new access and highways improvements to the surrounding area.
- c. Improvements to existing and the provision of new pedestrian and cycle links to connect the site to Alsager town centre, existing and proposed residential areas, employment areas, shops, schools and health facilities.
- d. The development would be expected to contribute to improvements to existing and the provision of new public transport links to Alsager town centre and local villages.
- e. Development proposals would be expected to fully assess and mitigate any potential adverse impacts in line with the policy requirements of Policy SE 12 'Pollution, Land Contamination and Land Instability'.
- f. Development would be expected to allow for full remediation and restoration of the worked areas contributing to provision of green infrastructure.



- g. Full integration of existing trees and hedgerows within a network of green spaces, which connect within and beyond the site to existing services in Alsager.
- h. Protection of, and enhancements to, the existing Local Wildlife Site covering parts of the location.
- i. Provision of affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- j. Contributions to highways improvements on Butterton Lane B5077 and B5078 Radway Green Road, and contributions towards or delivery of improvements to junctions within the town.
- k. Contributions to education and health infrastructure.
- l. Proposals would need to demonstrate that any surviving peat and associated deposits do not require further analysis or is not worthy of preservation on palaeoecological grounds. If this could not be done, further archaeological and palaeoenvironmental work may be required involving specialist palaeoenvironmental input.
- m. The site will be developed only where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 2 Ramsar and Oakhanger Moss SSSI, particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate avoidance mitigation measures will be required to ensure no adverse effects on the integrity of sites.
- n. A site specific Flood Risk Assessment should be prepared.
- o. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

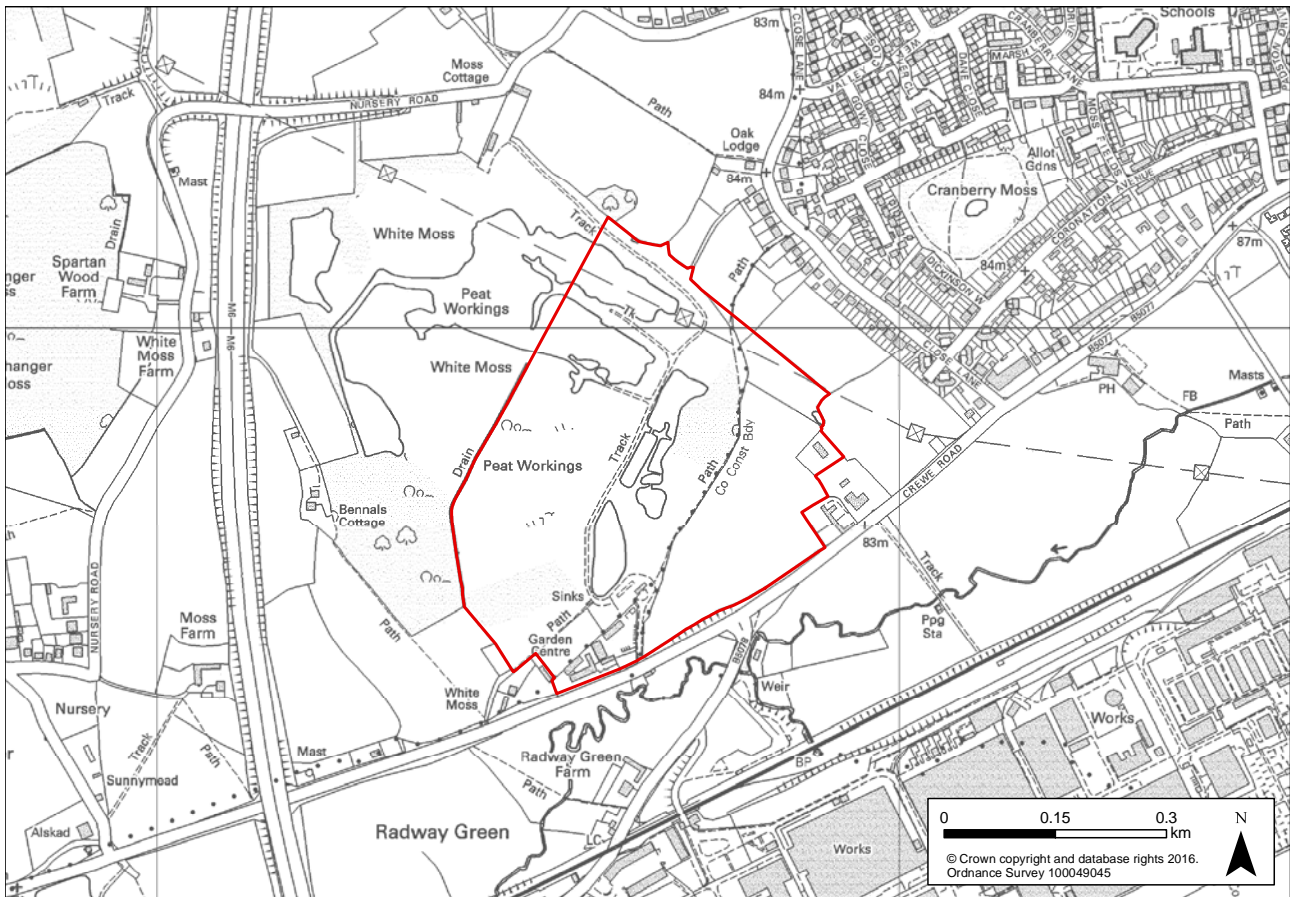


Figure 15.23 White Moss Quarry Site



Justification

15.256 The location consists of areas that have been subjected to mineral related development in the form of peat and sand extraction for agricultural and horticultural purposes with associated aggregate recycling operations. Remaining areas are in agricultural use and contain a variety of wooded areas, existing hedgerows and field systems, to be retained and incorporated into the proposed scheme.

15.257 The site offers the opportunity to deliver homes within close proximity to Alsager with excellent access to the M6 corridor, employment opportunities at Radway Green Business Park, incorporation of green infrastructure and extended access to existing services within Alsager. The site would provide an extension to Alsager when joined with approved residential development on adjacent land to the east, off Crewe Road.

15.258 A need for the provision of affordable housing, additional school places and a small local centre and community facility has been identified and the integration of new pedestrian, cycle and transport links. Development at White Moss Quarry will also support the vitality and viability of Alsager town centre.

15.259 The site would make a valuable contribution to the overall housing need for the borough, whilst contributing to the Local Plan Strategy Vision and Strategic Objectives to promote economic prosperity, create sustainable communities and protect and enhance environmental quality, providing the opportunity to bring forward the benefits of restoring land currently in use as a quarry.

15.260 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the council during any future planning application process on this site as part of sustainable development proposals and their proximity to a European site (consisting of either Special Areas of Conservation, Special Protection Areas and/or Ramsar sites).

15.261 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.262 The council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site (consisting of either a Special Area of Conservation, Special Protection Areas and/or Ramsar site):

- Impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site
- Impact on water resources
- Impact on water chemistry
- Impacts on nutrient status
- Risks from pollution during construction (e.g. spillages or minor pollution incidents and the storage of oils and fuels)
- Risks from misconnections, misuse of garden chemicals
- Impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- Impacts from dust generated during the construction work
- Impact of increased foot traffic on the sensitive fen meadow vegetation

15.263 The site has planning permission, with a signed s106 Legal Agreement (planning application ref 13/4132N), for a mix of uses including the provision of up to 350 residential dwellings.

15.264 The site has potential for contamination to be present, therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.



Policy Context	
National Policy	NPPF (principally paragraphs): 20, 35, 50, 56, 69, 100, 109, 117, 120, 143, 156
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Cheshire East Housing Development Study; Spatial Distribution Update Report; Cheshire East Green Space Strategy; Cheshire East Strategic Flood Risk Assessment; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 2: To create sustainable communities Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurture strong communities Priority 2: Create conditions for business growth Priority 3: Unlock the potential of our towns Priority 5: Ensure a sustainable future

Table 15.20 Policy Context: White Moss Quarry Site

Site LPS 21: Twyfords and Cardway, Alsager

15.265 The Twyfords and Cardway site has accommodated the headquarters of Twyfords Bathrooms since the 1950s including the company's administration, production and warehousing facilities. The relocation of Twyfords now presents an opportunity for redevelopment of the site for residential, office and community uses.

15.266 Surrounding uses include industry, residential and open countryside.

Site LPS 21

Twyfords and Cardway, Alsager

The development of Twyfords and Cardway over the Local Plan Strategy period will be achieved through:

1. The delivery of around 550 new homes;
2. Retention of existing office development (approximately 3,000 square metres);
3. Incorporation of green infrastructure;
4. An appropriate level of amenity open space and children's play space;
5. Potential to include:
 - i. An extra care development providing housing for the older population.
 - ii. Appropriate retail provision to meet local needs.
6. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities, including improved pedestrian links to the town centre, the railway station and Talke Road.
7. Open space provision to accommodate the need for enhanced or new indoor and outdoor sports facilities to accommodate the additional demand from the housing. Provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy.

Site Specific Principles of Development

- a. Contributions to improvements to town centre accessibility.
- b. The existing open space on the Cardway site will be substantially retained or improvements made to the overall open space provision in Alsager.
- c. Retention and incorporation in any development of the woodland areas to the north and east of the site.



- d. Further archaeological investigation on the site shall be carried out in relation to the heritage asset in the north east area of the site.
- e. Contributions towards or delivery of improvements to junctions within the town, bus services and public transport facilities to and from the site, including bus stops, and a new or extended Alsager town centre bus service to and from the site.
- f. Contributions to education and health infrastructure.
- g. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- h. Contributions towards improvements to the public right of way and informal path to Alsager Railway Station.
- i. The site will be developed only where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 2 Ramsar and Oakhanger Moss SSSI, particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of sites.
- j. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

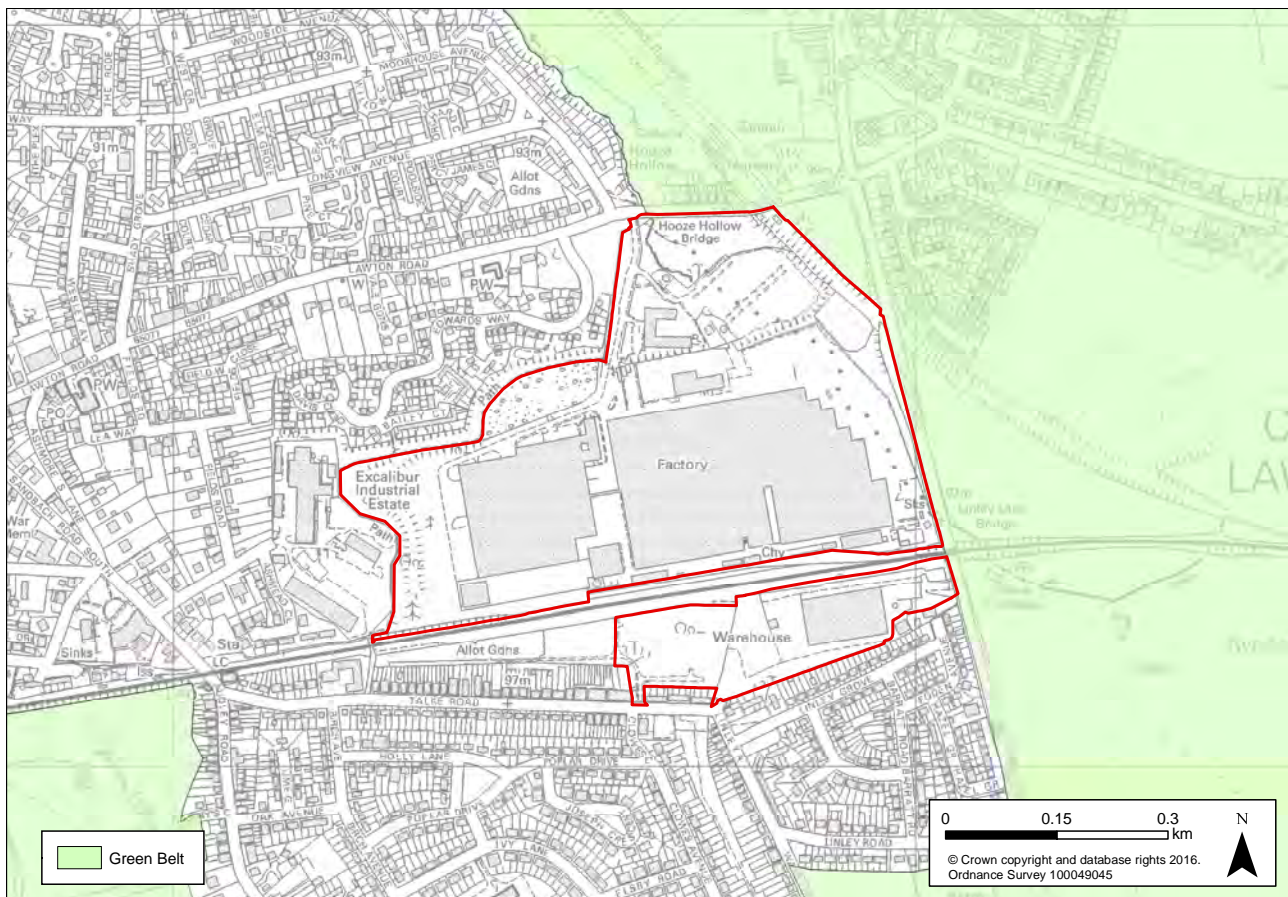


Figure 15.24 Twyford and Cardway Site

Justification

15.267 This site is comprised of the former Twyford Bathrooms headquarters and the premises of Cardway Cartons; the sites are separated by a railway line in active use. It lies within the south eastern part of Alsager with extensive road frontages onto both Crewe Road and Linley Lane. The



site is brownfield land within the built-up area of the town, and includes part of a dismantled railway. There is a small portion of greenspace in the south of the site that forms part of an amenity greenspace identified as A30 by the Open Spaces Assessment.

15.268 The site covers an area of approximately 31 hectares. There is good access to the site by road from the town and the A50 and by public transport services along Crewe Road. The majority of the site is currently developed with the predominant uses including warehousing, factory space delivery areas and car parking for staff.

15.269 The Twyfords site has outline planning permission for 335 dwellings (planning application ref 11/4109C). The Cardway site has outline permission for 110 dwellings (planning application ref 15/2101C), subject to the signing of a S106 Agreement.

15.270 Retention of existing modern office space is considered appropriate in order to maximise the sustainable reuse of the site. However, paragraph 22 of the NPPF notes that planning policies should avoid the long term protection of employment use where there is no reasonable prospect of the site being used for that purpose. The Employment Land Review (2012) assessed the Twyfords portion of the site. It recommended consideration of partial change of use, with the possible exception of modern office development, whilst noting that the site is not in a modern industrial location.

15.271 The council would support retention of the valued trees in the north eastern corner of the site. Full consideration of mitigation and management should be given to the impact on the footpaths that border the site, and the amenity greenspace that falls within it.

15.272 Archaeological investigations will be required on the site due to the presence of Bronze Age Barrow archaeological deposits to the north east of the site. Any necessary mitigation should be put in place, and development should respect the presence of the barrow.

15.273 The possibility of contamination resulting from the previous industrial use of the site must be fully appraised and mitigation undertaken as necessary.

15.274 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.275 The council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site (consisting of either a Special Area of Conservation, Special Protection Areas, and/or Ramsar site):

- Impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site
- Impact on water resources
- Impact on water chemistry
- Impacts on nutrient status
- Risks from pollution during construction (e.g. spillages or minor pollution incidents and the storage of oils and fuels)
- Risks from misconnections, misuse of garden chemicals
- Impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- Impacts from dust generated during the construction work
- Impact of increased foot traffic on the sensitive fen meadow vegetation

15.276 It has been identified through the Alsager Town Centre Supplementary Planning Document that accessibility to and within the town centre for cyclists and pedestrians needs to be improved.



Indicative Site Delivery

- It is expected that employment land allocations in mixed use schemes will be phased in tandem with the housing allocations. Where appropriate, the phased release of employment land will be secured through S106 agreements/obligations.

Policy Context	
National Policy	NPPF (principally paragraphs): 22, 32, 38, 47, 50, 56, 64, 73, 75, 95, 100, 103, 110, 111, 120, 121, 126
Local Evidence	Site Selection Report; Employment Land Review; Strategic Housing Land Availability Assessment; Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Alsager Town Strategy; Development Strategy; Open Spaces Assessment; Cheshire East Green Space Strategy; Pre-Submission Core Strategy; Cheshire East Strategic Flood Risk Assessment; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurturing strong communities Priority 2: Creating conditions for business growth Priority 5: Ensuring a sustainable future Priority 6: Prepare for an increasingly older population

Table 15.21 Policy Context: Twyfords and Cardway Site

Site LPS 22: Former Manchester Metropolitan University Campus, Alsager

15.277 The former Manchester Metropolitan University Campus presents the opportunity for appropriate redevelopment with a high quality residential scheme and complementary community facilities including sports and leisure. The site has particular value as an existing sports facility for the local community.

15.278 The site is bounded to the north and west by countryside, and to the east by Hassall Road, beyond which is a school, leisure centre complex and associated recreational land set within a predominantly residential area. To the south, the site is bounded by Dunnocksfold Road, beyond which is an area of residential properties. Surrounding uses include residential development, a school, leisure centre, and open countryside.



Site LPS 22

Former Manchester Metropolitan University Campus, Alsager

The development of the Former Manchester Metropolitan University Campus over the Local Plan Strategy period will be achieved through:

1. The delivery of around 400 new homes;
2. Creation of a wider sports and leisure hub, linked to the adjacent Cheshire East Council leisure centre facilities;
3. Development of this site could also include:
 - i. An extra care development providing housing for the older population;
 - ii. Appropriate retail provision to meet local needs;
 - iii. Community facility / place of worship;
 - iv. Public house / take away / restaurant;
 - v. Commercial sport and health related facilities, potentially including small scale sports science and sports therapy related development;
4. The incorporation of green infrastructure and creation of strong boundaries around the site; and
5. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities.

Site Specific Principles of Development

- a. Contributions to improvements to town centre accessibility.
- b. Retention and incorporation into the development of existing hedges and trees, particularly those shielding the sports pitches at the junction of Hassall Road and Dunnocksfold Road, and those trees that are protected.
- c. Contributions towards or delivery of improvements to road junctions.
- d. Contributions to education and health infrastructure.
- e. Recording of the surviving WWII buildings on site and the archaeological investigation of the former site of Daisybank Farm, will be required.
- f. This Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- g. The retention and/or replacement of the indoor and outdoor sports facilities should be in accordance with the findings of an adopted, up to date and robust needs assessment.
- h. The site will be developed only where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 2 Ramsar and Oakhanger Moss SSSI, particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of sites.
 - i. A proposal needs to be put forward and agreed with Sport England that replaces the playing fields to an equivalent or better quantity and quality in a suitable location.
 - j. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

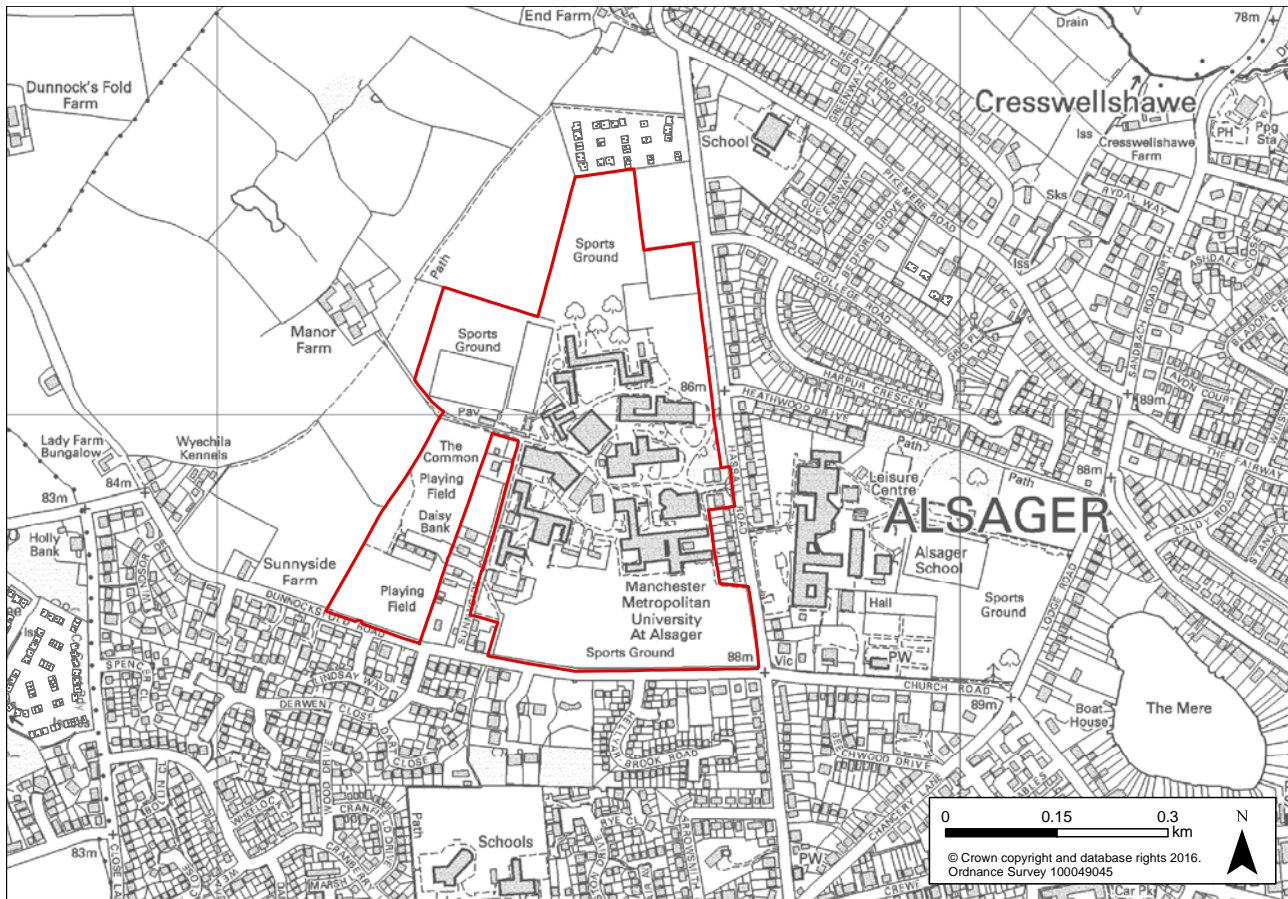


Figure 15.25 Former Manchester Metropolitan University Campus Site

Justification

15.279 The site is located to the north west of Alsager and within the established urban area. It covers an area of approximately 22 hectares. The site's oldest buildings date to the 1940s and were built to accommodate munitions workers. The majority of buildings on the site date to the 1960s. The site was occupied by the University since 1992, although the majority of their operations have now relocated to Crewe. The site currently comprises various unused buildings. The sports hall, gymnasium, changing rooms and playing fields remain in use, but will be provided in Crewe in coming years.

15.280 The site is bounded to the north and west by countryside; to the east by Hassall Road; and to the south by Dunnocksfold Road.

15.281 The site was allocated for up to 150 dwellings in the Congleton Local Plan, as part of a mixed-use allocation under Policy DP3A. It is the subject of a Development Brief SPD, which identifies the potential for 300 homes. The site is subject to a planning application for 408 homes and sports pitches (15/5222C).

15.282 The council will support the retention of existing hedges and trees, particularly those shielding the sports pitches at the junction of Hassall Road and Dunnocksfold Road.

15.283 Focus should be given to the sustainable management of surface water on the site including use of SuDS.

15.284 Situated adjacent to the corner of the existing settlement, the site presents an excellent opportunity to contribute to housing stock in the area, whilst retaining and enhancing important leisure facilities, forming a wider leisure hub linked to the adjacent school and Cheshire East Council Leisure Centre.

15.285 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the council during any future planning application



process on this site as part of sustainable development proposals and their proximity to a European site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar sites).

15.286 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.287 It has been identified through the Alsager Town Centre Supplementary Planning Document that accessibility to and within the town centre for cyclists and pedestrians needs to be improved.

15.288 The council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site (consisting of either a Special Area of Conservation, Special Protection Areas and/or Ramsar site):

- Impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site
- Impact on water resources
- Impact on water chemistry
- Impacts on nutrient status
- Risks from pollution during construction (e.g. spillages or minor pollution incidents and the storage of oils and fuels)
- Risks from misconnections, misuse of garden chemicals
- Impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- Impacts from dust generated during the construction work
- Impact of increased foot traffic on the sensitive fen meadow vegetation

15.289 The site has potential for contamination to be present, therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

Policy Context	
National Policy	NPPF (principally paragraphs): 30, 32, 47, 50, 51, 56, 64, 70, 73, 74, 75, 95, 100, 110, 103, 129
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Cheshire East Housing Development Study; Spatial Distribution Update Report; Alsager Town Strategy; Development Strategy; Playing Pitch Assessment; Cheshire East Green Space Strategy; Cheshire East Strategic Flood Risk Assessment; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 2: To Create Sustainable Communities Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurturing strong communities Priority 4: Supporting our children and young people Priority 5: Ensuring a sustainable future Priority 6: Prepare for an increasingly older population Priority 7: Driving out the causes of poor health

Table 15.22 Policy Context: Former Manchester Metropolitan University Campus Site



Site LPS 23: Radway Green Brownfield, Alsager

15.290 BAE Systems' Radway Green site has supplied ammunition to the UK Ministry Of Defence since 1940. Radway Green Brownfield currently manufactures approximately one million rounds of small arms ammunition a day and is Global Combat Systems Munitions' centre of excellence for the design, manufacture, proofing and supply of small arms ammunition. A recent investment in a new 22,000 square metre facility at Radway Green Brownfield allows for the redevelopment of part of the site for high quality employment use.

Site LPS 23

Radway Green Brownfield, Alsager

The regeneration and redevelopment of Radway Green Brownfield over the Local Plan Strategy period will be achieved through:

1. 10 hectares of employment land;
2. Incorporation of green infrastructure;
3. Pedestrian and cycle links to new and existing residential areas and shops; and
4. On site provision, or where appropriate, relevant contributions towards transport and highways.

Site Specific Principles of Development

- a. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation and remediation as necessary, may be required at a pre-planning stage, depending on the nature of the site.
- b. Contributions to M6 junction 16 improvements and the railway level crossing on Radway Green Road.
- c. A desk based archaeological assessment shall be carried out to determine if any future evaluation/mitigation will be needed and a programme of archaeological building recording (at level 2 as defined in English Heritage 2006, Understanding Historic Buildings p.14) undertaken for those buildings and structures associated with the ordnance factory during the Second and Cold Wars.
- d. The site will be developed only where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 2 Ramsar and Oakhanger Moss SSSI, particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, with appropriate mitigation measures will be required to ensure no adverse effects on the integrity of sites.

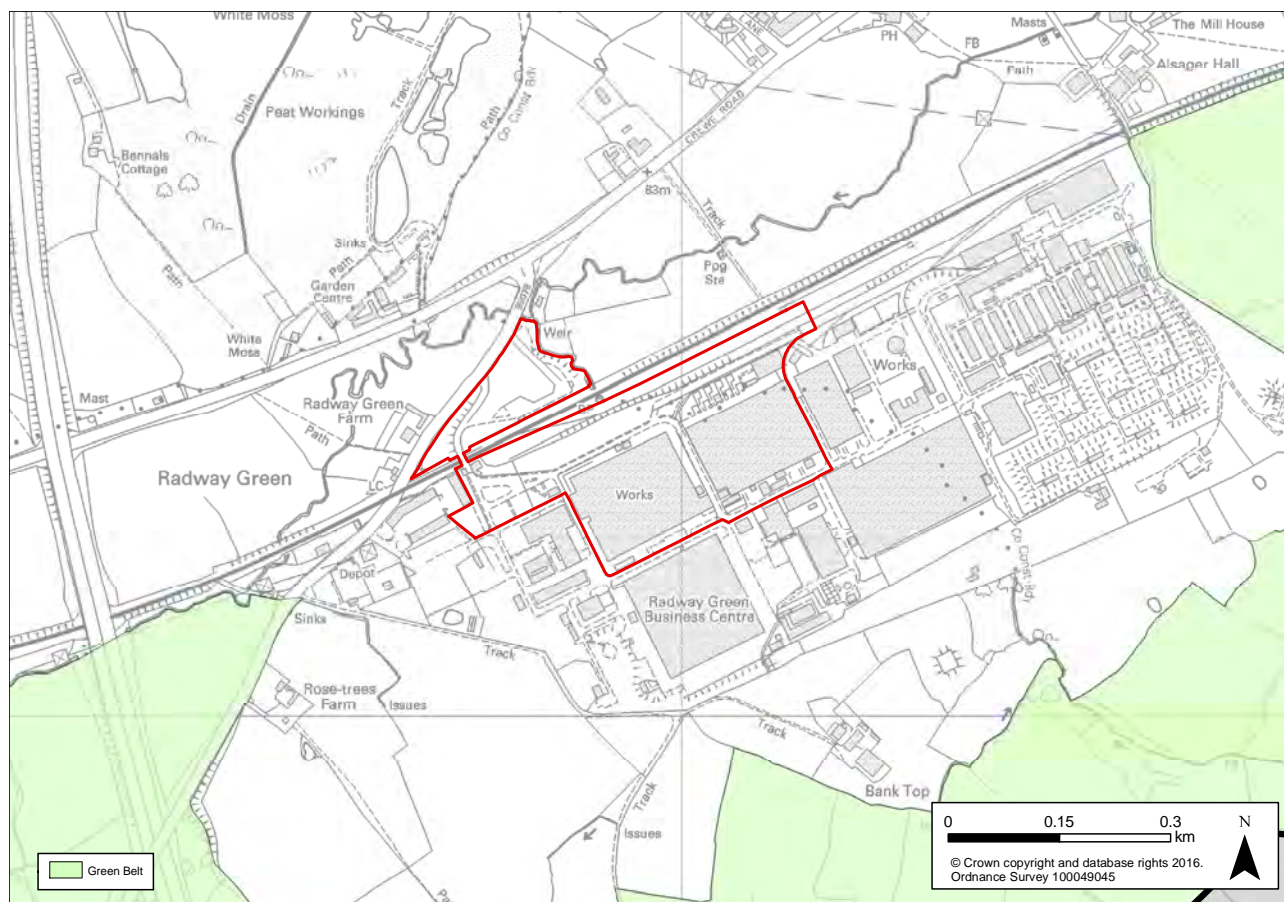


Figure 15.26 Radway Green Brownfield Site

Justification

15.291 Radway Green Brownfield is a well-established mixed-use employment area, offering office, industrial and research, and development workspace. It is located to the south west of Alsager and to the north east of junction 16 of the M6 motorway. Surrounding uses include employment and open countryside.

15.292 The Employment Land Review identified the area adjacent to this site as well-established, attractive to the logistics sector, and in a good commercial location. It recommended that the site continue in employment use.

15.293 The council will support the incorporation of green infrastructure for the purposes of screening and environmental improvement.

15.294 The possibility of contamination resulting from the industrial use of the site must be fully appraised.

15.295 An archaeological assessment will be required, to ensure that there will not be an impact on undesignated heritage assets. The Royal Ordnance Factory (ROF no. 13) is a non-designated heritage asset recorded on the Cheshire Historic Environment Record (CHER 4122) and was established in 1940 to produce .303 ammunition. Many of the extant buildings are visible on 1940s RAF aerial photographs of the site held in the HER and therefore date to the Second World War. Furthermore, these buildings continued in use into the equally significant Cold War period and some of the later supporting buildings will date from this period.

15.296 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the council during any future planning application process on this site as part of sustainable development proposals and their proximity to a European site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar sites).



15.297 The council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site (consisting of either a Special Area of Conservation, Special Protection Areas and/or Ramsar site):

- Impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site
- Impact on water resources
- Impact on water chemistry
- Impacts on nutrient status
- Risks from pollution during construction (e.g. spillages or minor pollution incidents and the storage of oils and fuels)
- Risks from misconnections, misuse of garden chemicals
- Impacts from changes to air quality from construction and ‘end use’ traffic emissions resulting in potential for increased nitrogen deposition
- Impacts from dust generated during the construction work
- Impact of increased foot traffic on the sensitive fen meadow vegetation

15.298 Any development proposal should take into consideration the policy requirements set out in Policy CO 2 'Enabling Business Growth Through Transport Infrastructure', and the need to improve sustainable travel options particularly in the wider cross border context.

Indicative Site Delivery

- 5ha expected during the early part of the plan period (2015-2020)
- 5ha expected during the middle part of the plan period (2020-2025)

Policy Context	
National Policy	NPPF (principally paragraphs): 19, 22, 30, 32, 56, 95, 100, 103, 109, 110, 111
Local Evidence	Site Selection Report; Employment Land Review; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Alsager Town Strategy; Development Strategy; Pre-Submission Core Strategy; Cheshire East Strategic Flood Risk Assessment; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth
SCS Priorities	Priority 2: Creating conditions for business growth

Table 15.23 Policy Context: Radway Green Brownfield Site

Site LPS 24: Radway Green Extension, Alsager

15.299 This strategic employment allocation has the potential to provide for the phased delivery of around 25 hectares of employment land, and complementing the strategic site allocation of around 10 hectares at Radway Green Industrial Estate close to junction 16 on the M6 motorway.



Site LPS 24

Radway Green Extension, Alsager

The development of Radway Green Extension over the Local Plan Strategy period will be achieved through:

1. The provision of 25 hectares of employment land.

Site Specific Principles of Development

- a. The provision of green infrastructure, including:
 - i. The creation of wildlife habitats, including those for protected species;
 - ii. The retention, where possible, of important hedgerows and trees that have a cumulative screening impact on development and contribute to the ecological value of the site; and
 - iii. A substantial landscape buffer along the site boundaries but particularly along the boundaries of the site with the Green Belt.
- b. Improvements to site access, potentially to allow for better access to the Radway Green site as a whole, as well as improvements to existing access and provision of new pedestrian and cycle links to new and existing residential areas and shops.
- c. Contributions to improvements to existing and the provision of new public transport links to Crewe Railway Station, Crewe town centre, Alsager town centre and local villages.
- d. Contributions to M6 junction 16 improvements and the railway level crossing on Radway Green Road.
- e. The delivery of a high quality designed development at this key site in the Green Belt.
- f. The development should provide compensatory habitat for protected and priority species, as required, on the site.
- g. A desk based archaeological assessment shall be carried out to determine if any further evaluation / mitigation will be needed.
- h. The site will be developed only where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 2 Ramsar and Oakhanger Moss SSSI particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of sites.
- i. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- j. Appropriate boundary treatments should be implemented to provide a clearly defined Green Belt boundary that is likely to endure.

Justification

15.300 The site is located on the B5078 about 2 kilometres to the south west of Alsager and adjoins the Radway Green Industrial Estate, a mature employment area developed in open countryside around a munitions factory during the post war period.

15.301 The future development of the site is conditional upon contributions to highway infrastructure improvements, notably an upgrading of junction 16 on the M6.

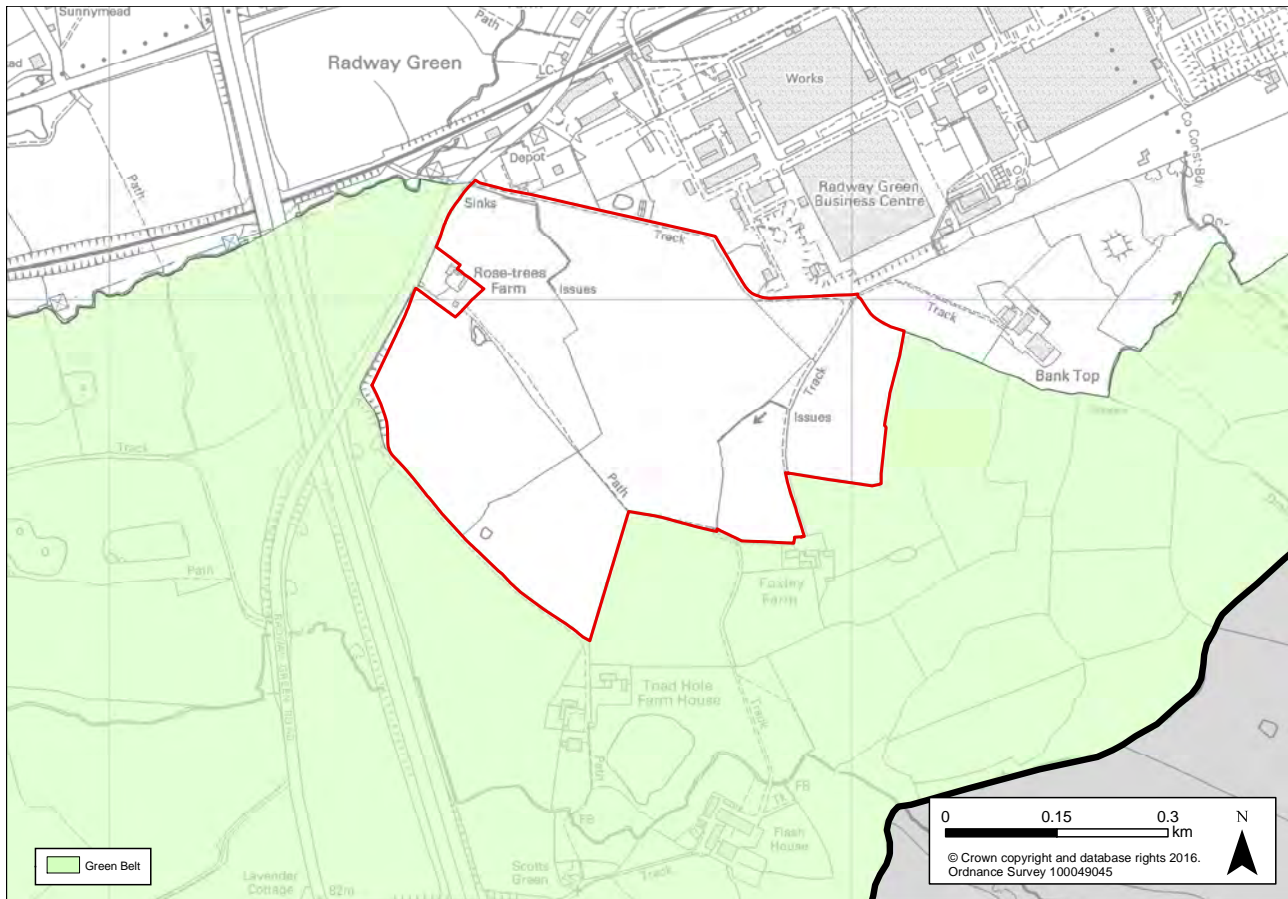


Figure 15.27 Radway Green Extension Site

15.302 The incorporation of green infrastructure, notably trees and hedgerows, together with sensitive design in terms of the scale and massing of any new structures, has the potential to mitigate any potential adverse impacts on visual amenity from main public vantage points.

15.303 The provision of new green infrastructure and the improvement of existing green infrastructure are of paramount importance. This will assist in enhancing the environment of the local area and improving the health and wellbeing of employees.

15.304 The principal access to the site will be via the existing Radway Green Road (B5078) where there is the potential to provide a safe access with adequate highway capacity to serve a strategic employment allocation of this scale. The access should also be constructed so as to facilitate access to the wider Radway Green Site. A new access at this point will avoid conflict with the constrained railway crossing and enhance the attractiveness and efficiency of the site as a whole. Further improvements to the public transport network, together with new pedestrian/cycle links, will enhance the site's accessibility to Key/Local Service Centres and the principal rail hub at Crewe.

15.305 A total of 380 hectares of employment land is to be provided during the plan period up to 2030 and this has been informed by the Employment Land Review (2012). This site will make a positive contribution to the employment land supply equation.

15.306 An archaeological assessment will be required, to ensure that there will not be an impact on undesignated heritage assets.

15.307 Habitats for protected species, if required, will be provided.

15.308 The strategic importance of Radway Green and its location within the M6 Growth Corridor from Birmingham to Manchester allows it to act as the key linkage between these major hubs and the wider Cheshire economy, and provides the opportunity to retain key existing jobs and promote economic growth and further diversification at the site. This is also supportive of the 'All Change for Crewe; High Growth City' initiative for the delivery of economic growth along the M6 growth corridor.



15.309 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the council during any future planning application process on this site as part of sustainable development proposals and their proximity to a European site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar sites).

15.310 Boundary treatments should be reinforced so as to ensure a strong long term perimeter to the Green Belt.

15.311 The site has potential for contamination to be present, therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.312 The council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site (consisting of either a Special Area of Conservation, Special Protection Areas, and/or Ramsar site):

- Impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site
- Impact on water resources
- Impact on water chemistry
- Impacts on nutrient status
- Risks from pollution during construction (e.g. spillages or minor pollution incidents and the storage of oils and fuels)
- Risks from misconnections, misuse of garden chemicals
- Impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- Impacts from dust generated during the construction work
- Impact of increased foot traffic on the sensitive fen meadow vegetation

15.313 Any development proposal should take into consideration the policy requirements set out in Policy CO 2 'Enabling Business Growth Through Transport Infrastructure', and the need to improve sustainable travel options, particularly in the wider cross border context.

Indicative Site Delivery

- 7.5 ha expected during the early part of the plan period (2015-2020)
- 10.5 ha expected during the middle part of the plan period (2020-2025)
- 7.5 ha expected during the latter part of the plan period (2025-2030)

Policy Context	
National Policy	NPPF (principally paragraphs): 18, 19, 20, 21, 83, 110, 120, 126, and 156
Local Evidence	Site Selection Report; Employment Land Review; Green Belt Assessment Update; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Cheshire East Strategic Flood Risk Assessment; Development Strategy; All Change for Crewe; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 4: Improving the road network
SCS Priorities	Priority 2: Creating conditions for business growth Priority 7: Driving out the causes of poor health

Table 15.24 Policy Context: Radway Green Extension Site



Site LPS 25: Radway Green North, Alsager

15.314 This strategic employment allocation has the potential to provide for around 12 hectares of employment land.

Site LPS 25

Radway Green North, Alsager

The development of Radway Green North over the plan period will be achieved through:

1. The provision of 12ha of employment land.

Site Specific Principles of Development

- a. The provision of green infrastructure, including:
 - i. The retention of the watercourse and an undeveloped 8 metres wide buffer zone of open space/seminatural habitats should be provided alongside it.
 - ii. The creation of wildlife habitats
 - iii. Sustainable drainage
 - iv. Structural landscape proposals
- b. Contributions to improvements to existing and the provision of new public transport links to Alsager town centre and local villages.
- c. A desk based archaeological assessment shall be carried out, to determine if any further evaluation/mitigation will be needed.
- d. Contributions to M6 junction 16 improvements and the railway level crossing on Radway Green Road.
- e. A site specific Flood Risk Assessment should be prepared.
- f. New development will be expected to respect any flooding constraints on the site and, where necessary, provide appropriate mitigation.
- g. Provision of new pedestrian and cycle links to new and existing residential areas, and shops.
- h. The site will be developed only where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 2 Ramsar and Oakhanger Moss SSSI, particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of sites.
- i. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

Justification

15.315 The site is located on the B5077 to the south west of Alsager close to the Radway Green Industrial Estate, a mature employment area developed in open countryside around a munitions factory during the post war period.

15.316 The incorporation of green infrastructure, notably trees and hedgerows, together with sensitive design in terms of the scale and massing of any new structures, has the potential to mitigate any potential adverse impacts on visual amenity from main public vantage points. This will also assist in enhancing the environment of the local area, and improving the health and wellbeing of employees.

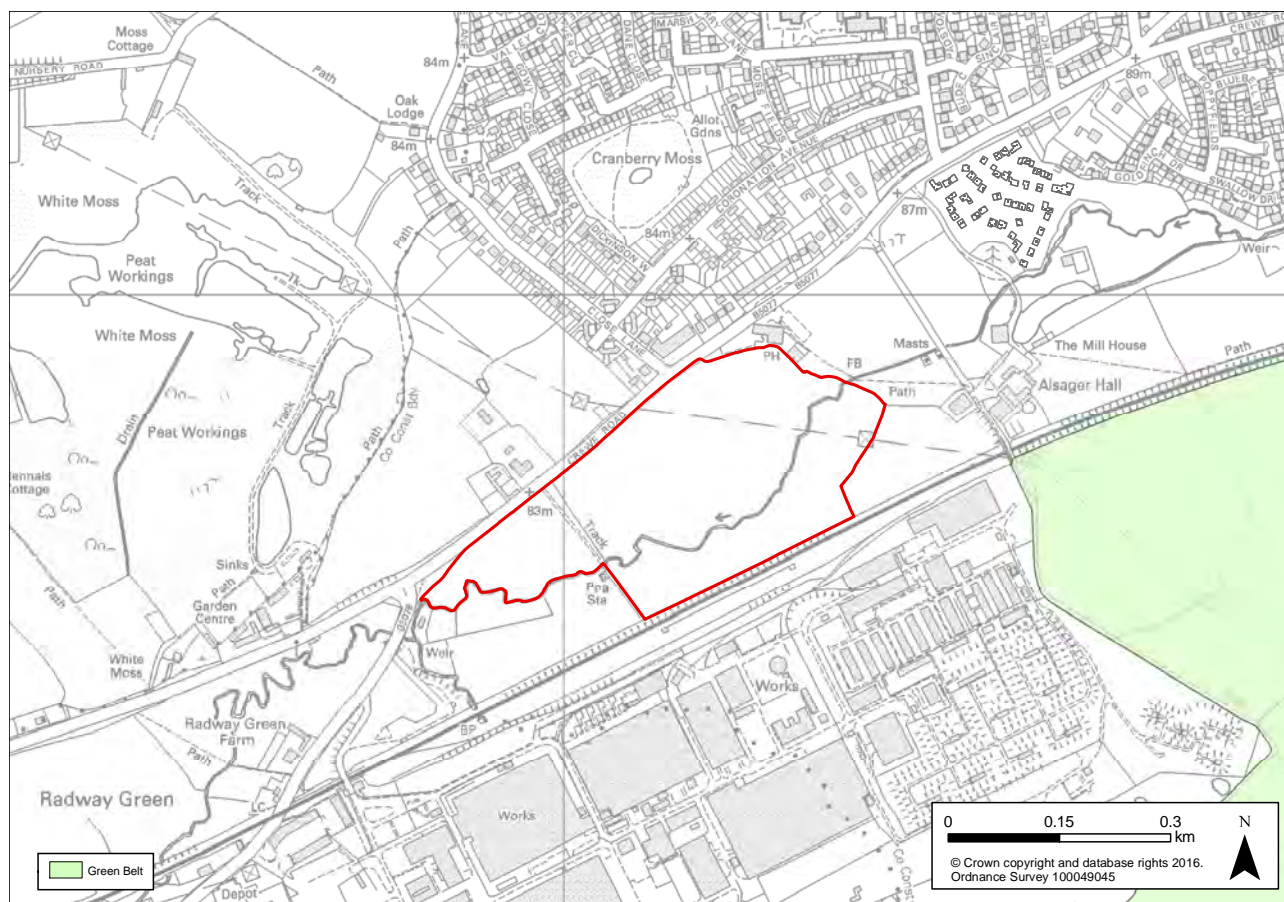


Figure 15.28 Radway Green North Site

15.317 The principal access to the site will be via the existing Crewe Road (B5077) where there is the potential to provide a safe access with adequate highway capacity to serve a strategic employment allocation of this scale. Further improvements to the public transport network, together with new pedestrian/cycle links, will enhance the site's accessibility to Key/Local Service Centres and the principal rail hub at Crewe.

15.318 380 hectares of employment land is to be provided during the plan period up to 2030 and this has been informed by the Employment Land Review (2012); this site will make a positive contribution to the employment land supply equation.

15.319 An archaeological assessment will be required, to ensure that there will not be an impact on undesignated heritage assets.

15.320 Habitats for protected species, if required, will be provided.

15.321 Part of the site is affected by flood risk (Valley Brook), and a Sequential Test has been applied in line with national planning policy. Policy PG 6 'Spatial Distribution of Development' identifies that an additional 40 hectares of employment land should be provided at Alsager. In the absence of alternative, reasonably available sites within or immediately adjacent to Alsager for employment development with a lower probability of flooding, the allocation of Radway Green North satisfies the Sequential Test. Through a site specific Flood Risk Assessment, carried out to inform any planning application proposal, it should be demonstrated that the proposed development would be safe from fluvial flooding, and would not increase the risk of flooding elsewhere. As with any development adjacent to a main river an undeveloped buffer zone, at least 8 metres wide (measured from the bank top), alongside the whole extent of the watercourse, should be provided. Bank top is defined as the point at which the bank meets normal land levels.

15.322 The buffer zone scheme shall be free from built development including lighting, domestic gardens, formal landscaping, footpaths etc; and could form a vital part of green infrastructure provision. The buffer zone would also serve the purpose of protecting the Brook from the adverse impacts of



any development, as there may be grass snakes present on this site and the Brook is likely to have nature conservation value (in its own right and also potentially for grass snakes), and should be retained.

15.323 The strategic importance of Radway Green and its location within the M6 Growth Corridor from Birmingham to Manchester allows it to act as the key linkage between these major hubs and the wider Cheshire economy and provides the opportunity to retain key existing jobs and promote economic growth and further diversification at the site. This is also supportive of the 'All Change for Crewe; High Growth City' initiative for the delivery of economic growth along the M6 growth corridor.

15.324 The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.325 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the council during any future planning application process on this site as part of sustainable development proposals.

15.326 The council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site (consisting of either a Special Area of Conservation, Special Protection Areas, and/or Ramsar site):

- Impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site
- Impact on water resources
- Impact on water chemistry
- Impacts on nutrient status
- Risks from pollution during construction (e.g. spillages or minor pollution incidents and the storage of oils and fuels)
- Risks from misconnections, misuse of garden chemicals
- Impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- Impacts from dust generated during the construction work
- Impact of increased foot traffic on the sensitive fen meadow vegetation

15.327 Any development proposal should take into consideration the policy requirements set out in Policy CO 2 'Enabling Business Growth Through Transport Infrastructure', and the need to improve sustainable travel options, particularly in the wider cross border context.

Indicative Site Delivery

- 5 ha expected during the middle part of the plan period (2020-2025)
- 7 ha expected during the latter part of the plan period (2025-2030)

Policy Context	
National Policy	NPPF (principally paragraphs): 18, 19, 20, 21, 110, 120, 126, and 156
Local Evidence	Site Selection Report; Employment Land Review; Cheshire East Strategic Flood Risk Assessment; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 4: Improving the road network
SCS Priorities	Priority 2: Creating conditions for business growth Priority 7: Driving out the causes of poor health

Table 15.25 Policy Context: Radway Green North Site



Congleton

15.328 Congleton has been identified as one of the Key Service Centres for Cheshire East, and as such the vitality and growth of this town contributes to the prosperity of the borough as a whole. Figure 15.29 (below) identifies a number of Local Plan Strategy sites in and around Congleton for growth in the future.

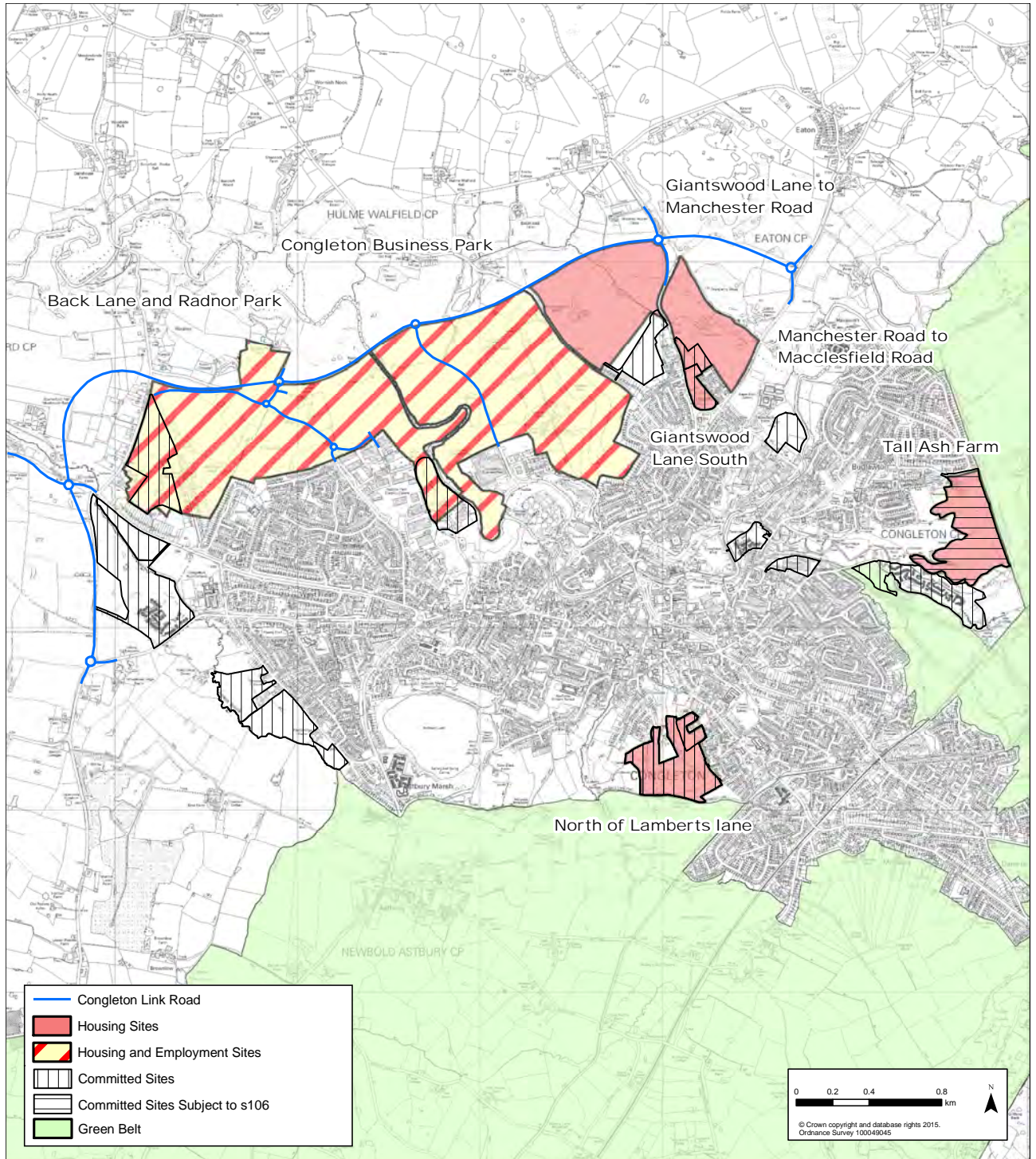


Figure 15.29 Congleton Town Map

15.329 The focus for Congleton over the Local Plan Strategy period will be that of high quality employment led growth to accommodate the expansion of existing businesses and attract new investment into the town. New housing is seen as important as part of a balanced and integrated portfolio of development to support the town centre and ensure balanced and sustainable communities.



15.330 At the heart of the development strategy for Congleton is the construction of the Congleton Link Road. It will assist in meeting the objective of employment led growth as it will support:

- The economic, physical and social regeneration of the town;
- The opening up of new development sites in particular to improve access to Radnor Park Industrial Estate and Congleton Business Park;
- The reduction in existing town centre traffic and to facilitate town centre regeneration;
- The improvement of strategic transport links across the borough;
- The reduction in community severance along key town centre corridors;
- The reduction in traffic related pollutants within the town especially on those areas declared Air Quality Management Areas.

15.331 The Congleton Link Road runs to the north of the town connecting the A534 Sandbach Road to the A536 Macclesfield Road. As well as providing other benefits, it directly unlocks considerable opportunities to create new homes, jobs, green infrastructure and other community facilities to the north of the town. The link road is therefore necessary for land allocations to take place.

15.332 The Congleton Link Road received planning approval in June 2016 (15/4480C). To facilitate this key public infrastructure, no development will be permitted on the land required for the delivery of the link road. The council has also agreed a funding strategy at its Cabinet meeting of 14 June 2016. The link road will be funded from a number of sources and to facilitate the early delivery of the link road and unlock the full extent of the adjacent allocations, the council intends to provide forward funding to enable its construction. The approach is to secure financial contributions from development unlocked by the link road including retrospective contributions should the road have already been committed (as evidenced through a construction contract being let by the council) and / or completed by the time that development is granted planning permission. The council will seek appropriate contributions to the infrastructure requirements of individual sites as set out in policy requirements and in line with Policy IN 1 'Infrastructure' and IN 2 'Developer Contributions'. This approach may be superseded in the future through the adoption and implementation of a Community Infrastructure Levy Charging Schedule.

15.333 The layout and extent of the sites to the north of Congleton have been informed by the proposed route of the Congleton Link Road. The North Congleton Masterplan has been prepared to inform the allocation of land and provide further guidance on the following sites:

- Back Lane and Radnor Park (LPS 26);
- Congleton Business Park (LPS 27);
- Giantswood Lane South (LPS 28);
- Giantswood Lane to Manchester Road (LPS 29);
- Manchester Road to Macclesfield Road (LPS 30).

15.334 Figure 15.30 (below) highlights the land uses anticipated alongside the extent of the Congleton Link Road.

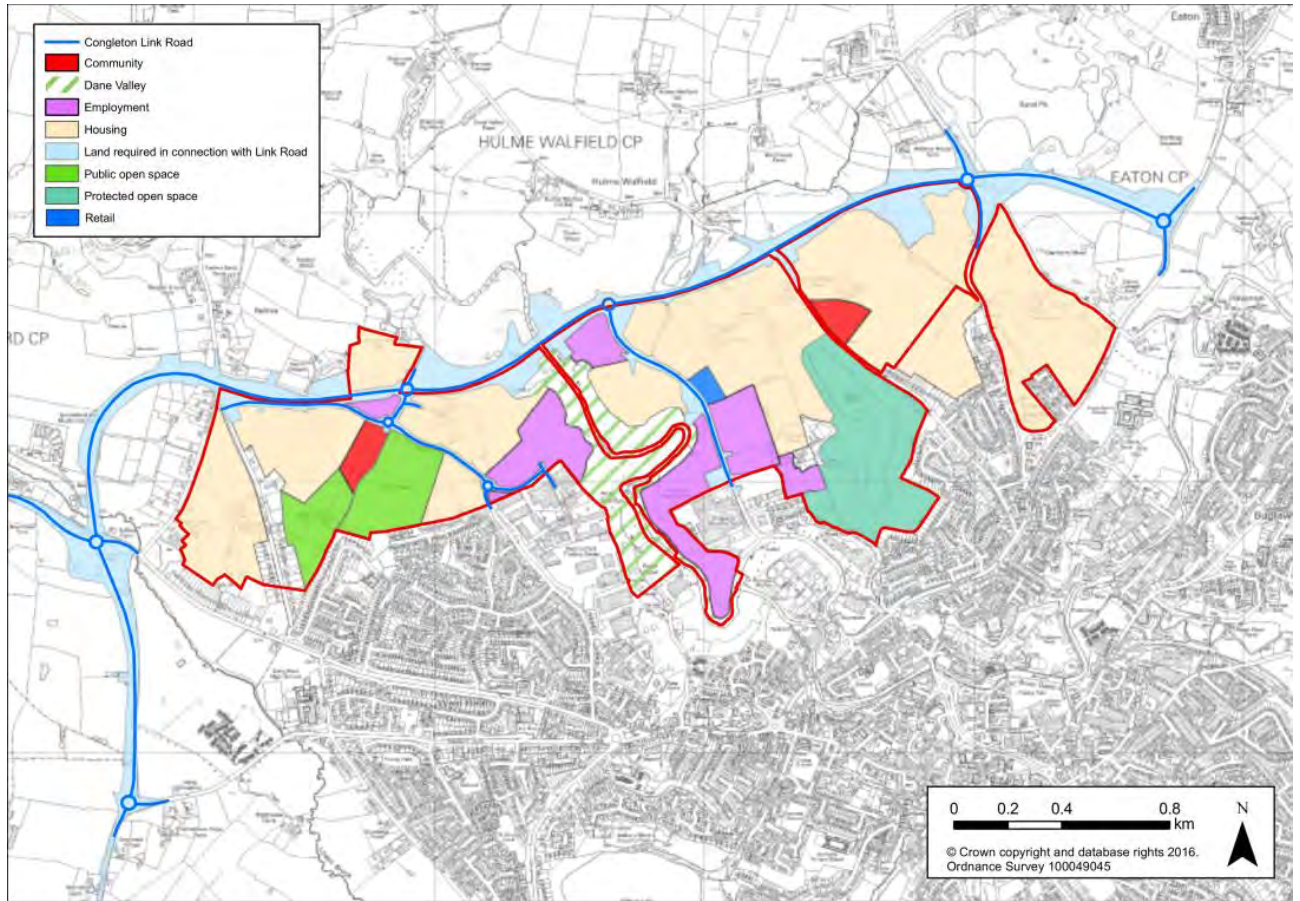


Figure 15.30 Congleton Link Road Corridor of Interest

15.335 Further information about each of the identified Local Plan Strategy Sites can be found below.



Site LPS 26: Back Lane / Radnor Park, Congleton

15.336 The Back Lane and Radnor Park site to the northwest of the town is significant in scale extending from Black Firs Lane and Chelford Road to the River Dane. It presents an opportunity to establish a high quality extension to Radnor Park Trading Estate alongside prominent leisure and recreational uses. Residential development will support the creation of this sustainable community set in ample green space which supports existing wildlife areas and the River Dane which is a key asset to the town. Key to this development will be the provision of the Congleton Link Road. The Village Green at Back Lane will be retained and enhanced.

15.337 Surrounding uses include the Radnor Park Trading Estate, residential uses, playing fields, open countryside, agricultural land, woodland and the River Dane.

Site LPS 26

Back Lane / Radnor Park, Congleton

The development of Back Lane / Radnor Park over the Local Plan Strategy period will be achieved through:

1. The delivery of, or a contribution towards, the Congleton Link Road;
2. The delivery of around 750 new homes (at approximately 30 dwellings per hectare) as set out in Figure 15.31 of the LPS;
3. The delivery of around 7 hectares of employment land adjacent to Radnor Park Trading Estate as set out in Figure 15.31 of the LPS;
4. The delivery of around 1 hectare of employment or commercial development adjacent to the Congleton Link Road junction as identified in Figure 15.31 of the LPS;
5. The retention and enhancement of Back Lane Playing Fields which has Village Green status;
6. The delivery of improved recreational facilities linked to Back Lane playing fields and the proposed primary school site;
7. The provision of appropriate retail space to meet local needs;
8. The provision of pedestrian and cycle links set in green infrastructure to new and existing employment, residential areas, shops, schools, health facilities and the town centre;
9. The provision of public open space, as a new country park adjacent to Back Lane Playing Fields; as set out in Figure 15.31 of the LPS;
10. The provision of children's play facilities;
11. The provision of a new primary school with linked community use as set out in Figure 15.31 of the LPS;
12. Contributions to new health infrastructure; and
13. The provision of land required in connection with the Congleton Link Road as set out in Figure 15.31 of the LPS.

Site Specific Principles of Development

- a. Contributions towards the Congleton Link Road / complimentary highway measures on the existing highway network.
- b. The provision of a network of open spaces for nature conservation and recreation, including access to and enhancement of the River Dane Valley Corridor as shown in Figure 15.31 of the LPS. Development should retain and enhance areas of landscape quality / sensitivity.
- c. The timely provision of physical and social infrastructure to support development at this location.
- d. The achievement of high quality design reflecting the prominent landscape location of the site and creating a vibrant destination and attractive public realm.
- e. The site should be developed comprehensively consistent with the allocation of uses set out in Figure 15.31 and the principles of the North Congleton Masterplan. Development



should integrate with the adjacent uses, particularly through sustainable transport, pedestrian and cycle links.

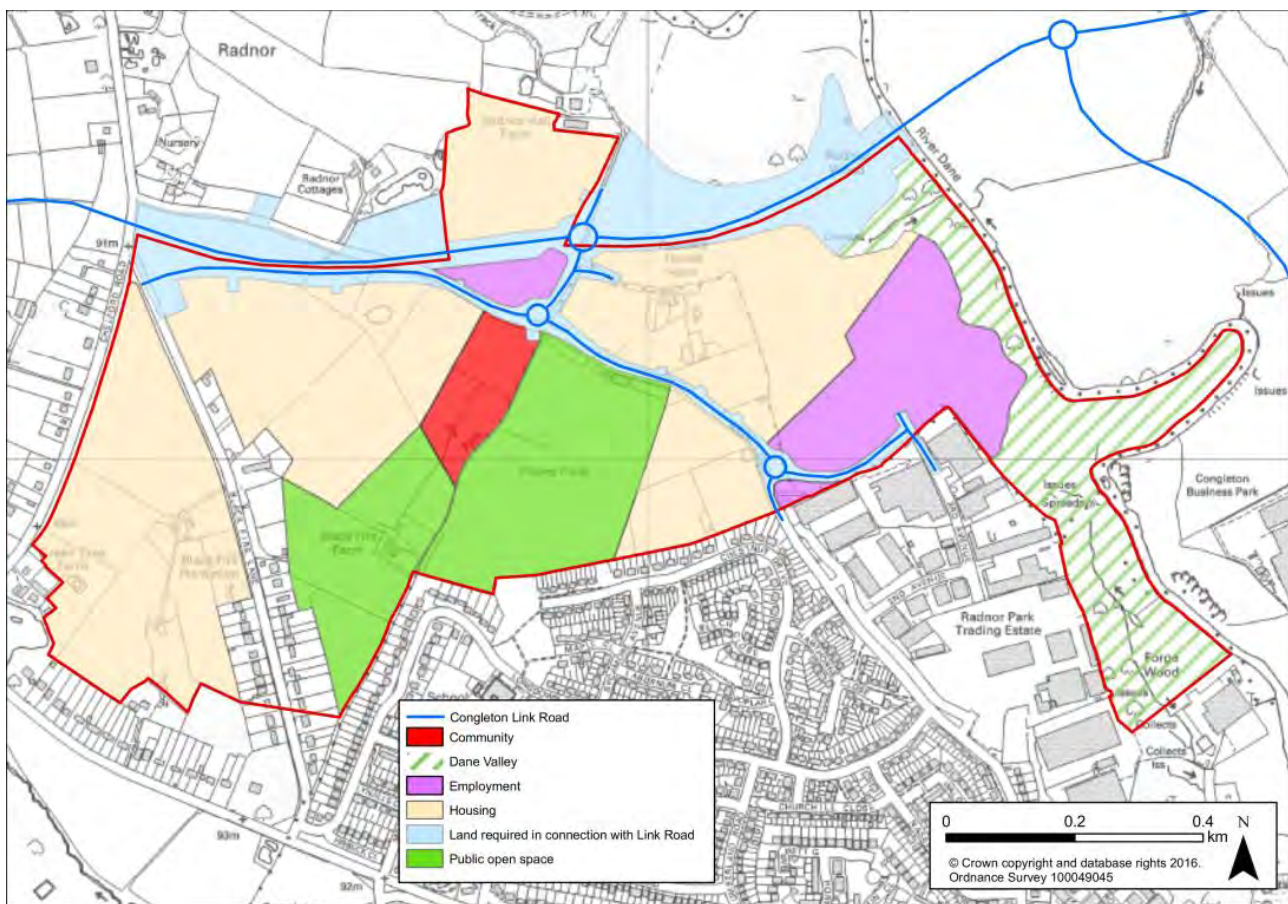
- f. The delivery of appropriate public transport links to connect with employment, housing and retail / leisure uses in the town.
- g. The provision of pedestrian and cycle routes to provide clear and safe links to surrounding communities.
- h. A desk-based archaeological assessment will be required for any future application on this site.
- i. The site will provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- j. Future development should have reference to the River Dane Local Wildlife Site and Ancient Woodland.
- k. Future development should also have consideration to Policy SE 14 'Jodrell Bank'.
- l. In order to ensure a sustainable, mixed use scheme is delivered on the site, the council will require all housing proposals to demonstrate, through the execution of a s106 Agreement or appropriate alternative, how the delivery of employment land as an extension to the Radnor Park Trading Estate will be positively supported.
- m. The visual, noise and pollution assessment of development should be undertaken with the assumption that the link road is in situ and suitable screening / mitigation provided accordingly. Noise and visual mitigation measures should be provided between future and existing employment / residential areas. This could include separation distances, acoustic fencing, earth mounding, tree planting and building orientation.
- n. Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.
- o. Future development should provide an appropriate buffer with the Ancient Woodland along the River Dane corridor.
- p. Future development should provide an east to west greenway with pedestrian and cycle links across the site linking together proposed and existing leisure uses, local retail and other community facilities at this site with other sites to the north of Congleton. This should include a footbridge over the River Dane for pedestrian / cycle use.
- q. The Congleton Link Road will form the boundary for development; except for a single area shown in Figure 15.31.
- r. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- s. The proposed route of the Congleton Link Road is as shown in Figure 15.31. Development should be undertaken with the assumption that the link road is in situ. The land required for the construction and delivery of the Congleton Link Road will be safeguarded from development.

Justification

15.338 The Congleton Link Road is the single largest infrastructure project the council has undertaken to date. It is vital to the successful delivery of sites to the north of Congleton and to resolve long-standing economic and environmental impacts arising from congestion in the town. The link road will also improve connectivity across the borough and access to the M6. The council has recognised that it may have to provide gap funding upfront in order to deliver the Congleton Link Road. As the link road is an essential component in the delivery of sites to the north of Congleton, the council will seek appropriate contributions towards the link road from development unlocked by the link road. In the event that the road is committed (as evidenced through a construction contract let by the council) and / or completed at the time or planning permission(s) being granted, the council will seek appropriate contributions to the Congleton Link Road on a retrospective basis.



15.339 The council's stated aims for the delivery of the sites to the north of Congleton are that they should be delivered on a comprehensive basis in line with the North Congleton Masterplan. The site cannot be comprehensively delivered without additional highways capacity provided by the proposed Congleton Link Road and, as such, the council will seek to ensure appropriate contributions to the Congleton Link Road. The council will be mindful of the costs of bringing the site forward in such circumstances and will consider affordable housing provision, on a case by case basis, where it is demonstrated through robust viability evidence that 30% affordable housing would render the development of a site unviable (in line with paragraph 7 of LPS Policy SC 5 'Affordable Homes'). The council's expectation is the site is delivered on a comprehensive basis in the form of outline planning application(s), in line with the North Congleton Masterplan, to secure appropriate contributions towards the delivery of the Congleton Link Road and appropriate contributions to the infrastructure requirements of individual sites as set out in policy requirements and in line with Policy IN 1 'Infrastructure' and IN 2 'Developer Contributions'. In the event that changing circumstances impact on the sites / infrastructure delivery in line with the stated programme then the council will consider measures as set out in Chapter 16 (Monitoring and Implementation) of the LPS, including the use of its Compulsory Purchase Powers, in order for the stated objectives of the site to be met.



15.340 Future development should prioritise pedestrian and cyclist permeability and achieve a green infrastructure network across the site to improve / integrate networks, and improve connectivity and provide safe direct access to the town centre and surrounding areas.

15.341 Development should provide green links to the River Dane Local Wildlife Site. It should promote the inclusion of areas of good quality open space, including natural and semi-natural habitat and wildlife corridors, within the strategic master planning of this area, to promote and enhance its biodiversity and nature conservation potential.

15.342 The Village Green at Back Lane will be retained and enhanced as part of a comprehensive master plan for this area. Adjoining developments should include proposals for either complementary recreational facilities or improvement measures at the playing fields or proposed country park. A new



primary school is proposed off Back Lane. This will form a key focus for future community life. The school should be designed either to allow convenient dual use for community events or with a stand alone community facility.

15.343 Future development should avoid the functional floodplain and include SuDS, where possible, to manage surface runoff and reduce the amount of surface water entering the combined network. This should include a surface water drainage strategy to consider measures such as attenuation ponds / detention basins and other measures. The provision of green and blue infrastructure will be key to the future master planning of this site.

15.344 Average residential density should be 30 dwellings per hectare across the site. A varied density profile across the site may be necessary in response to site characteristics including visual sensitivity, topography, landform and the existing character of the site.

15.345 Planning application 13/2746C relating to land between Black Firs Lane, Chelford Road and Holmes Chapel Road, for the erection of up to 170 dwellings, public open space, green infrastructure and associated works now has planning approval.

15.346 The site has potential for contamination to be present therefore initially a Phase 1 Preliminary Risk Assessment for contaminated land is required.

15.347 Any development proposal should take into consideration the policy requirements set out in Policy CO 2 'Enabling Business Growth Through Transport Infrastructure', and the need to improve sustainable travel options particularly in the wider cross border context.

Indicative Site Delivery

- It is expected that employment land allocations in mixed use schemes will be phased in tandem with the housing allocations. Where appropriate, the phased release of employment land will be secured through S106 agreements/obligations.

Policy Context	
National Policy	NPPF (principally paragraphs): 20, 21, 30, 31, 34, 35, 38, 41, 47, 50, 52, 56, 59, 69, 70, 100, 109, 112, 117
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Congleton Town Strategy; Development Strategy; Employment Land Review; Pre-Submission Core Strategy; Cheshire East Strategic Flood Risk Assessment; Housing Development Study; Spatial Distribution Update Report; Sustainability Appraisal; Habitats Regulations Assessment; Alignment of Economic, Employment and Housing Strategies; North Congleton Masterplan
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 2: Create Conditions for Business Growth Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.26 Policy Context: Back Lane and Radnor Park Site



Site LPS 27: Congleton Business Park Extension

15.348 The Congleton Business Park Extension to the north of the town presents a significant site in scale. It presents an opportunity to establish a high quality extension to Congleton Business Park alongside other uses. Residential development will support the creation of this new community set in ample green space which supports existing wildlife areas and the River Dane which is a key asset to the town. Key to this development will be the provision of the Congleton Link Road.

Site LPS 27

Congleton Business Park Extension

The extension site at Congleton Business Park over the Local Plan Strategy period will be achieved through:

1. The delivery of, or a contribution towards, the Congleton Link Road;
2. The delivery of around 625 new homes (at approximately 30 dwellings per hectare) as set out in Figure 15.32;
3. The delivery of around 10 hectares of land for employment and commercial uses adjacent to Congleton Business Park as set out in Figure 15.32;
4. The delivery of around 3 hectares of land for employment and commercial uses adjacent to the Congleton Link Road junction as set out in Figure 15.32;
5. The provision of appropriate retail space to meet local needs;
6. The provision of children's play facilities;
7. Pedestrian and cycle links set in green infrastructure to new and existing employment, residential areas, shops, schools, health facilities the town centre;
8. Contributions to health and education infrastructure; and
9. The provision of land required in connection with the Congleton Link Road as set out in Figure 15.32.

Site Specific Principles of Development

- a. Provision for highway linkages to Giantswood Lane, enabling connection through to Strategic Site LPS 29 Giantswood Lane and allowing through traffic to travel between Hulme Walfield and Viking Way. Contributions will also be sought towards the Congleton Link Road / complementary highway measures on the existing highway network.
- b. The provision of a network of open spaces for nature conservation and recreation, including the enhancement of the River Dane Valley Corridor as set out in Figure 15.32. Development should retain and enhance areas of landscape quality / sensitivity.
- c. The timely provision of physical and social infrastructure to support development at this location.
- d. The achievement of high quality design reflecting the prominent landscape location of the site and creating a vibrant destination and attractive public realm.
- e. The site should be developed comprehensively consistent with the allocation of uses set out in Figure 15.32 and the principles of the North Congleton Masterplan. Development should integrate with the adjacent uses, particularly through sustainable transport, pedestrian and cycle links.
- f. The delivery of appropriate public transport links to connect with employment, housing and retail / leisure uses in the town.
- g. The provision of pedestrian and cycle routes to provide clear and safe links to surrounding communities including the adjacent Strategic Site LPS 29 Giantswood Lane.
- h. A desk based archaeological assessment will be required for this site.
- i. The site will provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- j. Future development should have reference to the River Dane Local Wildlife Site and Ancient Woodland.



- k. Future development should also have consideration to Policy SE 14 'Jodrell Bank'.
- l. In order to ensure a sustainable, mixed use scheme is delivered on the site, the council will require all housing proposals to demonstrate, through the execution of a s106 Agreement or appropriate alternative, how the delivery of employment land as an extension to the Congleton Business Park will be positively supported.
- m. The visual, noise and pollution assessment of development should be undertaken with the assumption that the link road is in situ and suitable screening / mitigation provided accordingly. Noise and visual mitigation measures should be provided between future and existing employment / residential areas. This could include separation distances, acoustic fencing, earth mounding, tree planting and building orientation.
- n. Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor' Sports Facilities
- o. Future development should provide an east to west greenway with pedestrian and cycle links across the site linking together proposed and existing leisure uses, local retail and other community facilities at this site with other sites to the north of Congleton. This should include a footbridge over the River Dane for pedestrian / cycle use.
- p. The Congleton Link Road will form the northern boundary of the site
- q. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- r. The proposed route of the Congleton Link Road is as shown in Figure 15.32. Development should be undertaken with the assumption that the link road is in situ. The land required for the construction and delivery of the Congleton Link Road will be safeguarded from development.

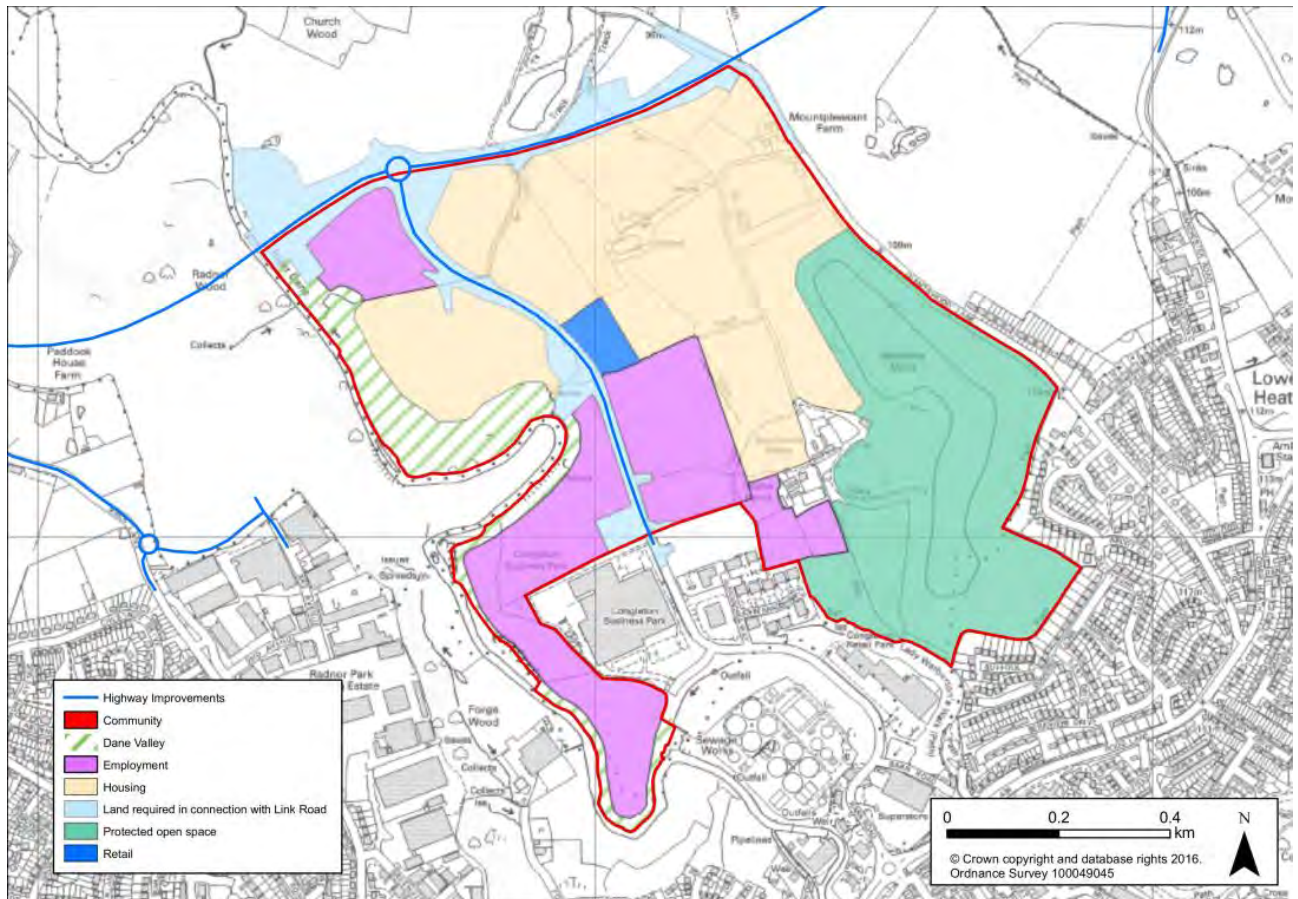


Figure 15.32 Congleton Business Park Extension Site



Justification

15.349 The Congleton Link Road is the single largest infrastructure project the council has undertaken to date. It is vital to the successful delivery of sites to the north of Congleton and to resolve long-standing economic and environmental impacts arising from congestion in the town. The link road will also improve connectivity across the borough and access to the M6. The council has recognised that it may have to provide gap funding upfront in order to deliver the Congleton Link Road. As the link road is an essential component in the delivery of sites to the north of Congleton, the council will seek appropriate contributions towards the link road from development unlocked by the link road. In the event that the road is committed (as evidenced through a construction contract let by the council) and / or completed at the time or planning permission(s) being granted, the council will seek appropriate contributions to the Congleton Link Road on a retrospective basis.

15.350 The council's stated aims for the delivery of the sites to the north of Congleton are that they should be delivered on a comprehensive basis in line with the North Congleton Masterplan. The site cannot be comprehensively delivered without additional highways capacity provided by the proposed Congleton Link Road and as such the council will seek to ensure appropriate contributions to the Congleton Link Road. The council will be mindful of the costs of bringing the site forward in such circumstances and will consider affordable housing provision, on a case by case basis, where it is demonstrated through robust viability evidence that 30% affordable housing would render the development of a site unviable (in line with paragraph 7 of LPS Policy SC 5 'Affordable Homes'). The council's expectation is the site is delivered on a comprehensive basis in the form of outline planning application(s), in line with the North Congleton Masterplan, to secure appropriate contributions towards the delivery of the Congleton Link Road and appropriate contributions to the infrastructure requirements of individual sites as set out in policy requirements and in line with Policy IN 1 'Infrastructure' and IN 2 'Developer Contributions'. In the event that changing circumstances impact on the sites / infrastructure delivery in line with the stated programme then the council will consider measures as set out in Chapter 16 (Monitoring and Implementation) of the LPS, including the use of its Compulsory Purchase Powers, in order for the stated objectives of the site to be met.

15.351 The Congleton Link Road will form the northern boundary of this site.

15.352 Development should provide green links to the River Dane Local Wildlife Site. It should promote the inclusion of areas of good quality open space, including natural and semi-natural habitat and wildlife corridors, within the strategic master planning of this area, to promote and enhance its biodiversity and nature conservation potential.

15.353 Future development should avoid the functional floodplain and include SuDS, where possible, to manage surface runoff and reduce the amount of surface water entering the combined network. This should include a surface water drainage strategy to consider measures such as attenuation ponds / detention basins and other measures. The provision of green and blue infrastructure will be key to the future master planning of this site.

15.354 Future development should consider a movement strategy and the importance of a green infrastructure network across the site to improve and integrate networks and improve connectivity and safe direct access to the town centre and surrounding areas.

15.355 The site has potential for contamination to be present therefore initially a Phase 1 Preliminary Risk Assessment for contaminated land is required.

15.356 Average residential density should be 30 dwellings per hectare across the site. A varied density profile across the site may be necessary in response to site characteristics including visual sensitivity, topography, landform and the existing character of the site.

15.357 Any development proposal should take into consideration the policy requirements set out in Policy CO 2 'Enabling Business Growth Through Transport Infrastructure', and the need to improve sustainable travel options particularly in the wider cross border context.



Indicative Site Delivery

- It is expected that employment land allocations in mixed use schemes will be phased in tandem with the housing allocations. Where appropriate, the phased release of employment land will be secured through S106 agreements/obligations.

Policy Context	
National Policy	NPPF (principally paragraphs): 20, 21, 30, 31, 34, 35, 38, 41, 47, 50, 52, 56, 59, 69, 70, 100, 109, 112, 117
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Employment Land Review; Congleton Town Strategy; Development Strategy; Pre-Submission Core Strategy; Cheshire East Strategic Flood Risk Assessment; Housing Development Study; Spatial Distribution Update Report; Sustainability Appraisal; Habitats Regulations Assessment; Alignment of Economic, Employment and Housing Strategies; North Congleton Masterplan
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 2: Create Conditions for Business Growth Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.27 Policy Context: Congleton Business Park Extension Site

Site LPS 28: Giantswood Lane South, Congleton

15.358 Giantswood Lane South presents the opportunity to establish a high quality residential community as the first element of a larger scheme. This development will be required to contribute towards the provision of the Congleton Link Road.

15.359 This site is located to the north of Congleton, covering an area from Giantswood Lane to Manchester Road. Surrounding land uses include open countryside and residential uses.



Site LPS 28

Giantswood Lane South, Congleton

The development of Giantswood Lane South over the Local Plan Strategy period will be achieved through:

1. The delivery of around 150 new homes (at approximately 30 dwellings per hectare).

Site Specific Principles of Development

- a. Contributions towards the delivery of the Congleton Link Road.
- b. Contributions towards complementary highway measures on the existing highway network.
- c. Pedestrian and cycle links set in green infrastructure to new and existing employment, residential areas, shops, schools, health facilities the town centre, including retention and improvement of the existing footpath on the site.
- d. The provision of a network of open spaces for nature conservation and recreation.
- e. The timely provision of physical and social infrastructure to support development at this location.
- f. The achievement of high quality design reflecting the prominent landscape location of the site and creating a vibrant destination and attractive public realm.
- g. The site should be developed comprehensively consistent with the allocation of uses as set out in Figure 15.30 and the principles of the North Congleton Masterplan. Development should integrate with the adjacent existing and proposed uses, particularly through sustainable transport, pedestrian and cycle links.
- h. The delivery of appropriate public transport links to connect with employment, housing and retail / leisure uses in the town.
- i. The Local Plan Strategy site will provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- j. Future development should consider the use of SuDS to manage surface run off from the site.
- k. A desk-based archaeological assessment should be undertaken, with appropriate mitigation, if required.
- l. Future development should also have consideration to Policy SE 14 'Jodrell Bank'.
- m. Contributions to education and health infrastructure.
- n. The visual, noise and pollution assessment of development should be undertaken with the assumption that the link road is in situ and suitable screening / mitigation provided accordingly.
- o. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- p. Future development should support an east to west greenway with pedestrian and cycle links across the site linking together proposed and existing leisure uses, local retail and other community facilities at this site with other sites to the north of Congleton.
- q. Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

Justification

- 15.360** Appropriate landscaping to minimise visual intrusion in to the Dane Valley.



15.361 It should promote the inclusion of areas of good quality open space, including natural and semi-natural habitat and wildlife corridors, within the strategic master planning of this area, to promote and enhance its biodiversity and nature conservation potential.

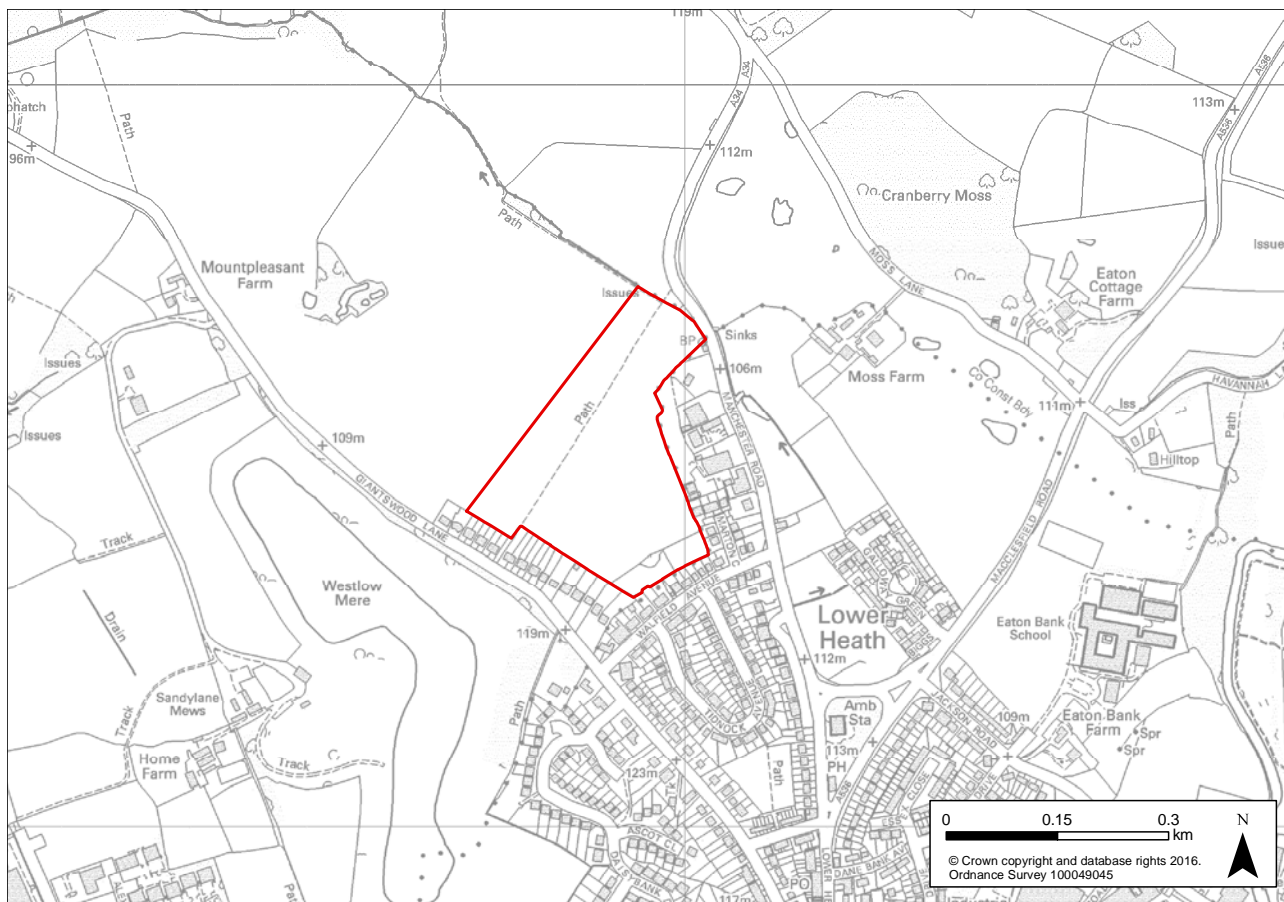


Figure 15.33 Giantswood Lane South Site

15.362 Future master planning should include SuDS, where possible, to manage surface runoff and reduce the amount of surface water entering the combined network. This should include a surface water drainage strategy to consider measures such as attenuation ponds / detention basins and other measures. The provision of green and blue infrastructure should be key to the future master planning of this site.

15.363 Outline planning approval has been granted for 96 dwellings on part of the site (planning reference 14/1680C).

Policy Context	
National Policy	NPPF (principally paragraphs): 47, 50, 56, 58, 83, 99, 109, 112, 117
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Congleton Town Strategy; Development Strategy; Pre-Submission Core Strategy; Housing Development Study; Spatial Distribution Update Report; Sustainability Appraisal; Habitats Regulations Assessment; Alignment of Economic, Employment and Housing Strategies; North Congleton Masterplan
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.28 Policy Context: Giantswood Lane South Site



Site LPS 29: Giantswood Lane to Manchester Road, Congleton

15.364 The Giantswood Lane to Manchester Road site to the north of the town presents a significant expansion area. It presents an opportunity to establish a high quality sustainable community set in ample green space. Key to this development will be the provision of the Congleton Link Road.

15.365 This site is located to the north of Congleton, covering an area from Giantswood Lane to Manchester Road. Surrounding land uses include open countryside, Cranberry Moss and a sand quarry.

Site LPS 29

Giantswood Lane to Manchester Road, Congleton

The site at Giantswood Lane to Manchester Road over the Local Plan Strategy period will be achieved through:

1. The delivery of, or a contribution towards, the Congleton Link Road / complementary highway measures on the existing highway network;
2. The delivery of around 500 new homes (at approximately 30 dwellings per hectare) as set out in Figure 15.34;
3. The provision of appropriate retail space to meet local needs;
4. The provision of a new primary school as set out in Figure 15.34;
5. Vehicular, pedestrian and cycle links set in green infrastructure to new and existing employment, residential areas, shops, schools, health facilities the town centre;
6. The provision of children's play facilities;
7. The provision of land required in connection with the Congleton Link Road as set out in Figure 15.34.

Site Specific Principles of Development

- a. Provision should be made for managed vehicular linkage through the site between Manchester Road and Giantswood Lane, together with connection through to Strategic Site LPS 27 Congleton Business Park. Contributions will also be sought towards the Congleton Link Road.
- b. Contributions towards complementary highway measures on the existing highway network including the management of traffic on Giantswood Lane.
- c. The provision of the new school and associated localised retailing should be made in an accessible location capable of serving adjacent developments. Contributions should be made to health infrastructure.
- d. The provision of a network of open spaces for nature conservation and recreation. This should include enhancement of the proposed habitat area defined by the Congleton Link Road as set out in Figure 15.34.
- e. The timely provision of physical and social infrastructure to support development at this location.
- f. The achievement of high quality design reflecting the prominent landscape location of the site and creating a vibrant destination and attractive public realm. Landscape features should be retained whilst defining landscaped spaces and key movement choices.
- g. The site should be developed comprehensively consistent with the allocation of uses set out in Figure 15.34 and the principles of the North Congleton Masterplan. Development should integrate with the adjacent uses, particularly through sustainable transport, pedestrian and cycle links.
- h. The delivery of appropriate public transport links to connect with employment, housing and retail / leisure uses in the town.
- i. The provision of pedestrian and cycle routes to provide clear and safe links to surrounding communities including adjacent Strategic Site LPS 27 Congleton Business Park. Future



development should provide an east to west greenway with pedestrian and cycle links across the site linking together proposed and existing leisure uses, local retail and other community facilities at this site with other sites to the north of Congleton.

- j. The site will provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- k. Future development should also have consideration to Policy SE 14 'Jodrell Bank'.
- l. Future development should consider the use of SuDS to manage surface run off from the site.
- m. A desk-based archaeological assessment should be undertaken, with appropriate mitigation, if required.
- n. The visual, noise and pollution assessment of development should be undertaken with the assumption that the link road is in situ and suitable screening / mitigation provided accordingly. Noise and visual mitigation measures should be provided between future and existing employment / residential areas. This could include separation distances, acoustic fencing, earth mounding, tree planting and building orientation.
- o. Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.
- p. The Congleton Link Road will form the northern boundary to this site.
- q. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- r. The proposed route of the Congleton Link Road is as shown in Figure 15.34. The land required for the construction and delivery of the Congleton Link Road will be safeguarded from development.

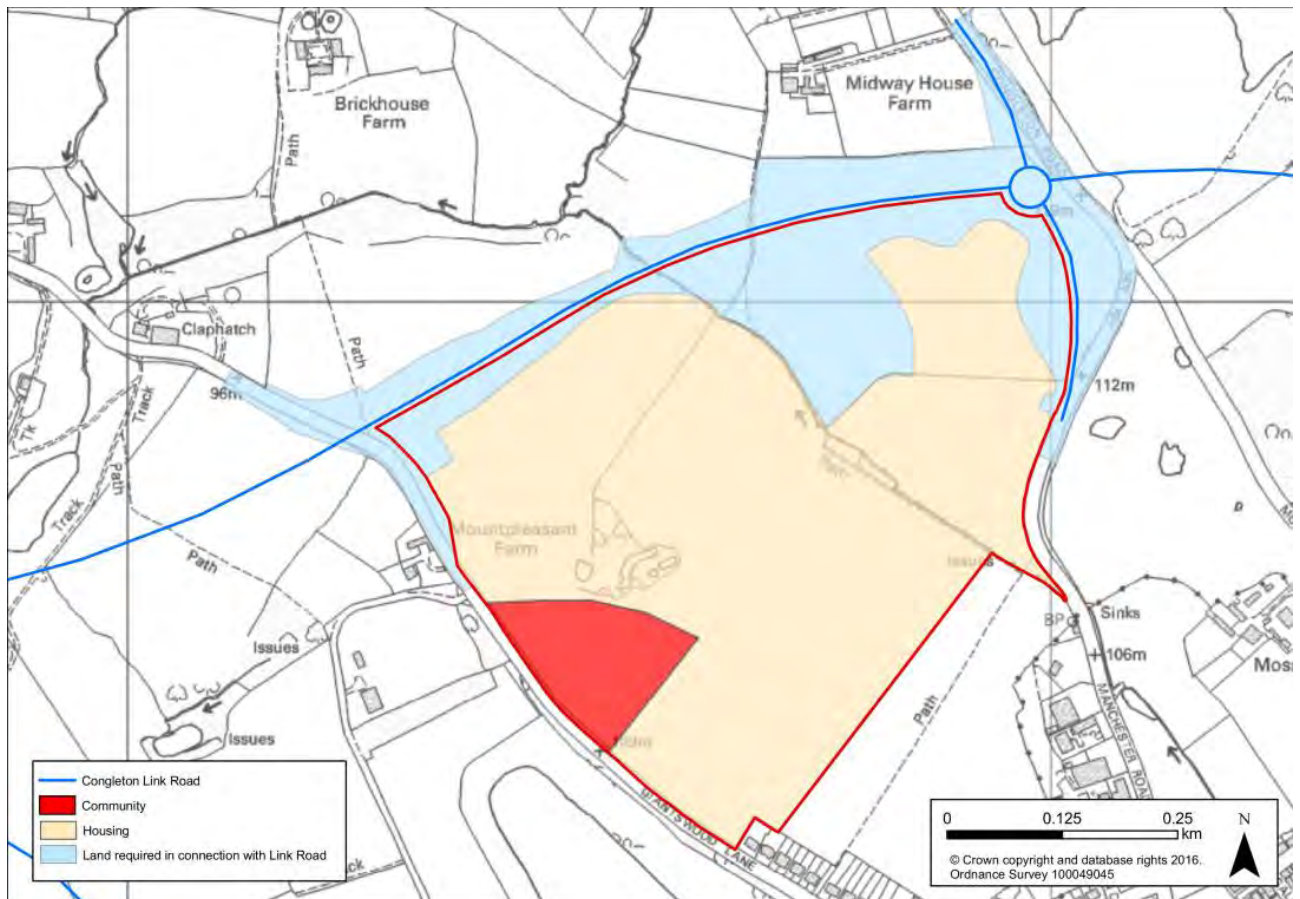


Figure 15.34 Giantswood Lane to Manchester Road Site



Justification

15.366 The Congleton Link Road is the single largest infrastructure project the council has undertaken to date. It is vital to the successful delivery of sites to the north of Congleton and to resolve long-standing economic and environmental impacts arising from congestion in the town. The link road will also improve connectivity across the borough and access to the M6. The council has recognised that it may have to provide gap funding upfront in order to deliver the Congleton Link Road. As the link road is an essential component in the delivery of sites to the north of Congleton, the council will seek appropriate contributions towards the link road from development unlocked by the link road. In the event that the road is committed (as evidenced through a construction contract let by the council) and / or completed at the time or planning permission(s) being granted, the council will seek appropriate contributions to the Congleton Link Road on a retrospective basis.

15.367 The council's stated aims for the delivery of the sites to the north of Congleton are that they should be delivered on a comprehensive basis in line with the North Congleton Masterplan. The site cannot be comprehensively delivered without additional highways capacity provided by the proposed Congleton Link Road and as such the council will seek to ensure appropriate contributions to the Congleton Link Road. The council will be mindful of the costs of bringing the site forward in such circumstances and will consider affordable housing provision, on a case by case basis, where it is demonstrated through robust viability evidence that 30% affordable housing would render the development of a site unviable in line with paragraph 7 of LPS Policy SC 5 'Affordable Homes'). The council's expectation is the site is delivered on a comprehensive basis in the form of outline planning application(s), in line with the North Congleton Masterplan, to secure appropriate contributions towards the delivery of the Congleton Link Road and appropriate contributions to the infrastructure requirements of individual sites as set out in policy requirements and in line with Policy IN 1 'Infrastructure' and IN 2 'Developer Contributions'. In the event that changing circumstances impact on the sites / infrastructure delivery in line with the stated programme then the council will consider measures as set out in Chapter 16 (Monitoring and Implementation) of the LPS, including the use of its Compulsory Purchase Powers, in order for the stated objectives of the site to be met.

15.368 Development should provide green links to the River Dane Local Wildlife Site. It should promote the inclusion of areas of good quality open space, including natural and semi-natural habitat and wildlife corridors, within the strategic master planning of this area, to promote and enhance its biodiversity and nature conservation potential. Development of the site should include appropriate landscaping to minimise visual intrusion in to the Dane Valley.

15.369 Future development should include SuDS, where possible, to manage surface runoff and reduce the amount of surface water entering the combined network. This should include a surface water drainage strategy to consider measures such as attenuation ponds / detention basins and other measures. The provision of green and blue infrastructure is key to the future master planning of this site.

15.370 A new primary school is proposed within the site. This is likely to serve a broad area across the north of Congleton and will form a key focus for future community life. The school should be designed either to allow convenient dual use for community events or with a stand alone community facility. There is the opportunity to link the school with localised retailing.

15.371 Future development should consider a movement strategy and the importance of a green infrastructure network across the site to improve and integrate networks and improve connectivity and safe direct access to the town centre and surrounding areas.

15.372 Average residential density should be 30 dwellings per hectare across the site. A varied density profile across the site may be necessary in response to site characteristics including visual sensitivity, topography, landform and the existing character of the site.

15.373 The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.



Policy Context	
National Policy	NPPF (principally paragraphs): 30, 37, 38, 47, 50, 56, 58, 69, 70, 72, 83, 100, 109, 112, 117
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Congleton Town Strategy; Development Strategy; Pre-Submission Core Strategy; Housing Development Study; Spatial Distribution Update Report; Sustainability Appraisal; Habitats Regulations Assessment; Alignment of Economic, Employment and Housing Strategies; North Congleton Masterplan.
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.29 Policy Context: Giantswood Lane to Manchester Road Site

Site LPS 30: Manchester Road to Macclesfield Road, Congleton

15.374 The Manchester Road to Macclesfield Road site to the north of the town presents a significant expansion area and an opportunity for high quality residential development set in ample green space which supports existing wildlife areas. This site covers an area from Manchester Road to Macclesfield Road with surrounding land uses including residential, open countryside, Cranberry Moss and a sand quarry.



Site LPS 30

Manchester Road to Macclesfield Road, Congleton

The development of Manchester Road to Macclesfield Road over the Local Plan Strategy period will be achieved through:

1. The delivery of around 450 new homes (at approximately 30 dwellings per hectare); and
2. The provision of appropriate retail space to meet local needs.

Site Specific Principles of Development

- a. Contributions towards the delivery of the Congleton Link Road.
- b. Contributions towards complementary highway measures on the existing highway network.
- c. Pedestrian and cycle links set in green infrastructure to be provided to new and existing employment, residential areas, shops, schools, health facilities the town centre. This should include the retention of existing public rights of way into a landscaped corridor to provide enhanced pedestrian connectivity.
- d. Contributions to education and health infrastructure.
- e. The provision of a network of open spaces for nature conservation and recreation. Development should retain and enhance areas of landscape quality / sensitivity.
- f. The timely provision of physical and social infrastructure to support development at this location.
- g. The achievement of high quality design reflecting the prominent landscape location of the site and creating a vibrant destination and attractive public realm.
- h. The site should be developed comprehensively consistent with the allocation of uses set out in Figure 15.30 and the principles of the North Congleton Masterplan. Development should integrate with the adjacent existing and proposed uses, particularly through sustainable transport, pedestrian and cycle links.
- i. The delivery of appropriate public transport links to connect with employment, housing and retail / leisure uses in the town.
- j. The Local Plan Strategy site will provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- k. Future development should consider the use of SuDS to manage surface run off from the site.
- l. A desk-based archaeological assessment should be undertaken, with appropriate mitigation, if required.
- m. Development proposals should positively address and mitigate any impacts on the adjacent Cranberry Moss.
- n. Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.
- o. Future development should provide an east to west greenway with pedestrian and cycle links across the site linking together proposed and existing leisure uses, local retail and other community facilities at this site with other sites to the north of Congleton.
- p. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

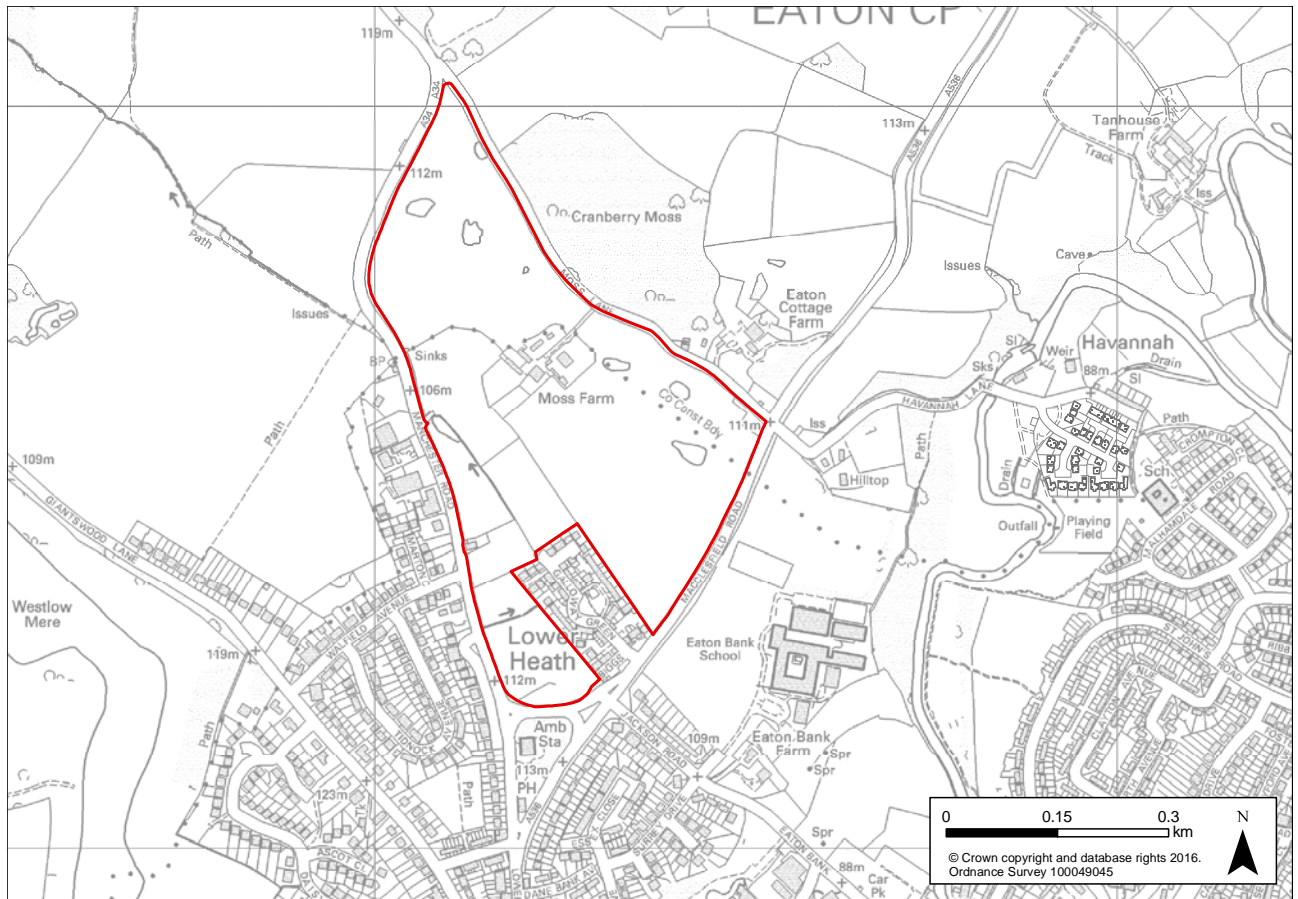


Figure 15.35 Manchester Road to Macclesfield Road Site

Justification

15.375 The Congleton Link Road is the single largest infrastructure project the council has undertaken to date. It is vital to the successful delivery of sites to the north of Congleton and to resolve long-standing economic and environmental impacts arising from congestion in the town. The link road will also improve connectivity across the borough and access to the M6. The council has recognised that it may have to provide gap funding upfront in order to deliver the Congleton Link Road. As the link road is an essential component in the delivery of sites to the north of Congleton, the council will seek appropriate contributions towards the link road from development unlocked by the link road. In the event that the road is committed (as evidenced through a construction contract let by the council) and / or completed at the time or planning permission(s) being granted, the council will seek appropriate contributions to the Congleton Link Road on a retrospective basis.

15.376 The council's stated aims for the delivery of the sites to the north of Congleton are that they should be delivered on a comprehensive basis in line with the North Congleton Masterplan. The site cannot be comprehensively delivered without additional highways capacity provided by the proposed Congleton Link Road and as such the council will seek to ensure appropriate contributions to the Congleton Link Road. The council will be mindful of the costs of bringing the site forward in such circumstances and will consider affordable housing provision, on a case by case basis, where it is demonstrated through robust viability evidence that 30% affordable housing would render the development of a site unviable (in line with paragraph 7 of LPS Policy SC 5 'Affordable Homes'). The council's expectation is the site is delivered on a comprehensive basis in the form of outline planning application(s), in line with the North Congleton Masterplan, to secure appropriate contributions towards the delivery of the Congleton Link Road and appropriate contributions to the infrastructure requirements of individual sites as set out in policy requirements and in line with Policy IN 1 'Infrastructure' and IN 2 'Developer Contributions'. In the event that changing circumstances impact on the sites / infrastructure delivery in line with the stated programme then the council will consider measures as set out in Chapter 16 (Monitoring and Implementation) of the LPS, including the use of its Compulsory Purchase Powers, in order for the stated objectives of the site to be met.



15.377 Development should promote the inclusion of areas of good quality open space, including natural and semi-natural habitat and wildlife corridors, within the strategic master planning of this area, to promote and enhance its biodiversity and nature conservation potential.

15.378 Future development should include SuDS, where possible, to manage surface runoff and reduce the amount of surface water entering the combined network. This should include a surface water drainage strategy to consider measures such as attenuation ponds / detention basins and other measures. The provision of green and blue infrastructure is key to the future master planning of this site.

15.379 Future development should consider a movement strategy and the importance of a green infrastructure network across the site to improve and integrate networks and improve connectivity and safe direct access to the town centre and surrounding areas.

15.380 Average residential density should be 30 dwellings per hectare across the site. A varied density profile across the site may be necessary in response to site characteristics including visual sensitivity, topography, landform and the existing character of the site.

15.381 The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

Policy Context	
National Policy	NPPF (principally paragraphs): 29, 35, 37, 38, 47, 50, 56, 58, 59, 69, 70, 83, 100, 109, 112, 117
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Congleton Town Strategy; Development Strategy; Pre-Submission Core Strategy; Housing Development Study; Spatial Distribution Update Report; Sustainability Appraisal; Habitats Regulations Assessment; Alignment of Economic, Employment and Housing Strategies; North Congleton Masterplan
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.30 Policy Context: Manchester Road to Macclesfield Road Site



Site LPS 31

Tall Ash Farm, Congleton

The development of Tall Ash Farm over the Local Plan Strategy period will be achieved through:

1. The delivery of around 225 new homes;
2. Provision of pedestrian and cycle links set in green infrastructure to new and existing employment, residential areas, shops, schools, health facilities the town centre;
3. Provision of an appropriate buffer zone to the eastern boundary of the site adjacent to the Macclesfield Canal and Ancient Woodland to the south of the site at Bath Vale Woods.

Site Specific Principles of Development

- a. Contributions towards the delivery of the Congleton link Road or the A34 online improvements.
- b. The Local Plan Strategy site will provide affordable housing in line with policy requirements set out in Policy SC 5 'Affordable Homes'.
- c. Contributions towards health and education provision.
- d. Contributions towards Macclesfield Canal towpath improvements.
- e. Contributions towards public rights of way and public realm improvements.
- f. Contributions towards improvement to 2 no. bus stops.
- g. Provision of electric vehicle infrastructure (charging points).
- h. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made; suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- i. The provision of a travel plan in line with Policy CO 4 of the Local Plan Strategy.
- j. The design, layout and style of individual plots should be guided by appropriate masterplanning and design codes influenced by existing locational assets of the area and its surroundings.
- k. Development should integrate with the adjacent existing and proposed uses, particularly through sustainable transport, pedestrian and cycle links.
- l. A desk based archaeological assessment will be required for this site.
- m. Protected species have been recorded on and near the site, additional ecological surveys and mitigation will be required on the site. New development will be expected to respect any existing ecological constraints on site and where necessary provide appropriate mitigation.
- n. Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

Justification

15.382 The site has a resolution to grant outline planning permission (ref 15/2099C) for 236 dwellings (subject to a S106 agreement) following Strategic Planning Board meeting of the 18th November 2015. A Heritage Impact Assessment has been prepared for this site, at the request of Historic England.

15.383 Protected species are known to be present on the site; it is important that appropriate habitat for protected species, if required, is retained/provided within the site.

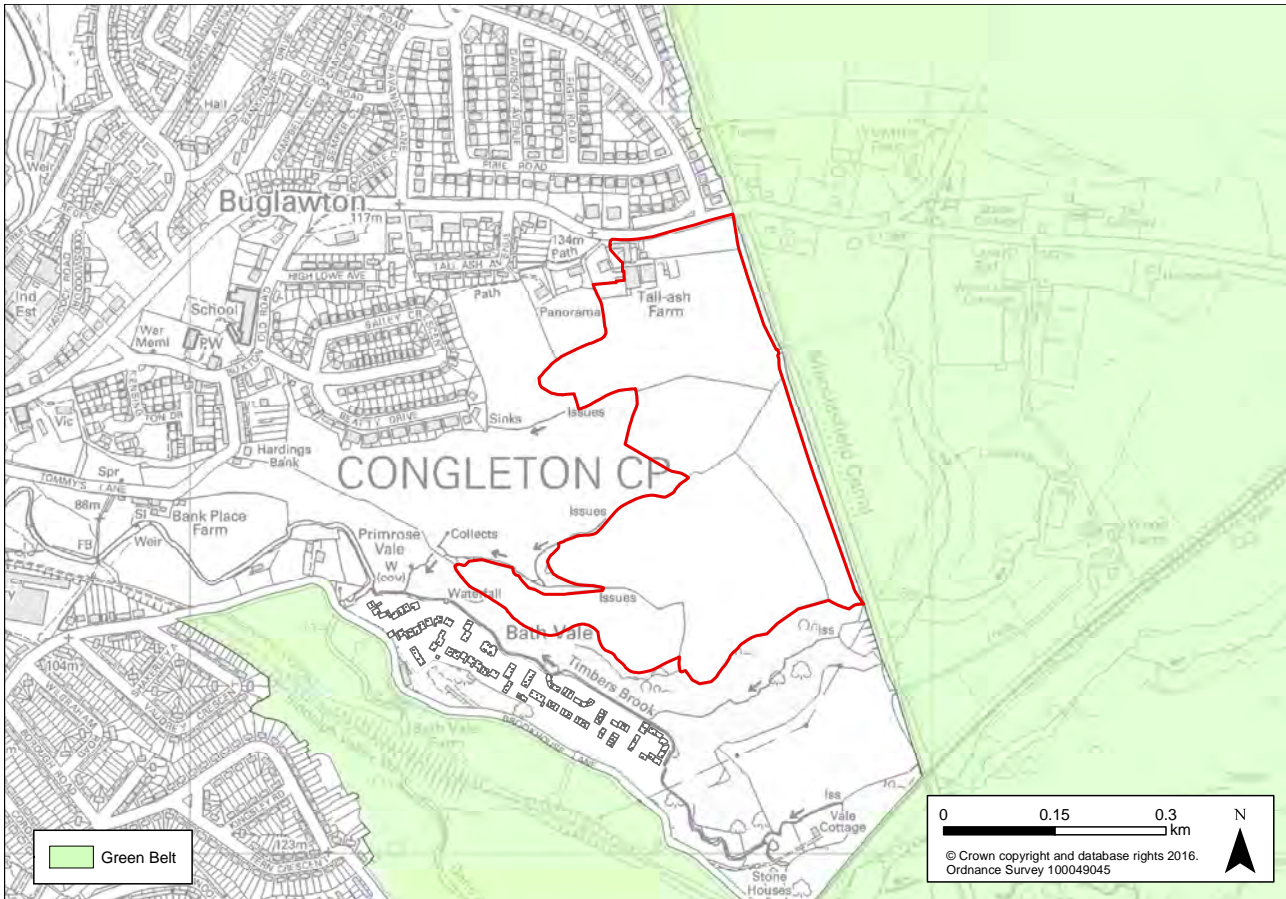


Figure 15.36 Tall Ash Farm Site

15.384 It is important that appropriate buffering planting, along the boundaries of the site, is provided in such a way that a clear edge to the development is provided and that visual impacts are mitigated. A suitable transition will be required between the urban area and the countryside beyond, which also takes account of the site’s juxtaposition to the Macclesfield Canal. This will require a substantial landscape buffer to be provided and suitably maintained.

15.385 An archaeological assessment will be required, to ensure that there will not be an impact on undesignated heritage assets.

15.386 The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

Policy Context	
National Policy	NPPF (principally paragraphs): 29, 35, 37, 38, 47, 50, 56, 58, 59, 69, 70, 83, 100, 109, 112, 117
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Congleton Town Strategy; Development Strategy; Pre-Submission Core Strategy; Housing Development Study; Spatial Distribution Update Report; Sustainability Appraisal; Habitats Regulations Assessment; Alignment of Economic, Employment and Housing Strategies; North Congleton Masterplan
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.31 Policy Context: Tall Ash Farm Site



Site LPS 32

North of Lamberts Lane, Congleton

The development of North of Lamberts Lane over the Local Plan Strategy period will be achieved through:

1. The delivery of around 225 new homes;
2. Provision of pedestrian and cycle links set in green infrastructure to connect to new and existing employment, residential areas, shops, schools, health facilities and the town centre.

Site Specific Principles of Development

- a. The provision of a network of open space for nature conservation and recreation purposes.
- b. The design, layout and style of individual plots should be guided by appropriate masterplanning and design codes influenced by existing locational assets of the area and its surroundings. This should include careful consideration of issues including building scale, mass and materiality to minimise any impact on St Peters Church (grade I listed building) and its setting, the Moody Street Conservation Area and have regard to the long distance views from the Macclesfield Canal to the south-east of the site.
- c. Development should integrate with the adjacent existing and proposed uses, particularly through sustainable transport, pedestrian and cycle links to link new and existing residential areas, employment areas, shops, schools and health facilities.
- d. A desk-based archaeological assessment will be required for this site.
- e. Development should maintain and enhance Congleton Bridleway 4 and Bridleway 1 (Lamberts Lane) and improve pedestrian connectivity across the site set in green infrastructure and into the wider footpath network.
- f. Future development should consider the use of SuDS to manage surface run off from the site.
- g. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made; suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- h. The Local Plan Strategy site will provide affordable housing in line with policy requirements set out in Policy SC 5 'Affordable Homes'.
- i. The delivery of off-site highway measures including improvements to Albert Place / High Street / Lawton Street junction.
- j. The provision of electric vehicle infrastructure (charging points).
- k. The provision of 2 no. quality bus stops on Canal Road.
- l. The provision of a travel plan in line with Policy CO 4 of the Local Plan Strategy.
- m. The retention, where possible, of hedgerows and trees and the inclusion of appropriate planting and buffering along the boundaries of the site, to provide a clear edge to the development and reduce the visual impact of the development on the surrounding countryside.
- n. Protected species have been recorded on and near the site, additional ecological surveys and mitigation will be required on the site. New development will be expected to respect any existing ecological constraints on site and where necessary provide appropriate mitigation.
- o. A buffer zone (at least 5 metres wide) should be provided alongside any watercourse running through the site.



- p. Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

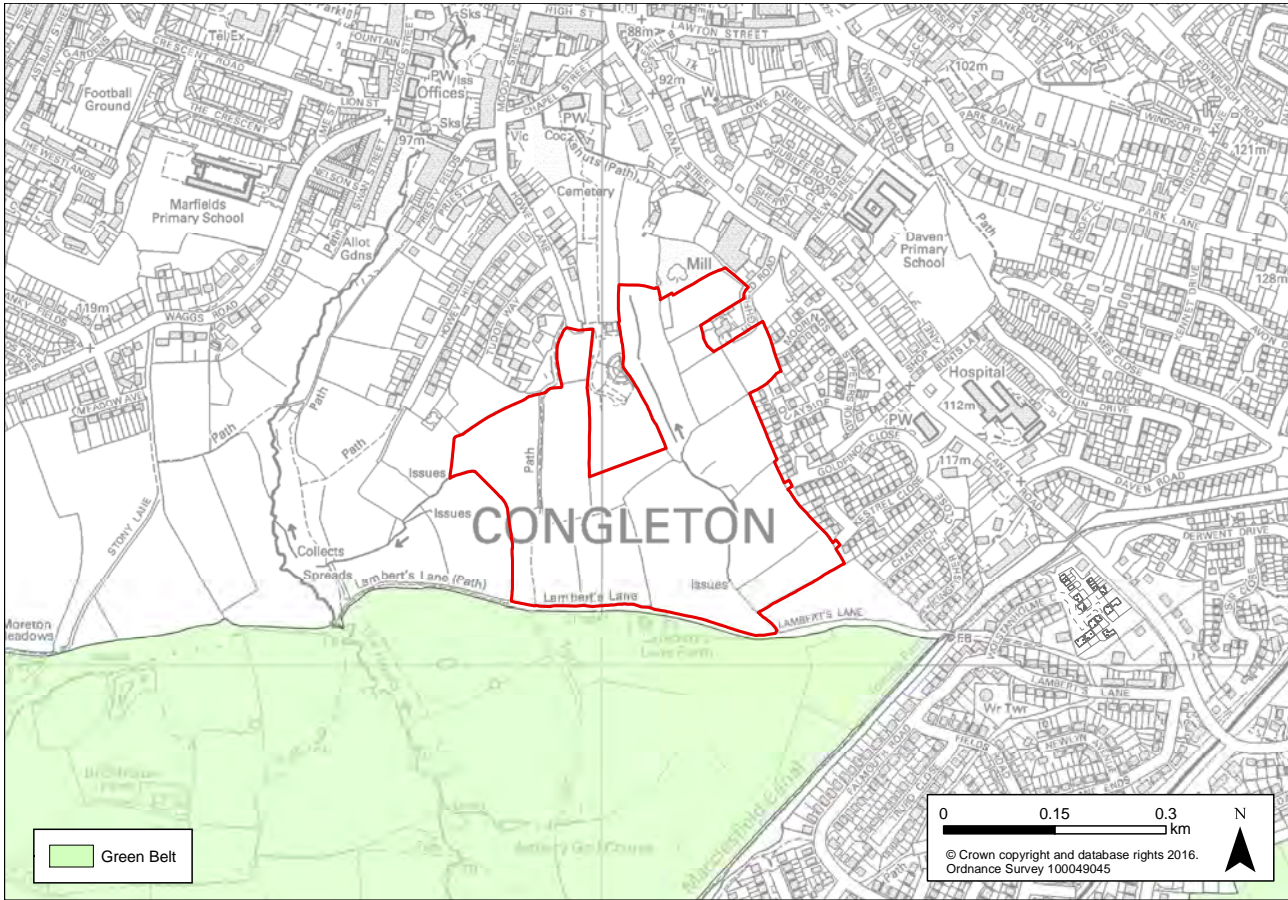


Figure 15.37 North of Lamberts Lane Site

Justification

15.387 The site has outline planning permission for 220 dwellings (planning reference 13/3517C) following the granting of planning permission at appeal on the 14th December 2015. Planning application 13/3517C incorporates two sites;- at the Moorings for 38 dwellings (15/0505C) and 40 dwellings at Goldfinch Close (15/0001C) which now have reserved matters approval (for both applications).

15.388 A Heritage Impact Assessment has been prepared for this site, on the request of Historic England.

15.389 Protected species are known to be present on the site; it is important that appropriate habitat for protected species, if required, is retained/provided within the site.

15.390 It is important that appropriate buffering planting, along the boundaries of the site, is provided in such a way that a clear edge to the development is provided and that visual impacts are mitigated.

15.391 An archaeological assessment will be required, to ensure that there will not be an impact on undesignated heritage assets.

15.392 The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.



Policy Context	
National Policy	NPPF (principally paragraphs): 29, 35, 37, 38, 47, 50, 56, 58, 59, 69, 70, 83, 100, 109, 112, 117
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Congleton Town Strategy; Development Strategy; Pre-Submission Core Strategy; Housing Development Study; Spatial Distribution Update Report; Sustainability Appraisal; Habitats Regulations Assessment; Alignment of Economic, Employment and Housing Strategies; North Congleton Masterplan
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.32 Policy Context: North of Lamberts Lane Site



Handforth

15.393 Handforth has been identified as one of the Key Service Centres for Cheshire East, and as such the vitality and growth of this town contributes to the prosperity of the borough as a whole.

15.394 The North Cheshire Growth Village is adjacent to Handforth and will offer opportunities for growth in the future. Figure 15.38 (below) identifies Local Plan Strategy sites in and around Handforth for growth in the future.

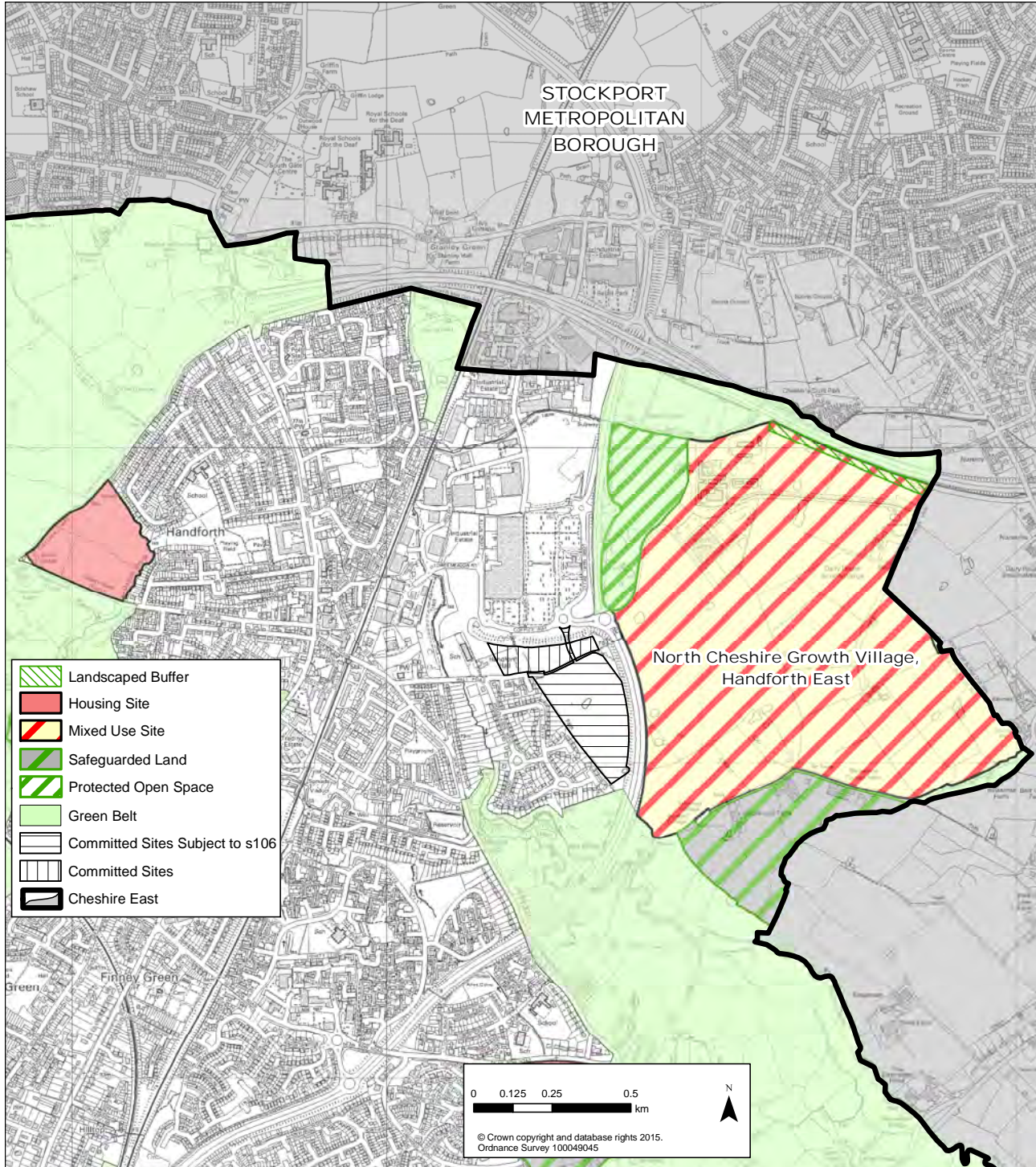


Figure 15.38 Handforth Town Map



Site LPS 33: North Cheshire Growth Village, Handforth East

15.395 The North Cheshire Growth Village presents an opportunity to deliver a high quality, comprehensively masterplanned new settlement, embodying sustainable development principles and incorporating the highest quality of design to represent an exemplar sustainable community, contributing to the identified housing, employment and infrastructure needs of the borough.

15.396 Situated at the northern edge of the borough, on the eastern side of Handforth, the site is located off the A34 (Wilmslow-Handforth Bypass), is bordered to the north by the A555 (Manchester Airport Eastern Link Road), shares a boundary (consisting of open countryside and a rugby and cricket club) to the north and the east with Stockport Metropolitan Borough, and is bordered to the south by open countryside, as well as being bordered to the west by residential, retail and industrial development.

15.397 The site is generally level in parts and gently undulating elsewhere. It comprises of predominantly low grade agricultural land with some ground cover from willow and hawthorn, with some mature groups of hedgerow and tree cover to the south east of the site, as well as having various ponds across the site, some of which support a community of great crested newts.

15.398 Areas of the site are in current use (MoD offices and Total Fitness) and there are pockets of other built development across the site. A grade II listed building, Dairy House Farm, is located within the site; footpaths and public rights of way traverse the site.

15.399 In order to deliver an exemplar sustainable new settlement which delivers all the infrastructure and facilities required, a comprehensive masterplan for the entire site will be developed and supported by a North Cheshire Growth Village Design Guide. These documents will be produced in collaboration with stakeholders and, following full consultation, will be approved and adopted by the council to guide development of the site.

15.400 Allocation of this site involved an adjustment to the Green Belt boundary.

Site LPS 33

North Cheshire Growth Village, Handforth East

The development of the North Cheshire Growth Village site over the Local Plan Strategy period will deliver a new exemplar 'Sustainable Community' in line with an agreed comprehensive masterplan and supported by a North Cheshire Growth Village Design Guide, including:

1. Phased provision of around 1,500 new homes, including a full range of housing types and tenures;
2. Up to 12 hectares of employment land, primarily for B1 uses;
3. New mixed-use local centre(s) including:
 - i. Retail provision to meet local needs;
 - ii. Local health facilities where appropriate, or contributions to local health infrastructure;
 - iii. Public house / take away / restaurant;
 - iv. Sports and leisure facilities;
 - v. Community centre and other community uses;
 - vi. Children's day nursery;
 - vii. Extra care housing; and
 - viii. Hotel.

Additional uses or alternatives to those specified will be considered where it can be demonstrated that the local centre will still provide a vital and vibrant centre for the new community;



4. New two form entry primary school and provision of, or contributions to, secondary school provision to meet projected needs. Proposals should consider the potential to include a secondary school on site;
5. The incorporation of green infrastructure including:
 - i. Green corridors;
 - ii. Country-park style open spaces;
 - iii. Public open space including formal sports pitches; and
 - iv. Allotments and / or community orchard
6. The provision of, or appropriate contributions towards, the infrastructure and facilities required to support the development, including highways and transport, education, health, open space and community facilities.

Site Specific Principles of Development

- a. High quality design must reflect and respect the character of the local built form (especially in relation to the setting of listed buildings) and natural environment creating an attractive place to live and work, appropriate to its location, through having a thorough understanding of the site's features and contributions they make to the local area. Development must be in accordance with an approved and agreed comprehensive masterplan and North Cheshire Growth Village Design Guide.
- b. A delivery plan will be required showing the phasing of development and timing of provision of the local centre and other community facilities and infrastructure. Supporting facilities and infrastructure must be delivered as early as is feasible to emphasise the new settlement's sustainable credentials in its early years.
- c. All new dwellings should aim to achieve a 'Built for Life' accreditation (or equivalent under a comparable successor scheme) and where possible, dwellings should aim to achieve a 'Built for Life Outstanding' accreditation (or equivalent under a comparable successor scheme).
- d. The provision of apartments above the retail and other facilities in the local centre(s) should be included in development proposals where feasible and viable.
- e. Features of amenity value including mature trees, hedgerows and ponds must be retained where possible.
- f. Development proposals should take advantage of the existing topography and vegetation on site where possible in order to minimise visual impacts on the surrounding landscape. Significant planting and landscaping buffers must be provided at the eastern boundary to define a readily recognisable, defensible and permanent new boundary to the Green Belt.
- g. Existing public rights of way should be retained and appropriate pedestrian and cycle linkages must be provided to improve connectivity and accessibility into and out of the site to the wider local area, including improvements to the accessibility of Handforth Railway Station and district centre.
- h. Improvements must be made to other public transport provision, including where possible direct access to bus services to Handforth district centre and beyond.
- i. Allow for appropriate highway impact mitigation measures to the A34 and A555 corridors.
- j. Site access is primarily to be taken from A34/ Coppice Way roundabout and A34 / Handforth Dean Retail Park 'dumbell' junction. Both of these junctions are to be upgraded as part of the development. Consideration should be given to provision of an additional access point from the A555.
- k. The development should retain important habitats and provide compensatory habitats for great crested newts and other protected and priority species and habitats on the site. The green corridors should be designed to support the preservation and enhancement of biodiversity on the site.
- l. A desk based archaeological assessment will be required to determine if any future evaluation or mitigation will be needed.
- m. Development must facilitate the preservation and refurbishment of the Grade II listed Dairy House Farm.



- n. Residential and other sensitive land uses should be located away from main noise and pollution sources and mitigation measures should be incorporated where appropriate.
- o. Any development that would prejudice the future comprehensive development of the adjacent safeguarded land will not be permitted (Site reference LPS 35).
- p. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- q. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- r. Provision of a management plan to govern the long term use, maintenance and management of community facilities, public open space and public realm.

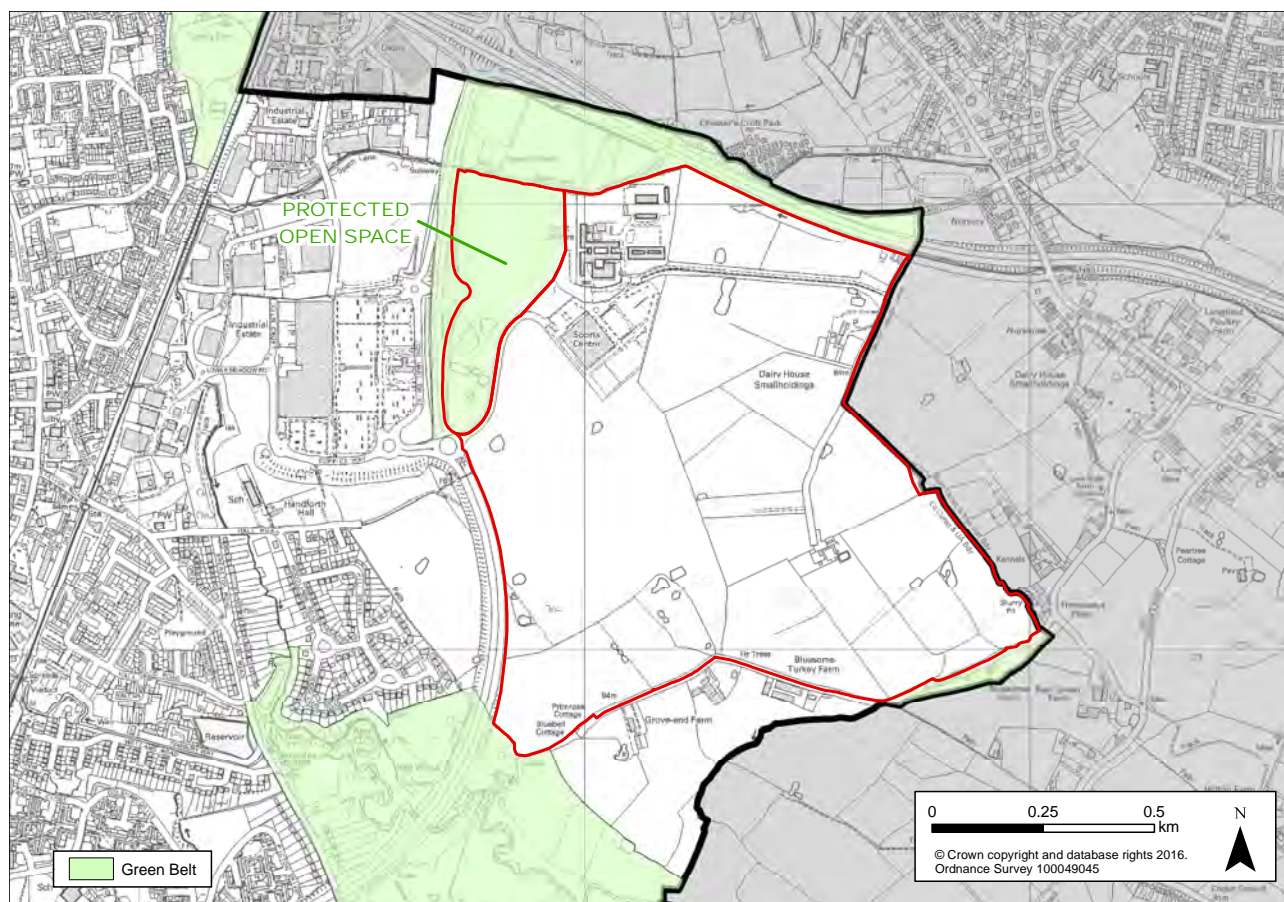


Figure 15.39 North Cheshire Growth Village Site

Justification

15.401 The National Planning Policy Framework (NPPF) advises that sustainable development may be achieved through the allocation of new settlements with self contained facilities and providing an opportunity to properly plan infrastructure to support new construction. This is best achieved through the local planning process where a plan-led, co-ordinated approach can be achieved with the early involvement of key stakeholders.

15.402 The case for an alternative future development option through the allocation of a major mixed-use development at Handforth East was originally canvassed as part of the public consultation on the Handforth Town Strategy.

15.403 The approach to delivering a new sustainable community adopted by the council, has been favoured over the allocation of development sites in restricted, unsustainable locations having constrained infrastructure and/or a lack of local services and facilities.



15.404 A concept statement prepared for the site in July 2013 advised that the majority of the site should be allocated for residential development and that densities should vary accordingly to reflect the neighbouring environment and local character. Medium density would be appropriate on the northern edge of the site whilst low density could be suitable on the eastern and southern edges, reflecting the relationship with the open countryside.

15.405 The proposed commercial centre is intended to be in the north-west portion of the site to take advantage of the existing primary vehicular access points which provide connectivity with Handforth Dean and the A34. Similarly, a local centre, with a mixture of uses including small scale retail, is intended to be provided close to the roundabout that provides a direct link to Handforth Dean Retail Park whilst schools would be best located in the heart of the residential area. The precise locations of uses will be determined through the comprehensive masterplan. The two form entry primary school provision will be located on site. The secondary school provision to meet projected needs from the site is predicted to be equivalent to 11.5 classrooms and proposals should consider whether a new secondary school can also be accommodated on site.

15.406 The site access strategy has been informed by use of the highway model developed for the A6MARR scheme and the primary site access will be from an upgraded A34/Coppice Way roundabout and an upgraded A34/Handforth Dean Retail Park 'dumbbell' junction. Proposals should investigate the possibility of including a complementary access point from the A555, which would provide increased permeability through the site and deliver wider network benefits in terms of providing an additional connection between the A555 and A34.

15.407 Given the site's proximity to Handforth, Cheadle Hulme, Bramhall and surrounding settlements, the townscape and vernacular should be considered to inform the character of the development. High quality design should also be a priority and proposals must demonstrate that local character has been respected whilst not compromising the quality of the environment.

15.408 Landscape corridors should be provided throughout the site, not only for convenient pedestrian and cycle leisure routes but also to link recreational spaces. Existing newt mitigation features present on site should remain and be extended to allow wildlife to access foraging areas through the use of 'green fingers' extending into, and beyond, the development. Regard should also be had to the land safeguarded for potential future development adjacent to the site (site reference LPS 35).

15.409 The proposed new sustainable community is considered to be in line with the social, economic and environmental principles of sustainable development, allowing it to contribute to the required housing, employment and infrastructure needs of the borough, whilst addressing policy requirements taken as a whole within the Local Plan Strategy and meeting the requirements of the NPPF.

15.410 To make sure that the North Cheshire Growth Village continues as an exemplar sustainable community in the long term, future management, maintenance and ownership will be addressed from the outset to include a local management organisation comprising representatives of the new community and local authority to allow locally-based long term ownership and management of facilities in perpetuity.

15.411 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.412 The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.



Policy Context	
National Policy	NPPF (principally paragraphs): 18, 29, 38, 47, 50, 52, 56, 57, 58, 69, 70, 72, 74, 75, 83, 85, 100, 109, 112, 117, 126
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Development Strategy; draft Handforth Town Strategy; Green Belt Assessment Update; Employment Land Review; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Cheshire East Housing Development Study; Cheshire East Greenspace Strategy; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 2: Create Conditions for Business Growth

Table 15.33 Policy Context: North Cheshire Growth Village Site

Site LPS 34: Land Between Clay Lane and Sagars Road, Handforth

15.413 The land between Clay Lane and Sagars Road presents an opportunity to deliver a high quality, sustainable residential development to contribute to the identified housing requirement for Handforth.

15.414 The site is located to the west of Handforth, bound by Clay Lane (track) to the west, and Sagars Road (track) to the south. Whilst there is open countryside to the west and south, the site adjoins residential development to the north and east. The site is generally flat.

15.415 There are a number of mature trees within and around the site, and the site is separated from the adjoining housing areas by Dobbin Brook. At present, the site is not publicly-accessible and has no footpaths running through it, although there are tracks to the west and south accessible to the public.

15.416 Allocation of this site involved an adjustment to the Green Belt boundary.



Site LPS 34

Land Between Clay Lane and Sagars Road, Handforth

The development of the land between Clay Lane and Sagars Road over the Local Plan Strategy period will be achieved through:

1. The delivery of around 250 dwellings;
2. Provision of a direct cycle and pedestrian link from the site to the west to improve connectivity. A link to the open space to the east should also be provided as part of any development; and
3. Retention of trees and woodlands on the edges of the site, with new planting to re-enforce important landscape features and to properly define a new Green Belt boundary.

Site Specific Principles of Development

- a. The development must be a high quality design which reflects and respects the character of the area and the amenities of neighbouring properties.
- b. Provide a comprehensive landscaping scheme which retains existing mature trees and hedgerows particularly on the perimeter of the site.
- c. Creation of a new vehicular access to the site of sufficient capacity to accommodate the proposed development.
- d. Improve the connectivity and accessibility into and out of the site to Handforth town centre and the wider local area with the provision of cycle paths and pedestrian linkages.
- e. Provision should be made for public open space, possibly utilising Dobbin Brook as a focus for green infrastructure. Any new development will be expected to make contributions to playing fields and children's play facilities where these cannot be provided on site.
- f. New development will be expected to respect any existing ecological constraints on site and where necessary provide appropriate mitigation.
- g. Provide contributions to health and education infrastructure.
- h. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- i. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

Justification

15.417 The site offers excellent opportunities for a sustainable residential development which will contribute to meeting Handforth's housing requirements.

15.418 The site is reasonably well located to Handforth, with bus routes nearby and is within walking distance to Handforth Railway Station and shopping centre. There is the opportunity for linkage to, and improvement of, adjoining rights of way for pedestrians and cyclists.

15.419 With a quality design, the development of the site could respect the character and distinctiveness of the locality with quality design. Green links could be created, improving local connectivity and benefiting new residents as well as the wider area.

15.420 The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

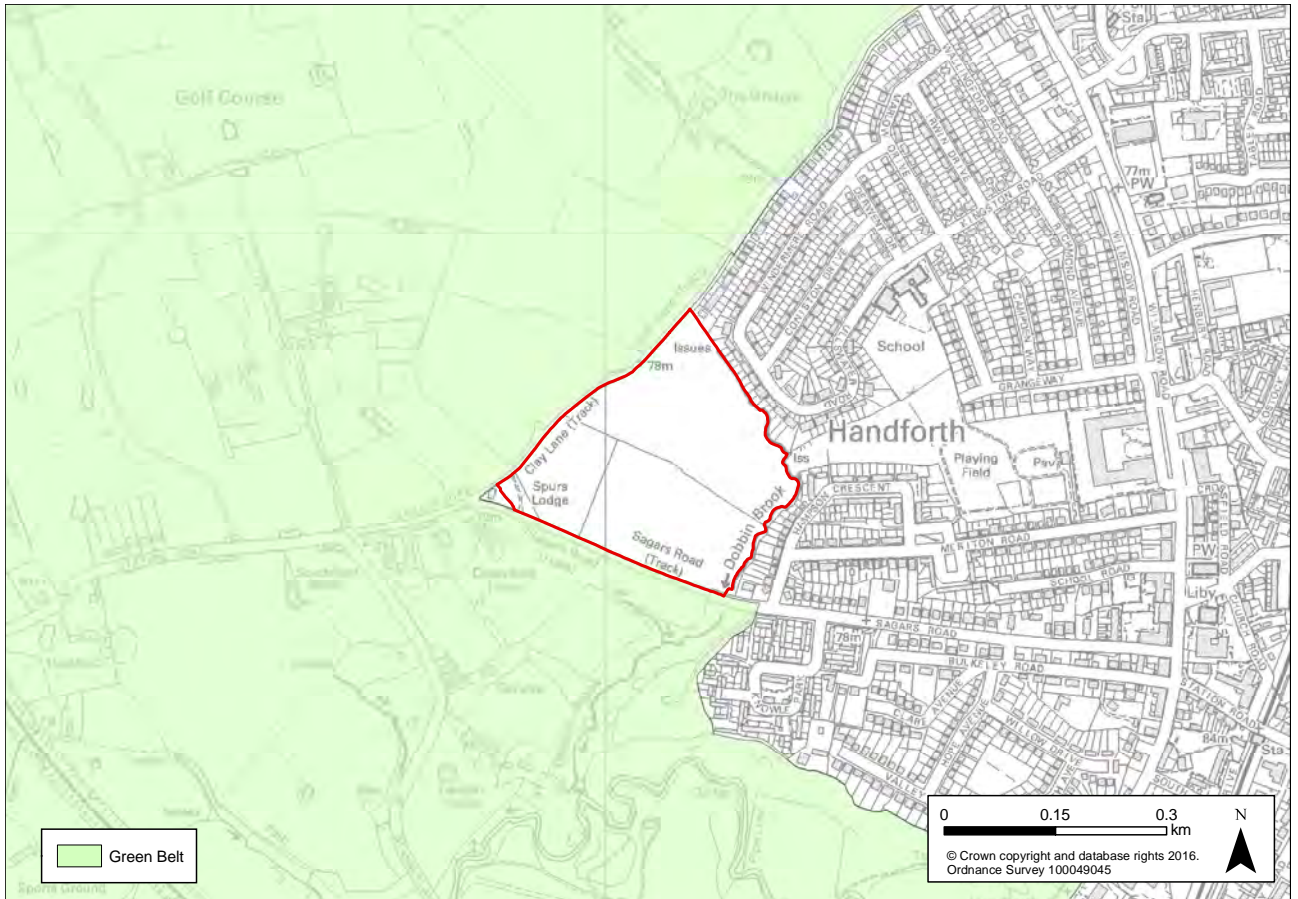


Figure 15.40 Land Between Clay Lane and Sagars Road Site

Policy Context	
National Policy	NPPF (principally paragraphs): 38, 41, 47, 50, 52, 56, 69, 83, 85, 100, 109, 112, 117, 126, 132, 137
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Green Belt Assessment Update; Cheshire East Housing Development Study; Spatial Distribution Update Report; draft Handforth Town Strategy; Development Strategy; Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment; Heritage Impact Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurture strong communities Priority 2: Create conditions for business growth Priority 5: Ensure a sustainable future Priority 7: Drive out the causes of poor health

Table 15.34 Policy Context: Land Between Clay Lane and Sagars Road Site



Safeguarded Land LPS 35: North Cheshire Growth Village Extension, Handforth East

15.421 The North Cheshire Growth Village presents an opportunity to deliver a high quality, comprehensively masterplanned new settlement, embodying sustainable development principles and incorporating the highest quality of design to represent an exemplar sustainable community, contributing to the identified housing, employment and infrastructure needs of the borough.

15.422 The site is adjacent to the Site LPS 33 (North Cheshire Growth Village) and offers the potential for a future phase of development if required through a review of the Local Plan.

15.423 Safeguarding this site involved an adjustment to the Green Belt boundary.

Safeguarded Land LPS 35

North Cheshire Growth Village Extension, Handforth East

1. 14 ha of safeguarded land

Site Specific Principles of Development

- This site is not allocated for development at the present time.

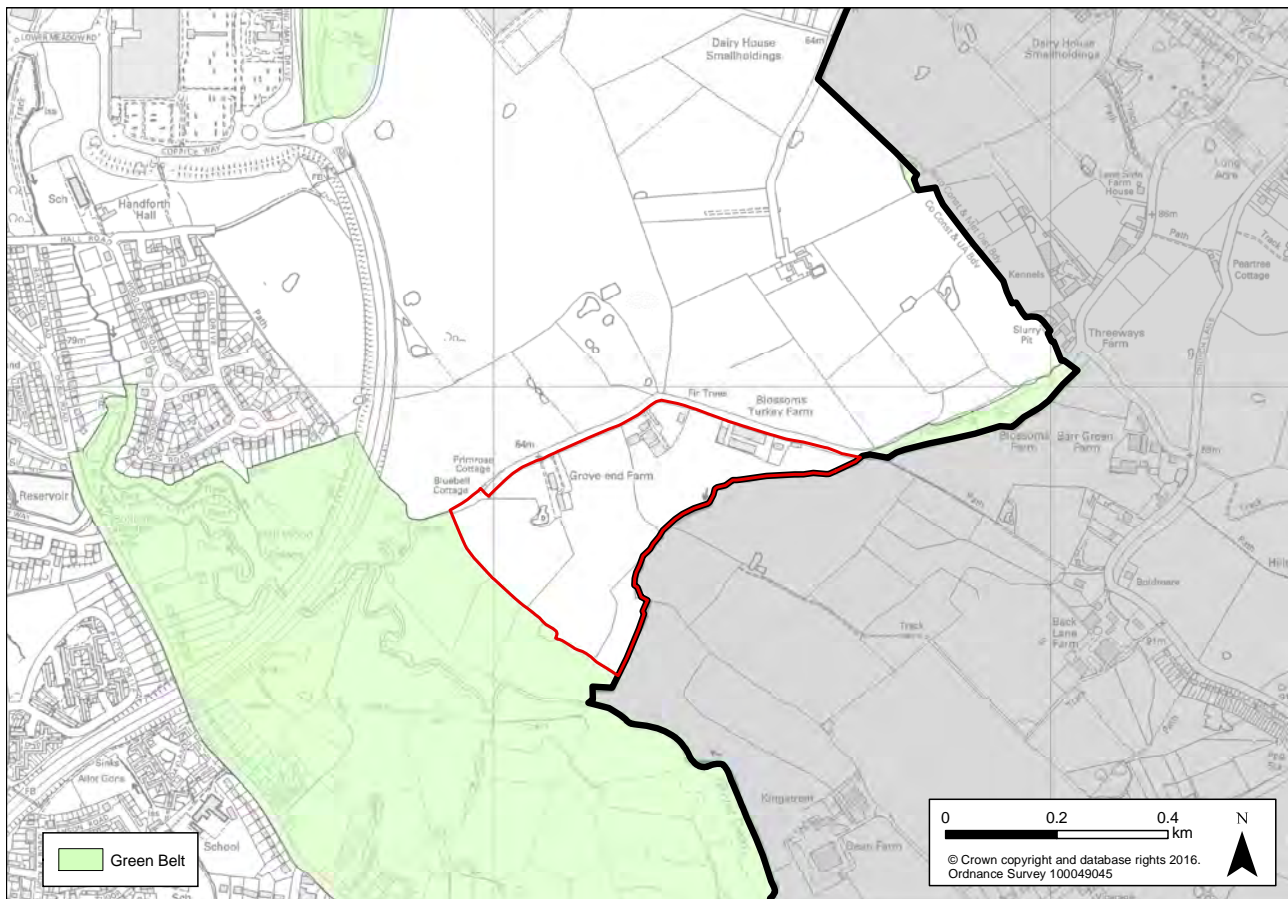


Figure 15.41 North Cheshire Growth Village Extension Safeguarded Land

Justification

15.424 Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.



15.425 A future phase of development at the North Cheshire Growth Village offers the opportunity to further enhance the sustainability and vitality of the new settlement.

Policy Context	
National Policy	NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91
Local Evidence	Site Selection Report; Development Strategy; draft Handforth Town Strategy; Strategic Housing Land Availability Assessment; Green Belt Assessment Update; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced
SCS Priorities	Priority 1: Nurture strong communities Priority 2: Create conditions for business growth Priority 5: Ensure a sustainable future Priority 7: Drive out the causes of poor health

Table 15.35 Policy Context: North Cheshire Growth Village Extension Safeguarded Land

Knutsford



15.426 Knutsford has been identified as one of the Key Service Centres for Cheshire East, and as such the vitality and growth of this town is key to the prosperity of the borough as a whole. Figure 15.42 (below) identifies Local Plan Strategy Sites in and around Knutsford for growth in the future.

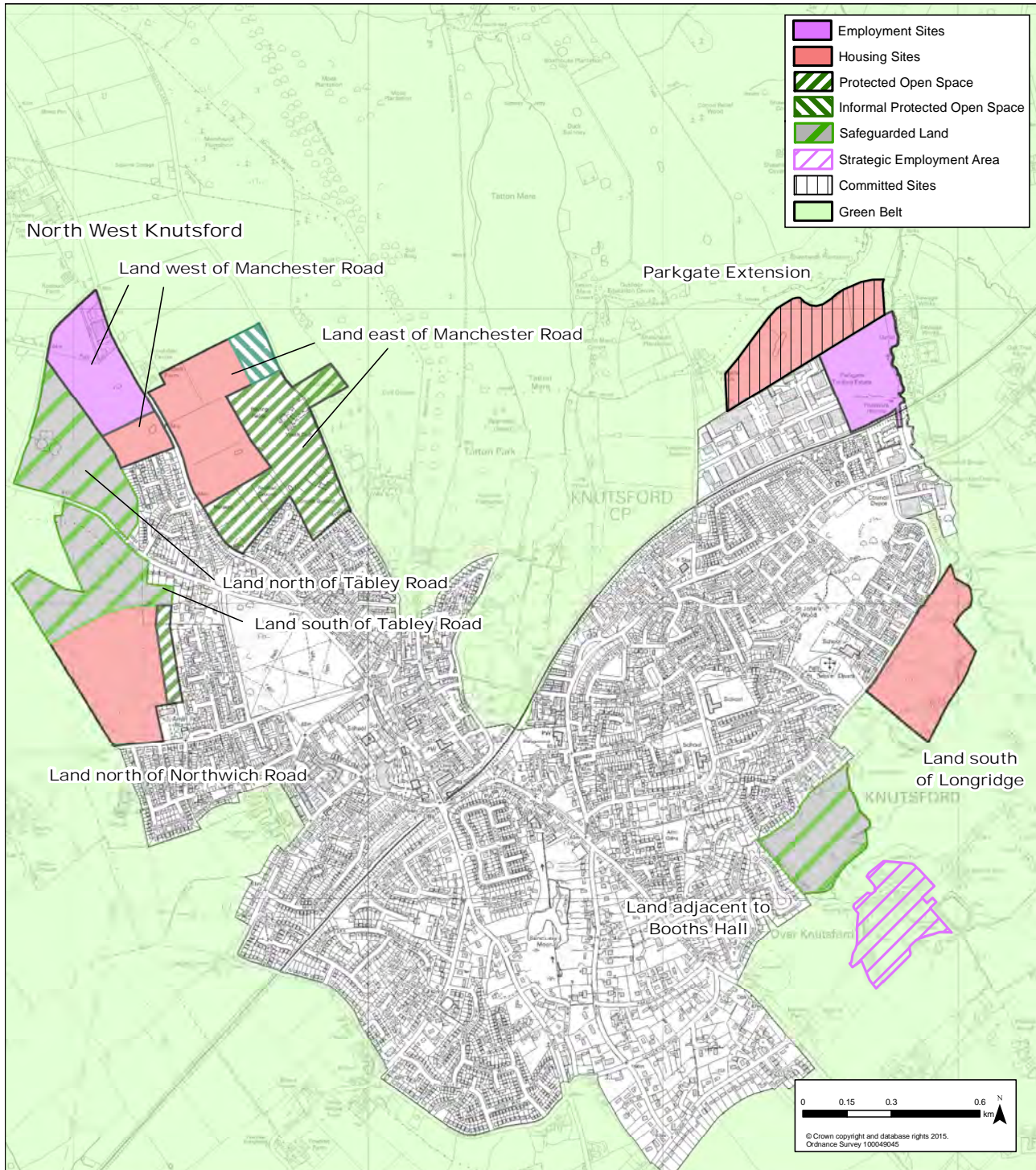


Figure 15.42 Knutsford Town Map

15.427 Figure 15.42 also identifies safeguarded land. This is land not allocated for development at the present time but is taken out of the Green Belt and will be reviewed in future Local Plans that consider needs beyond 2030.

15.428 Further information about each Local Plan Strategy Site can be found as follows.



Site LPS 36: North West Knutsford

15.429 North West Knutsford consists of 3 sites which, together, comprise areas of open countryside adjacent to, playing fields, public rights of way, allotments and fishing ponds, limited areas of employment and a number of listed buildings. The sites are adjacent to existing residential development on the North West edge of Knutsford. They present an opportunity for high quality, sympathetic low density residential development with community facilities and the creation of open space. Development will integrate with existing facilities and communities and provide links to the settlements to the south and east of the sites.

15.430 Surrounding land uses also include the Land Rover Car Sales Showroom, the Brookdale Centre and Tatton Park.

15.431 Allocation of this site involved an adjustment to the Green Belt boundary.

Site LPS 36

North West Knutsford

The development of North West Knutsford over the Local Plan Strategy period will be achieved through:

1. Phased provision of around 500 new homes and 7.5 hectares of high quality Class B1 business park development within the following sites:
 - LPS 36(A) Land North of Northwich Road (175 dwellings);
 - LPS 36(B) Land West of Manchester Road (75 dwellings and the development of a new 7.5 hectare high quality Class B1 business park; and
 - LPS 36(C) Land East of Manchester Road 250 dwellings;

It is anticipated that separate planning applications will deliver each of the above sites, and with each site having independent access, this is acceptable. Collectively the sites will deliver, as appropriate, the following provisions (2-6) and each planning application will be assessed against the relevant site specific criteria (a-u) as they may apply to that application site.

2. Appropriate retail provision to meet local needs;
3. Appropriate:
 - i. contributions towards educational facilities; and
 - ii. Provision of open space, and provision of / contributions toward sports and leisure facilities;
4. Incorporation of green infrastructure where required, including:
 - i. Allotments; and
 - ii. Community orchard or community gardens; and
5. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities;
6. The existing sports grounds situated between Mereheath Lane and Manchester Road to the south of LPS 36(C) are removed from the Green Belt. These are identified as protected open space within LPS 36 as shown on Figure 15.43 and will be retained in their entirety as such, and enhanced if possible. The existing allotment gardens to the east of Mereheath Lane remain in the Green Belt as protected open space.



Site Specific Principles of Development

- a. Protection and enhancement of the setting of Tatton Park.
- b. The sites will deliver housing which will contribute to the local character of Knutsford through the use of appropriate density, architecture, style, form and materials and reference to CEC most up to date Design Guidance.
- c. A mix of housing types, sizes and tenures to comply with Policy SC 4.
- d. Proposals will be expected to be of a high quality design that respects the setting of nearby designated heritage assets, parkland and the character of the surrounding area. Development adjacent to the Toll House on Northwich Road must be set back from the road by a buffer zone of mature planting to mitigate the visual impact of development on the Toll House.
- e. Proposals will be expected to include a Landscape Character Assessment to guide the scale and massing of new development.
- f. Provide a comprehensive landscaping scheme which retains existing mature trees and hedgerows where possible, or provide appropriate mitigation.
- g. Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.
- h. Provision of additional community facilities.
- i. Contributions to health infrastructure.
- j. Improve the connectivity and accessibility into and out of the sites to the town centre and wider local area with the provision of, or contribution to, cycle paths and pedestrian linkages.
- k. Creation of a network of green infrastructure and accommodation of SuDS requirements.
- l. Provision of high quality landscaping to enhance ecological features.
- m. Provision of new woodland belts within the sites and to create site boundaries.
- n. Contribute to road infrastructure in the area including roundabout improvements at the junction of A50/Northwich Road and Canute Place and Improvement to the A50 Corridor. Provision within LPS 36(A) and LPS 36(B) for a principal access road which, in the longer term, would connect Northwich Road to Manchester Road and ensure connectivity within the North West Knutsford sites.
- o. An archaeological pre-determination evaluation will be required for these sites in addition to a desk based archaeological assessment.
- p. Any development that would prejudice the future comprehensive development of the adjacent safeguarded land will not be permitted (site references LPS 39 / LPS 40).
- q. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- r. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the sites are, or could be made, suitable for use should they be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the sites.
- s. The sites will be developed only where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 1 Ramsar, Rostherne Mere Ramsar and Tatton Mere SSSI particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of the sites.
- t. The development of the new business park within Site LPS 36(B) should:
 - Be planned in a comprehensive way, with the adjacent housing development site;
 - Incorporate a high quality of architecture and materials reflective of the site's importance, being a gateway location to the town;
 - Include a high quality landscaped belt to the northern, western and eastern boundaries of the site to soften the transition between the buildings on the site and adjacent open



countryside (to be carried out as part of any first phase of development), and incorporate high quality landscaping throughout the site;

- Provide for pedestrian and cyclist links with the adjacent housing development site; and
- Be limited to buildings that are no more than two storeys in height.

u. The development of site LPS 36(C) should:

- be planned in a comprehensive way;
- provide for open space and landscaping (and no built development) within the area removed from the Green Belt and identified as 'protected informal open space' - this area to comprise informal open space incorporating landscaped belts along both Mereheath Lane and the eastern edge of built development on the site, each landscaped belt to be a minimum of 15 metres wide and complementary to the landscape character of the surrounding area; and
- provide a suitable landscape screen within the area allocated for housing adjacent to its eastern boundary with the 'protected open space'. The details of this landscape screen should be informed by the required Landscape Character Assessment and provide appropriate mitigation as part of a comprehensive landscape scheme; and
- include the provision of a wide landscaped belt on the Green Belt land to its northern side, with an average width of around 100m to soften the transition between built development and the adjacent open countryside and to respect the setting of Tatton Park, its Registered Historic Park and Garden, and the visitor approach to Tatton; and
- provide for the long-term future management of the informal open space and landscaped belts.

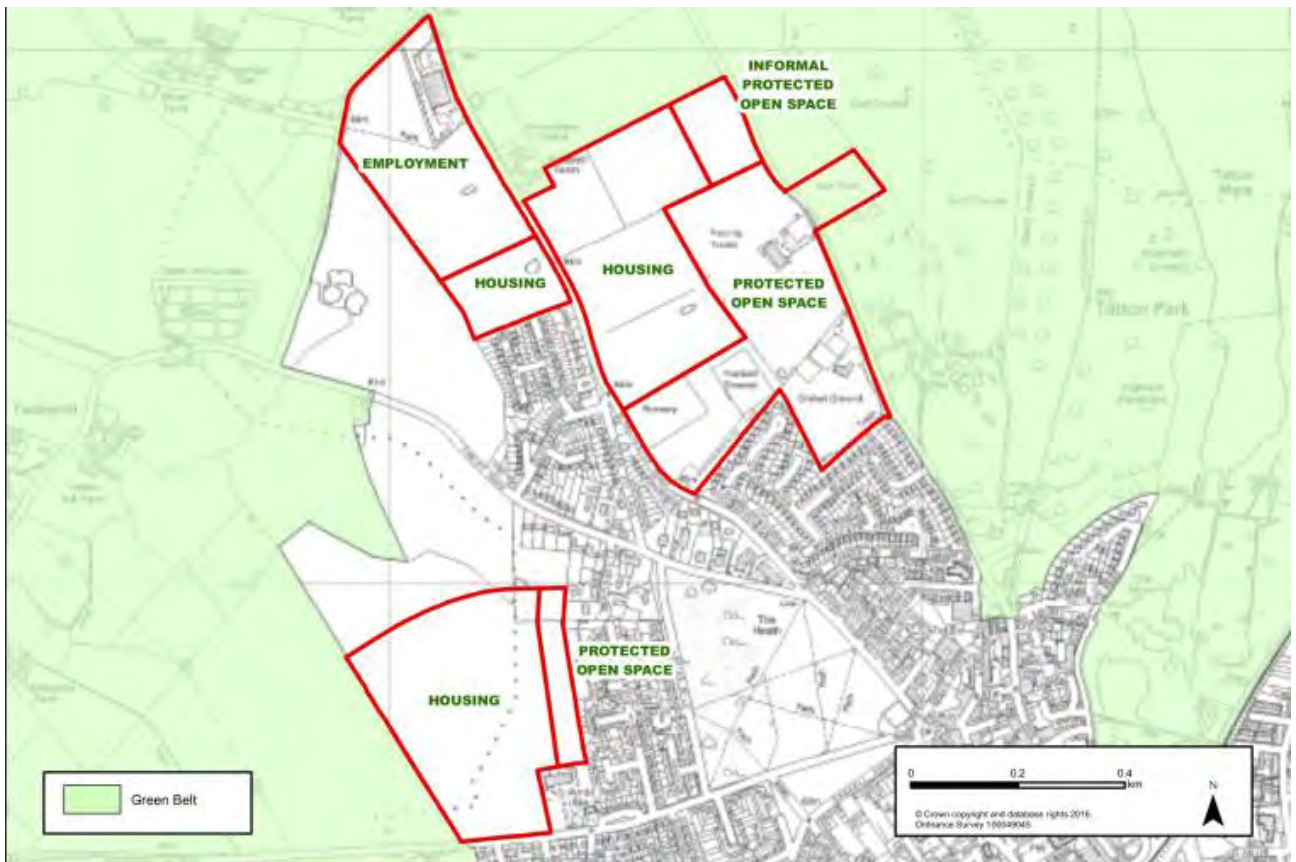


Figure 15.43 North West Knutsford Sites



Justification

15.432 North West Knutsford is largely made up of agricultural land, which directly adjoins residential areas. Surrounding uses are both residential and commercial and therefore this area presents its self as an ideal opportunity for a high quality, residential-led sustainable development, which will offer a contribution to housing, employment and community requirements for a Key Service Centre.

15.433 The topography of this area is relatively flat and sits adjacent to Rostherne and Tatton landscape designation. There are a number of designated heritage assets and Historic Parklands, which are located within close proximity of the strategic sites and therefore new development will need to be sensitively designed so as to be sympathetic to both the historic built form and surrounding landscape.

15.434 A landscape and visual assessment will be fundamental in justifying the siting and massing of development. The sites should also be masterplanned in order that there is a cohesive link between these strategic sites and safeguarded land.

15.435 Green infrastructure, along with a comprehensive landscaping scheme will be essential to these developments. Open space provision and additional woodland planting particularly along the boundaries of the sites will ensure the development is in keeping with the character of the surrounding landscape and will provide a defensible boundary to prevent encroachment into the Green Belt.

15.436 As with all new development, any ecological constraints should be considered and respected, and where necessary the proposal should provide appropriate mitigation.

15.437 Vehicular and pedestrian permeability as well as cycle linkages between the sites, town centre and wider community facilities should be enhanced or created in order to ensure the integration of the development and its sustainability into the existing community.

15.438 This particular area of Knutsford currently accommodates a number of sports and community facilities, which provide a valuable contribution to the health and well being of the local community. Contributions to the enhancement of existing facilities either on or off site will be expected.

15.439 New development will put increased pressure on existing community facilities and therefore, on or off site contributions to local community facilities should also be secured in order to ensure the sites are sustainable.

15.440 The council will require improvement works to existing highways infrastructure associated with the development of these sites to accommodate the capacity and assist with the free flow of traffic in and out of Knutsford town centre.

15.441 The council will require development of an appropriate scale and design; and will require boundary treatments including retention of valued trees and hedgerows where possible, in order to contain the development, provide habitat for local wildlife and respect the setting of Tatton Park Estate.

15.442 The protection enhancement and some new provision of PROW, sports and leisure facilities will be required in accordance with Policy SC 2 'Indoor and Outdoor Sports Facilities' in line with an appropriate action plan.

15.443 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the council during any future planning application process on the sites as part of sustainable development proposals and their proximity to European site (consisting of Special Areas of Conservation, Special Protection Areas and / or Ramsar sites).

15.444 The council expects that the following are considered in the context of the ecological value of the sites due to their proximity to a European site (consisting of a Special Area of Conservation, Special Protection Areas and / or Ramsar site):

- Impact on natural hydrological function, pathways, groundwater and surface water



- Impact on recharge to groundwater and consequent impact on sites
- Impact on water resources
- Impact on water chemistry
- Impacts on nutrient status
- Risks from pollution during construction (e.g. spillages or minor pollution incidents and the storage of oils and fuels)
- Risks from misconnections, misuse of garden chemicals
- Impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- Impacts from dust generated during the construction work
- Impact of increased foot traffic on the sensitive fen meadow vegetation

15.445 The sites have potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.446 Site LPS 36(B) provides an opportunity to create a new high quality (Class B1) business park development in this important gateway location to the town. To reflect this, and to ensure that its development respects the wider open countryside setting of the town in this area, a high quality of design is critical, including appropriate landscaping to the boundaries of the site. To achieve this objective, the site will also be limited to Class B1 uses.

15.447 Site LPS 36(C) provides an opportunity to create a high quality, distinctive and comprehensively planned new residential neighbourhood with associated community facilities. The eastern-most part of the site is identified as protected informal open space. This enables new built development to be set back from Mereheath Lane and allows for appropriate landscaping, in the interests of protecting the setting of, and approach to, Tatton Park. The informal open space and landscaped belts could accommodate sustainable drainage features and they provide an opportunity to create new ecological habitats to provide net gains in biodiversity for the allocated site as a whole. The opportunity should also be taken to provide managed, public access within the landscaped belt to the north of the site. This landscaped belt can be created in the Green Belt along the northern boundary of the site and will serve to strengthen the new Green Belt boundary.

Policy Context	
National Policy	NPPF (principally paragraphs): 30, 47, 50, 56, 64, 72, 73, 74, 75, 85, 95, 100, 103, 109, 112, 117
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Cheshire East Housing Development Study; Employment Land Review; Green Belt Assessment Update; draft Knutsford Town Strategy; Development Strategy; Pre-Submission Core Strategy; LPS Submission Version; Heritage Impact Assessment; Site Selection Methodology; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture strong communities Priority 5: Ensure a sustainable future

Table 15.36 Policy Context: North West Knutsford Sites



Site LPS 37: Parkgate Extension, Knutsford

15.448 Parkgate Extension is a site of approximately 17 hectares. The site forms a natural extension to the existing residential and employment uses on the edge of Knutsford, forming an appropriate location in which to meet the identified needs of the town.

15.449 The surrounding land uses include ecologically important Green Belt woodland of Tatton Park to the north and west. To the south is Parkgate Trading Estate bounded by a railway line on the southern side. There is a waste water treatment plant on the eastern boundary of the proposed employment site with the Birkin Brook.

Site LPS 37

Parkgate Extension, Knutsford

The development of Parkgate Extension over the Local Plan Strategy period will be achieved through:

1. Phased provision of around 200 new homes (at approximately 25 dwellings per hectare);
2. 6 hectares of employment land with the provision of suitable vehicular access;
3. Incorporation of green infrastructure;
4. Implementation of a landscaping scheme, including SuDS and boundary treatments, ecological mitigation and pond treatment required to detract large water birds;
5. Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities including a permanent diversion route of public footpath (Knutsford FP11) and at least three 20 metre wide links between the housing area and the woodland buffer;
6. An approximate 50 metre acoustic buffer/bund/fence for noise mitigation between the proposed housing and the industrial estate and employment allocation;
7. Dwellings within mapped areas of noise mitigation will require mitigation to outdoor amenity space; and
8. Appropriate contributions towards education facilities.

Site Specific Principles of Development

- a. Undertake a Landscape Character Assessment to guide the scale and massing of new development and to ensure it is acceptable with the surrounding landscape. Also ensure a high quality design, which reflects and respects the character of the area, built form and surrounding landscape. Provision of a landscape buffer to enhance and secure the boundary of the Tatton Park Estate to the north and west of the site and between the employment site to the south.
- b. Provide a comprehensive landscaping scheme which retains and enhances existing mature trees and hedging where possible, or provide appropriate mitigation.
- c. Improve the connectivity and accessibility into and out of the site to the town centre and wider local area with the provision of, or contribution to, cycle paths and pedestrian linkages.
- d. New development will be expected to respect any existing ecological constraints on site and where necessary, provide appropriate mitigation and enhancements.
- e. Avoid development on the eastern boundary of the site which falls within Flood Zones 2 and 3.
- f. Provision of a satisfactory road access to the site.
- g. Contributions towards highway infrastructure such as the Brook Street/Hollow Lane, Adams Hill/A50 junction improvements and Mobberley Road and Parkgate Lane junction.
- h. Contributions to education and health infrastructure.
- i. Provision of green infrastructure to include open space and woodland buffers.
- j. Archaeological mitigation will be required in accordance with the completed desk-based assessment.



- k. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- l. Housing which incorporates noise mitigations measures such as acoustic glazing and mechanical ventilation and heat recovery systems.
- m. The site will be developed only where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 1 Ramsar and Tatton Mere SSSI particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of sites.
- n. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made; suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

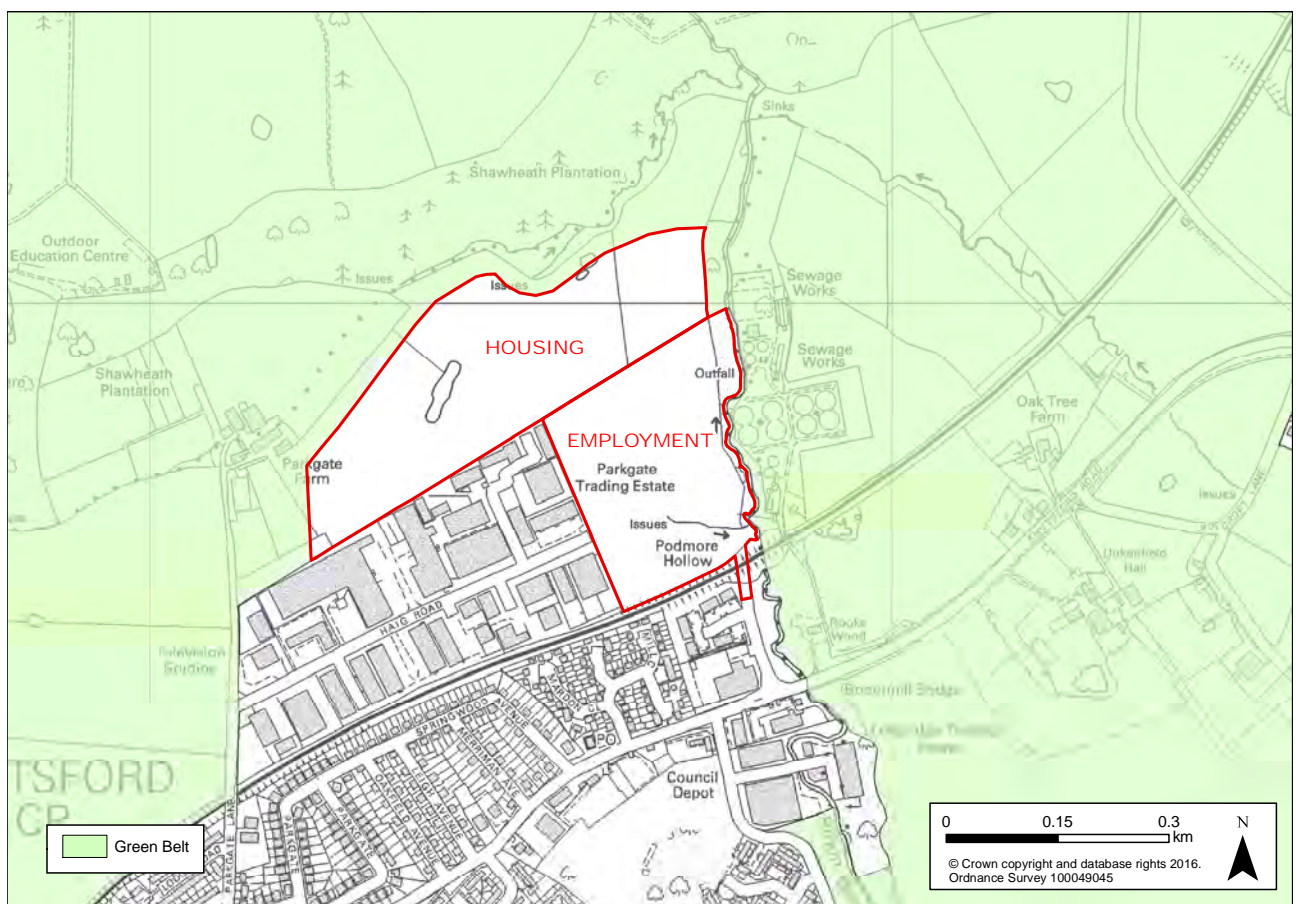


Figure 15.44 Parkgate Extension Site

Justification

15.450 The land at Parkgate forms a logical extension to an existing residential and employment area located adjacent to the settlement boundary north of Knutsford.

15.451 This whole site is outside the Green Belt having been allocated within the Macclesfield Borough Local Plan 2004 as employment land. In order to facilitate the sustainable expansion of the trading estate and contribute to economic growth, a mixed employment and housing scheme is proposed. By virtue of its location and non Green Belt designation, it is considered that this site presents a rare opportunity, within this part of the borough, for a sustainable development within the existing settlement boundary of a Key Service Centre.



15.452 This site is well contained by existing landscape features (woodland to the north and a brook to the south) and borders the Tatton Mere SSSI and the Rostherne, Tatton Park Landscape Designation. A landscape and visual assessment will therefore be essential to ensuring that new development is designed sensitively having regard to the surrounding landscape, character of the area and existing built form.

15.453 Green infrastructure provision will be essential to ensure the new development is well integrated. New residential development should be situated to the north of the site to protect the amenities of residential properties with the existing and proposed employment uses. Comprehensive woodland buffers should also be secured to the boundary of Tatton Park Estate to the north and west of the site and to the south adjacent to the existing and proposed employment land.

15.454 Existing mature trees and hedging will be expected to be maintained, where possible, or replaced with mitigation. The floodplain of the Birkin Brook must be safeguarded.

15.455 A cohesive approach must be taken when considering the layout of the site, good connectivity between existing and new developments and open space provision will be essential in ensuring a well designed sustainable site. Noise mitigation must be incorporated between the industrial site and the residential area in the form of a 50 metre standoff or acoustic bund / fence.

15.456 New development will also be expected to respect any existing ecological constraints on site and where necessary, provide appropriate mitigation.

15.457 Improved access and infrastructure is considered to be key to ensuring the site's sustainability and integration within the wider community. New access to the site off Parkgate Lane will be required together with a new access to Mobberley Road, over or under the railway line. Section 106 contributions will be sought to improve additional pressure to road networks within Knutsford and social infrastructure to secure a sustainable form of development.

15.458 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the council during any future planning application process on this site as part of sustainable development proposals and their proximity to European site (consisting of either Special Areas of Conservation, Special Protection Areas and / or Ramsar sites).

15.459 The council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site (consisting of either a Special Area of Conservation, Special Protection Areas and / or Ramsar site):

- Impact on natural hydrological function, pathways, groundwater and surface water
- Impact on recharge to groundwater and consequent impact on site
- Impact on water resources
- Impact on water chemistry
- Impacts on nutrient status
- Risks from pollution during construction (e.g. spillages or minor pollution incidents and the storage of oils and fuels)
- Risks from misconnections, misuse of garden chemicals
- Impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- Impacts from dust generated during the construction work
- Impact of increased foot traffic on the sensitive fen meadow vegetation

15.460 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.



15.461 The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

Indicative Site Delivery

- It is expected that employment land will be delivered during the middle part of the plan period 2020-2025

Policy Context	
National Policy	NPPF (principally paragraphs): 19, 30, 50, 56, 64, 75, 85, 95, 100, 103, 109, 112, 117, 186, 187
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Cheshire East Housing Development Study; Employment Land Review; draft Knutsford Town Strategy; Development Strategy; Pre-Submission Core Strategy; LPS Submission Version; Sustainability Appraisal; Habitats Regulations Assessment; Heritage Impact Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 2: Creating conditions for business growth Priority 5: Ensuring a sustainable future

Table 15.37 Policy Context: Parkgate Extension Site



Site LPS 38 Land South of Longridge, Knutsford

15.462 The land south of Longridge site presents an opportunity to deliver a high quality, sustainable residential development to contribute to the identified housing requirement for Knutsford.

15.463 The site is located to the south eastern side of Knutsford, south of Longridge, a road forming the current boundary of the residential development. The site is directly adjacent to an existing residential area.

15.464 The site is generally flat and open but with some mature trees to the perimeter. It is made up of a series of areas of uncultivated scrub land, currently used as informal open space, although in private ownership.

Site LPS 38

Land South of Longridge, Knutsford

The development of Land South of Longridge over the Local Plan Strategy period will be achieved through:

1. The provision of around 225 dwellings;
2. Provision for public open space within the site, as well as improving pedestrian and cycle linkages; and
3. Provision of a landscape buffer adjacent to Booths Mere Local Wildlife Site.

Site Specific Principles of Development

- a. The development must provide for a mixture of housing types, sizes and tenures dwellings including provision of affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- b. Provision should be made for formal recreation space including children's play facilities and informal public open space within the site, supplementing existing green infrastructure.
- c. New development will be expected to respect any existing ecological constraints on site and where necessary provide appropriate mitigation particularly with respect the setting of Booths Mere Local Wildlife Site and Birkin Brook.
- d. Contributions to education facilities.
- e. Provision of pedestrian and cycle links and retention of existing public rights of way. Provision of green corridors around existing natural features plus links to the wider footpath network.
- f. Contributions towards highway infrastructure improvements.
- g. Reinforcing but sensitive boundary treatment to ensure an enduring Green Belt boundary. This will include the retention and enhancement of the existing woodland belt to the south east of the site.
- h. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made; suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- i. The site will be developed only where it can be demonstrated that there is no adverse impact on the Midland Meres and Mosses Phase 1 Ramsar (Tatton Mere and The Mere SSSI) particularly in relation to changes in water levels and quality and recreational pressures. This should include a Habitats Regulations Assessment of the direct and indirect impacts of the development on the features of special interest. Where impacts cannot be avoided, appropriate mitigation measures will be required to ensure no adverse effects on the integrity of these sites.

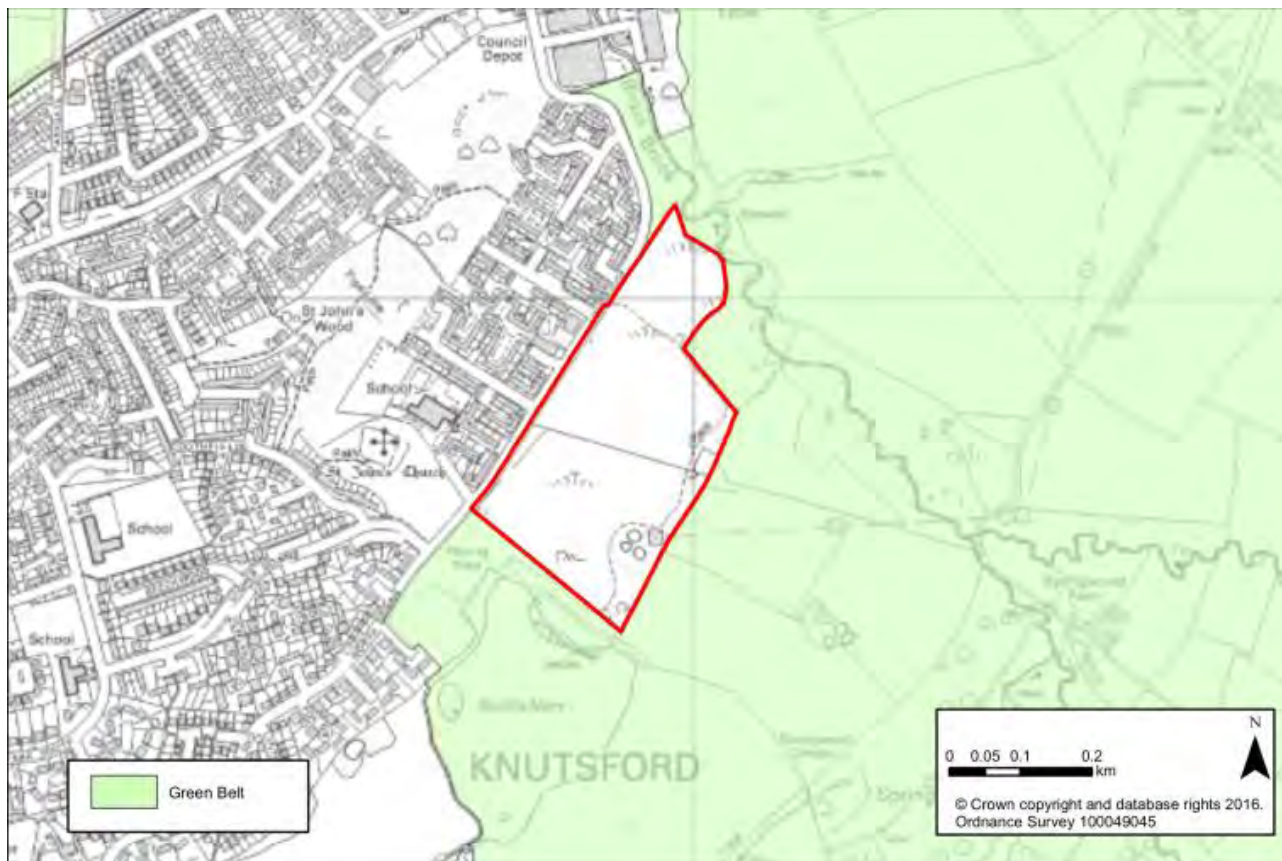


Figure 15.45 Land South of Longridge Site

Justification

15.465 The site offers an excellent opportunity for a sustainable residential development which will contribute to meeting Knutsford's housing requirements.

15.466 Investment into this part of Knutsford could enable further regeneration to the adjacent Longridge estate and potential wider transport infrastructure improvements.

15.467 The site is in an accessible location, within walking distance of a wide range of services and amenities with good public transport links with bus stops opposite the site.

15.468 The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.469 The council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site(s):

- impact on natural hydrological function, pathways, groundwater and surface water
- impact on recharge to groundwater and consequent impact on site
- impact on water resources
- impact on water chemistry
- impacts on nutrient status
- risks from pollution during construction (e.g. spillages or minor pollution incidents and the storage of oils and fuels)
- impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- impacts from dust generated during the construction work
- impact of increased foot traffic on sensitive habitats and species



Policy Context	
National Policy	NPPF (principally paragraphs): 38, 41, 47, 50, 52, 56, 69, 83, 85, 100, 109, 112, 117, 126, 132 & 137
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Green Belt Assessment Update; Cheshire East Housing Development Study; Spatial Distribution Update Report; Knutsford Town Strategy; Development Strategy; Cheshire East Greenspace Strategy; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment; Heritage Impact Assessment
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced Priority 4: To reduce the need to travel
SCS Priorities	Priority 1. Nurture strong communities Priority 5. Ensure a sustainable future

Table 15.38 Policy Context: Land South of Longridge Site

Safeguarded Land LPS 39: Land South of Tabley Road, Knutsford

15.470 This site represents an opportunity to provide safeguarded land which may be required in future plans to meet development needs.

15.471 The site is located to the north western side of Knutsford, north of LPS 36(A) and offers the potential for future development if required through a review of the Local Plan.

15.472 The site is relatively flat and open in character with housing to the east and a listed building to the north eastern corner.

15.473 Safeguarding this site involved an adjustment to the Green Belt boundary.

Safeguarded Land LPS 39

Land South of Tabley Road, Knutsford

1. 11 hectares of safeguarded land.

Site Specific Principles of Development

- This site is not allocated for development at the present time.

Justification

15.474 This safeguarded site offers the potential for future development at North West Knutsford if required.

15.475 Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.

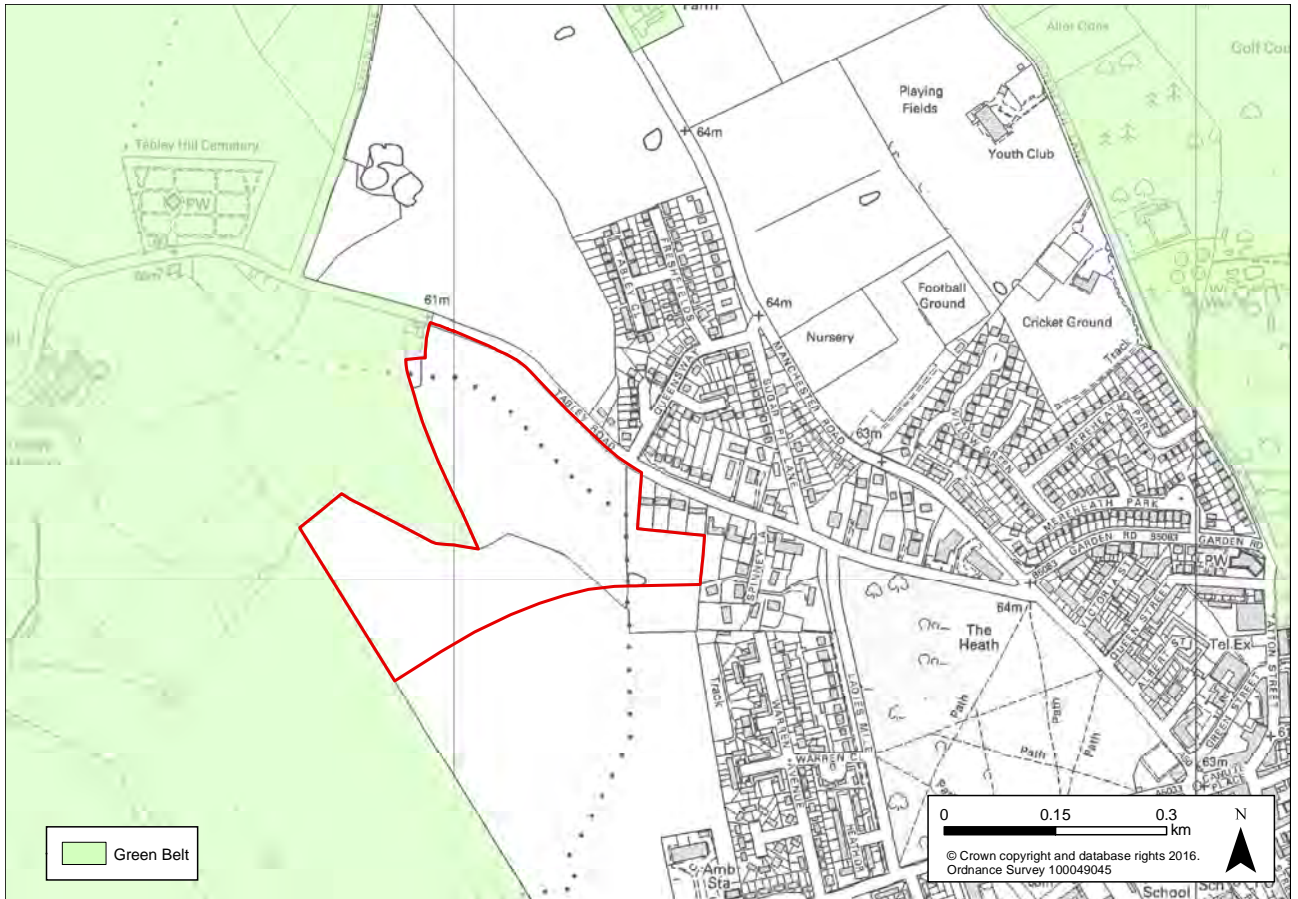


Figure 15.46 Land South of Tabley Road Safeguarded Land

Policy Context	
National Policy	NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91
Local Evidence	Site Selection Report; Development Strategy; Knutsford Town Strategy; Strategic Housing Land Availability Assessment; Green Belt Assessment Update; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced
SCS Priorities	Priority 1: Nurturing strong communities Priority 2: Creating conditions for business growth Priority 5: Ensuring a sustainable future Priority 7: Driving out the causes of poor health

Table 15.39 Policy Context: Land South of Tabley Road Safeguarded Land



Safeguarded Land LPS 40: Land North of Tabley Road, Knutsford

15.476 This site represents an opportunity to provide safeguarded land which may be required in future plans to meet development needs.

15.477 The site is immediately north of Tabley Road, and east of Green Lane. To the north is LPS 36(B) Land West of Manchester Road allocated for 75 dwellings and 7.5 hectares of employment.

15.478 The site is relatively flat and open in character with housing to the south east.

15.479 Safeguarding this site involved an adjustment to the Green Belt boundary.

Safeguarded Land LPS 40

Land North of Tabley Road, Knutsford

1. 11 hectares of safeguarded land.

Site Specific Principles of Development

- This site is not allocated for development at the present time.

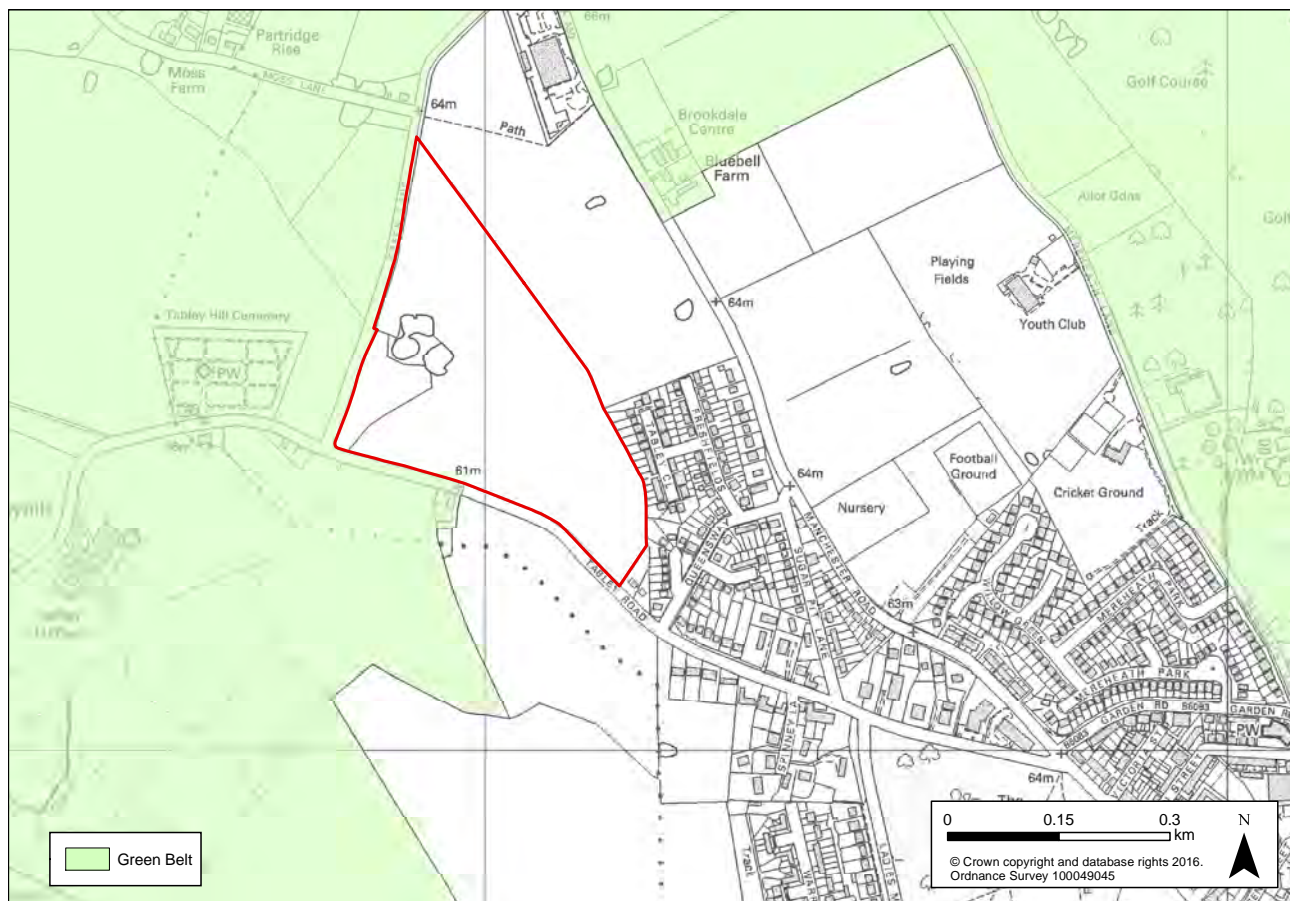


Figure 15.47 Land North of Tabley Road Safeguarded Land

Justification

15.480 Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.



15.481 This safeguarded site offers the potential for a future phase of development at North West Knutsford if required in the future.

Policy Context	
National Policy	NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91
Local Evidence	Site Selection Report; Development Strategy; Knutsford Town Strategy; Strategic Housing Land Availability Assessment; Green Belt Assessment Update; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced
SCS Priorities	Priority 1: Nurturing strong communities Priority 2: Creating conditions for business growth Priority 5: Ensuring a sustainable future Priority 7: Driving out the causes of poor health

Table 15.40 Policy Context: Land North of Tabley Road Safeguarded Land

Safeguarded Land LPS 41: Land adjacent to Booths Hall, Knutsford

15.482 This site represents an opportunity to provide safeguarded land which may be required in future plans to meet identified development needs.

15.483 The site is located to the south east of Knutsford and is part of the Booths Hall Park, a locally protected 89 hectare Historic Park and Garden.

15.484 The park contains significant heritage assets such as Booths Hall, a locally listed Georgian manor house built in 1745, the scheduled ancient monument, Norbury Booths Hall, Moated Site, fishponds and connecting channels.

15.485 The site is bounded on two sides by existing residential development and Booths Mere to the north. The existing complex of office buildings adjacent to Booths Hall lies to the south.

15.486 Safeguarding this site involved an adjustment to the Green Belt boundary.

Safeguarded Land LPS 41

Land adjacent to Booths Hall, Knutsford

1. 8.7 hectares of safeguarded land.

Site Specific Principles of Development

- This site is not allocated for development at the present time.

Justification

15.487 Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.

15.488 This safeguarded site offers the potential for future development at land adjacent to Booths Hall if required in the future.

15.489 The council expects that the following are considered in the context of the ecological value of the site due to its proximity to a European site(s):



- impact on natural hydrological function, pathways, groundwater and surface water
- impact on recharge to groundwater and consequent impact on site
- impact on water resources
- impact on water chemistry
- impacts on nutrient status
- risks from pollution during construction (e.g. spillages or minor pollution incidents and the storage of oils and fuels)
- impacts from changes to air quality from construction and 'end use' traffic emissions resulting in potential for increased nitrogen deposition
- impacts from dust generated during the construction work
- impact of increased foot traffic on sensitive habitats and species

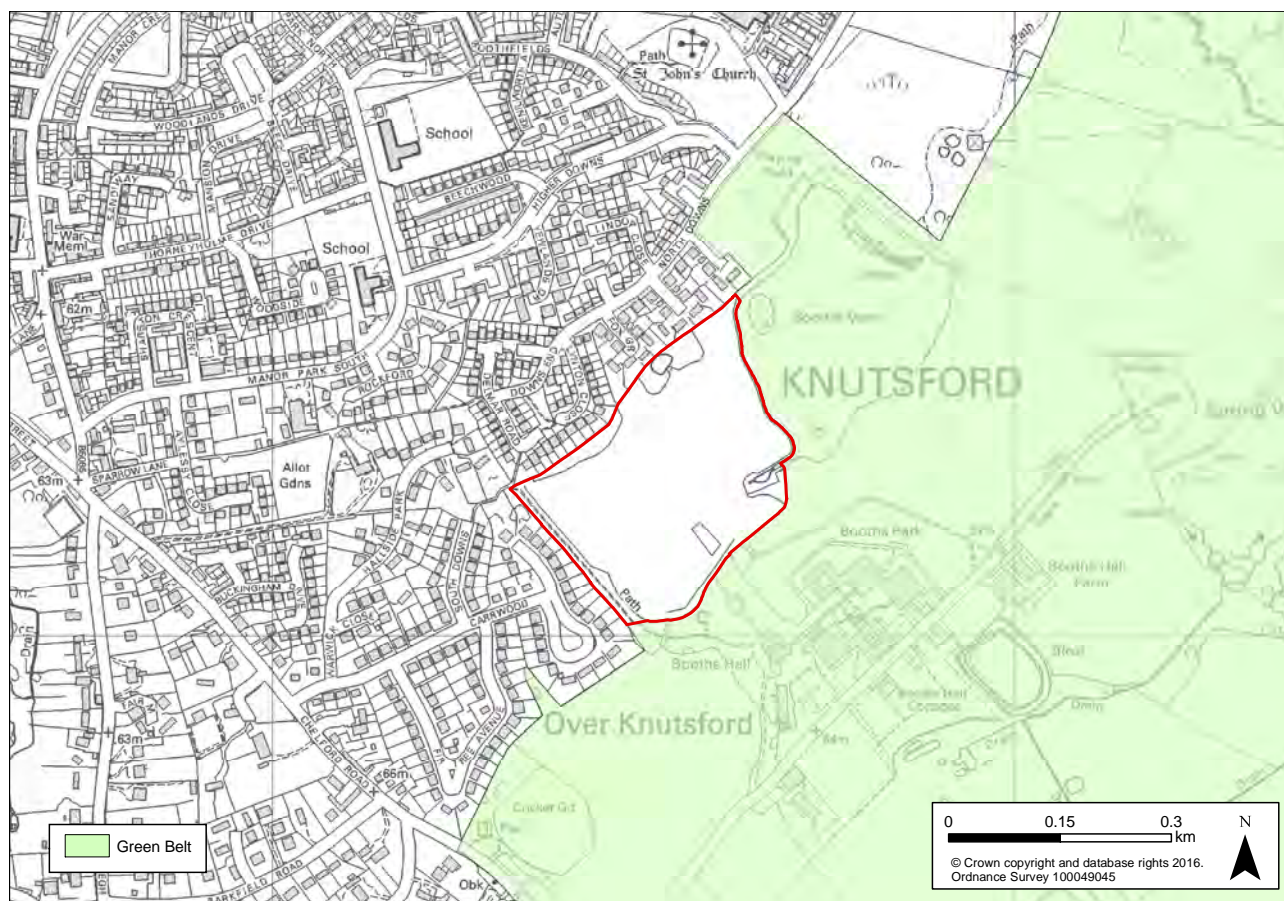


Figure 15.48 Land Adjacent to Booths Hall Safeguarded Land

Policy Context	
National Policy	NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91
Local Evidence	Site Selection Report; Development Strategy; Knutsford Town Strategy; Strategic Housing Land Availability Assessment; Green Belt Assessment Update; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced
SCS Priorities	Priority 1: Nurturing strong communities Priority 2: Creating conditions for business growth Priority 5: Ensuring a sustainable future Priority 7: Driving out the causes of poor health

Table 15.41 Policy Context: Land Adjacent to Booths Hall Safeguarded Land



Middlewich

15.490 Middlewich has been identified as one of the Key Service Centres for Cheshire East, and as such the vitality and growth of this town contributes to the prosperity of the borough as a whole.

15.491 The timely delivery of the Middlewich Eastern Bypass is key to ensuring that Middlewich realises its full sustainable growth potential as a Key Service Centre and also contributes to the prosperity of the borough as a whole. The completion of the bypass should be delivered alongside new developments. Figure 15.49 identifies a number of Local Plan Strategy Sites and Strategic Locations in and around Middlewich for growth in the future.

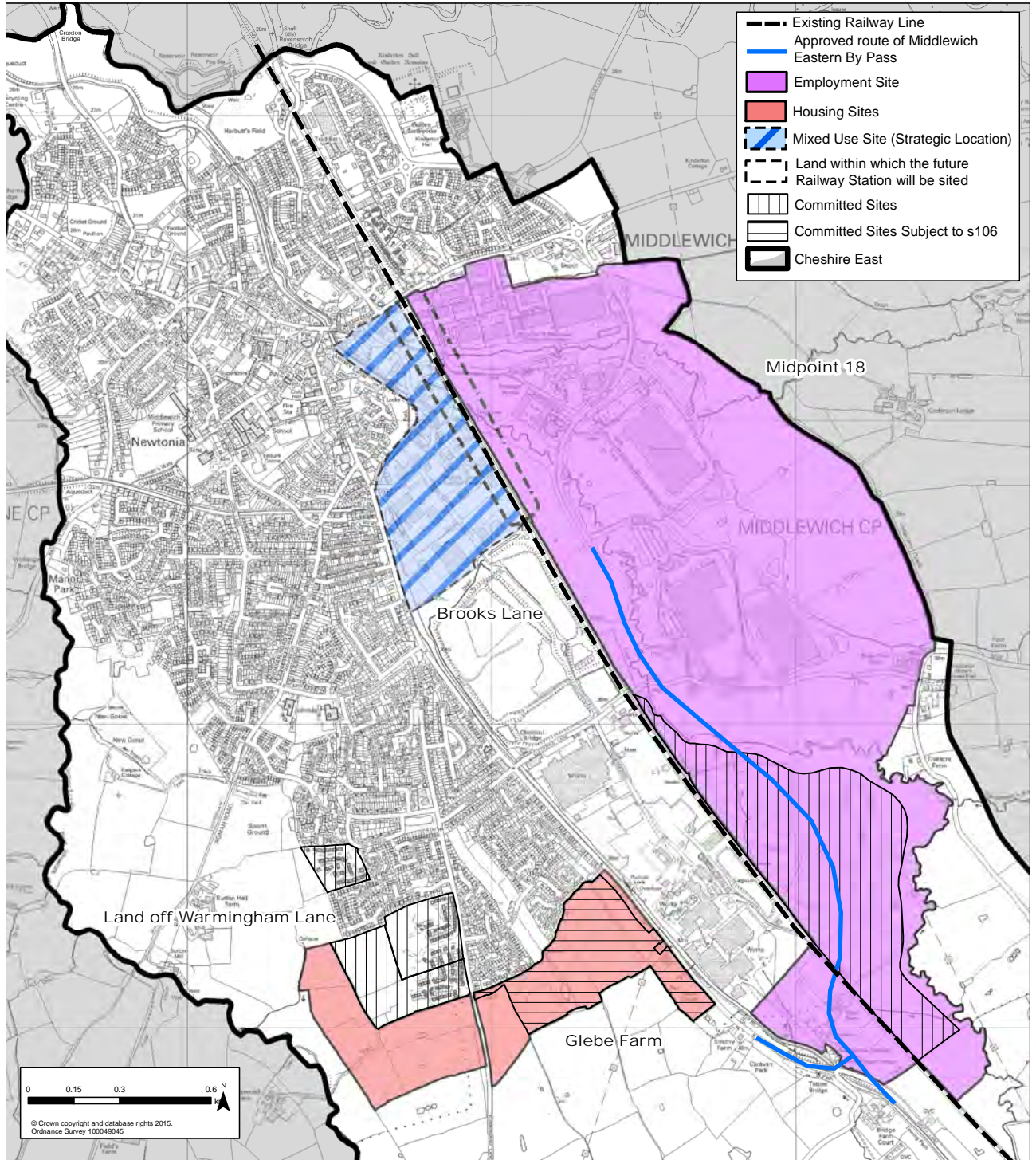


Figure 15.49 Middlewich Town Map

15.492 Further information about each of the identified Local Plan Strategy Sites and Strategic Locations can be found as follows.



Site LPS 42: Glebe Farm, Middlewich

15.493 Glebe Farm is a large greenfield site to the south of Middlewich covering approximately 17 hectares. Surrounding uses include residential, employment and open countryside.

Site LPS 42

Glebe Farm, Middlewich

The development at Glebe Farm over the Local Plan Strategy period will be achieved through:

1. The delivery of around 525 new homes; and
2. Provision of pedestrian and cycle connections which enhance green infrastructure.

Site Specific Principles of Development

- a. Financial contributions to the delivery of a Middlewich Eastern Bypass.
- b. Relevant contributions towards highways and transport, education, health, open space and community facilities.
- c. The achievement of high quality urban and architectural design and the delivery of a high quality public realm.
- d. The provision of a network of open spaces for nature conservation and recreation which reinforce connections to adjacent green infrastructure.
- e. Contributions to education and health infrastructure.
- f. The site will deliver excellent connections to existing residential areas and facilities within Middlewich and within the site, including pedestrian, cycle and vehicular connection between Booths Lane and Warmingham Lane.
- g. A pre-determination desk based archaeological assessment will be required for the site.
- h. The Local Plan Strategy Site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- i. The development proposals must be of a high standard and have a positive impact on the various listed buildings, their character and appearance, including the setting of the Trent and Mersey Canal Conservation Area.
- j. Retention (or replacement) of the existing sport ground should be in accordance with the findings of an adopted, up to date and robust needs assessment.

Justification

15.494 Glebe Farm presents an opportunity to deliver a high quality, sustainable residential development whilst supporting the delivery of key infrastructure through financial contributions to the Middlewich Eastern Link Road. The existing permission for 149 dwellings adjacent to the site at Warmingham Lane enhance the ability of the site to achieve this.

15.495 The site is located toward the existing urban edge of Middlewich with a strong relationship to the residential area to the north and contains a pond, trees and hedgerows within the site. To the east of the site on the other side of Booth Lane lies the Trent and Mersey Canal conservation area, which also includes the listed Rumps locks.

15.496 Existing green space adjacent to the north of the site offers an opportunity to fully integrate and maximise green infrastructure within the new residential area whilst enhancing the urban environment of the existing residential development to the north. Given the site's location at the south western edge of the existing settlement, the provision of new infrastructure and facilities will ensure future development is sustainable whilst the provision of strong pedestrian and cycle links to existing residential and employment areas will support facilities elsewhere in the town.

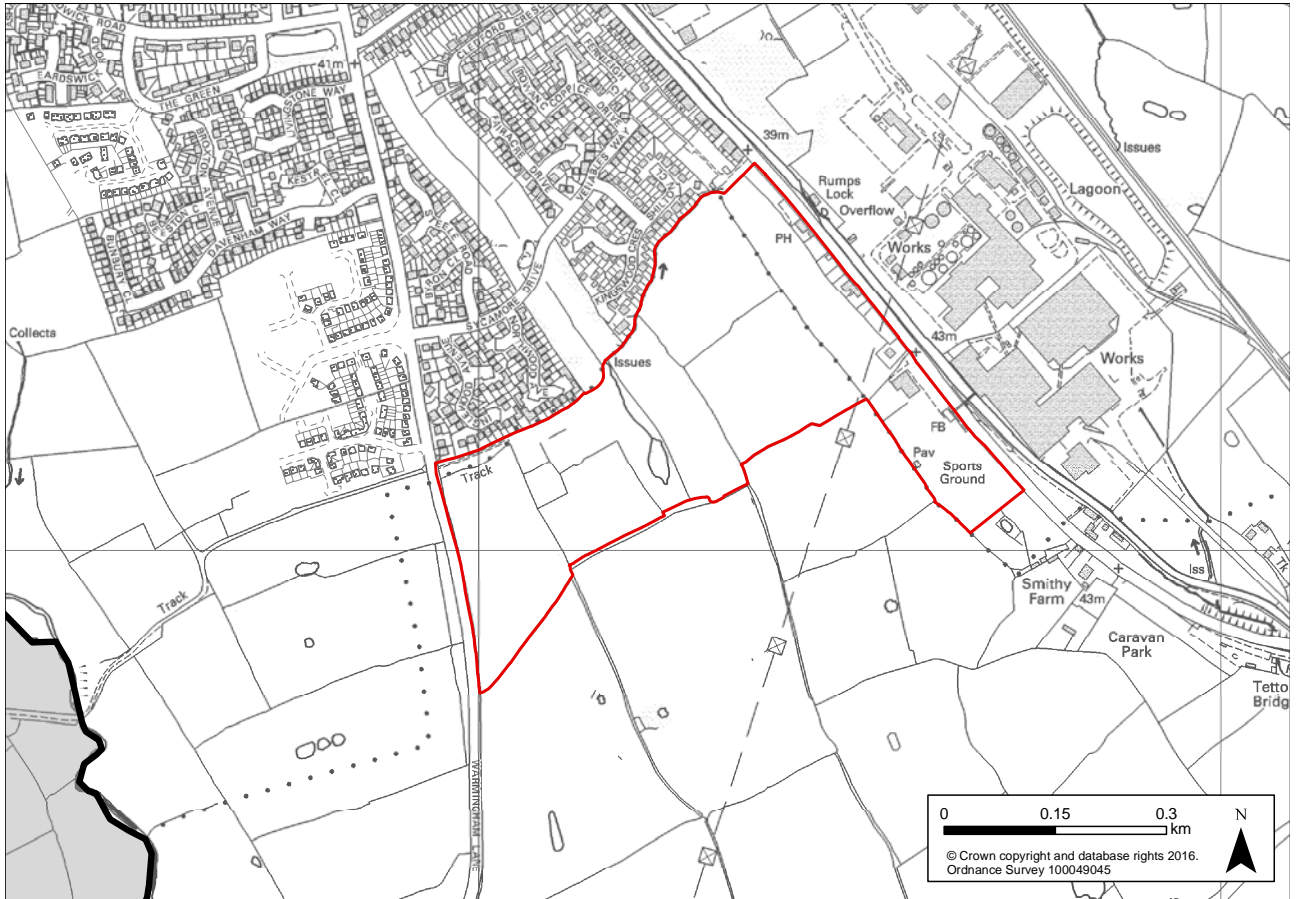


Figure 15.50 Glebe Farm Site

15.497 The site strongly contributes to the achievement of the Local Plan Strategy Vision and Objectives by enhancing environmental quality, promoting conditions for the creation of sustainable communities and delivering the housing that Middlewich requires to sustain the overall vitality of the town.

15.498 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 ‘Indoor and Outdoor Sports Facilities’.

Policy Context	
National Policy	NPPF (principally paragraphs): 35, 50, 56, 69, 109, 112, 117, 126
Local Evidence	Strategic Housing Land Availability Assessment; Middlewich Town Strategy; Development Strategy; Pre-Submission Core Strategy
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 3: Unlock the potential of out towns Priority 5: Ensure a Sustainable Future

Table 15.42 Policy Context: Glebe Farm Site



Strategic Location LPS 43: Brooks Lane, Middlewich

15.499 The Brooks Lane Strategic Location is an area of around 23 hectares of land that is largely used for employment purposes and includes unused and under used land. The site is around 0.5km to the south of Middlewich town centre and as such is considered a sustainable location with regeneration potential for an enhanced use that will benefit the town.

15.500 The site is well related to the existing urban area of Middlewich with excellent access to services and facilities in the town centre and includes the Trent and Mersey canal and associated conservation area within its boundary. The site's central position would make it an ideal location for a new station in the town and it is important that this possibility is given serious consideration as part of any future masterplanning for the redevelopment of the site.

Strategic Location LPS 43

Brooks Lane, Middlewich

The development at Brooks Lane over the Local Plan Strategy period will be achieved through a masterplan led approach that will determine the precise nature and quantum of development that is appropriate for the strategic location. The strategic location is likely to include:

1. The delivery of around 200 homes;
2. The delivery of leisure and community facilities to the north of the site;
3. The provision of appropriate retail facilities to meet local needs;
4. The incorporation of green infrastructure, including:
 - i. Green corridor; and
 - ii. Open space including an equipped children's play space.
5. The improvement of existing and provision of new pedestrian and cycle links to connect development to existing employment, residential areas, shops, schools, health facilities, recreation and leisure opportunities and the town centre; and
6. The potential provision of a Marina at the Trent and Mersey Canal.
7. The provision of land for a new railway station including lineside infrastructure, access and forecourt parking.

Site Specific Principles of Development

- a. The masterplan will need to consider the constraints, such as the scheduled monument, listed buildings and the Trent and Mersey Canal Conservation Area and their respective settings, as well as the opportunities that the site provides including a new railway station and marina.
- b. Development should incorporate pedestrian and cycle links set within green infrastructure, which connects and enhances links to existing employment, residential areas, shops, schools, health facilities, recreation and leisure opportunities and the town centre.
- c. The site will deliver enhancements to the Trent and Mersey canal corridor. The development proposals adjoining the Trent and Mersey Canal Conservation Area and associated listed buildings must reflect the location and be of a high standard.
- d. On site provision of a network of open spaces for nature conservation and recreation.
- e. Contributions towards public transport and highways improvements, including improvements to the A54 through Middlewich.
- f. Contributions towards education and health infrastructure.
- g. Consideration of the impact on Cledford Lane Lime Beds Grade B Site of Biological Importance that is located to the south of the site.
- h. The site includes part of an area of archaeological potential and a scheduled monument. To determine the contribution which this area makes to the significance of the scheduled monument and other heritage assets future development proposals will be accompanied



by a pre-determination desk based archaeological assessment and Heritage Impact Assessment.

- i. The strategic location will provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- j. Development should contribute to the long term conservation and enhancement of the scheduled monument including opportunities for interpretation'.
- k. Future policy development and the masterplanning of the site shall be informed by the suggested mitigation set out in the HIA prepared by the council's Heritage and Design Team dated 19 September 2014.

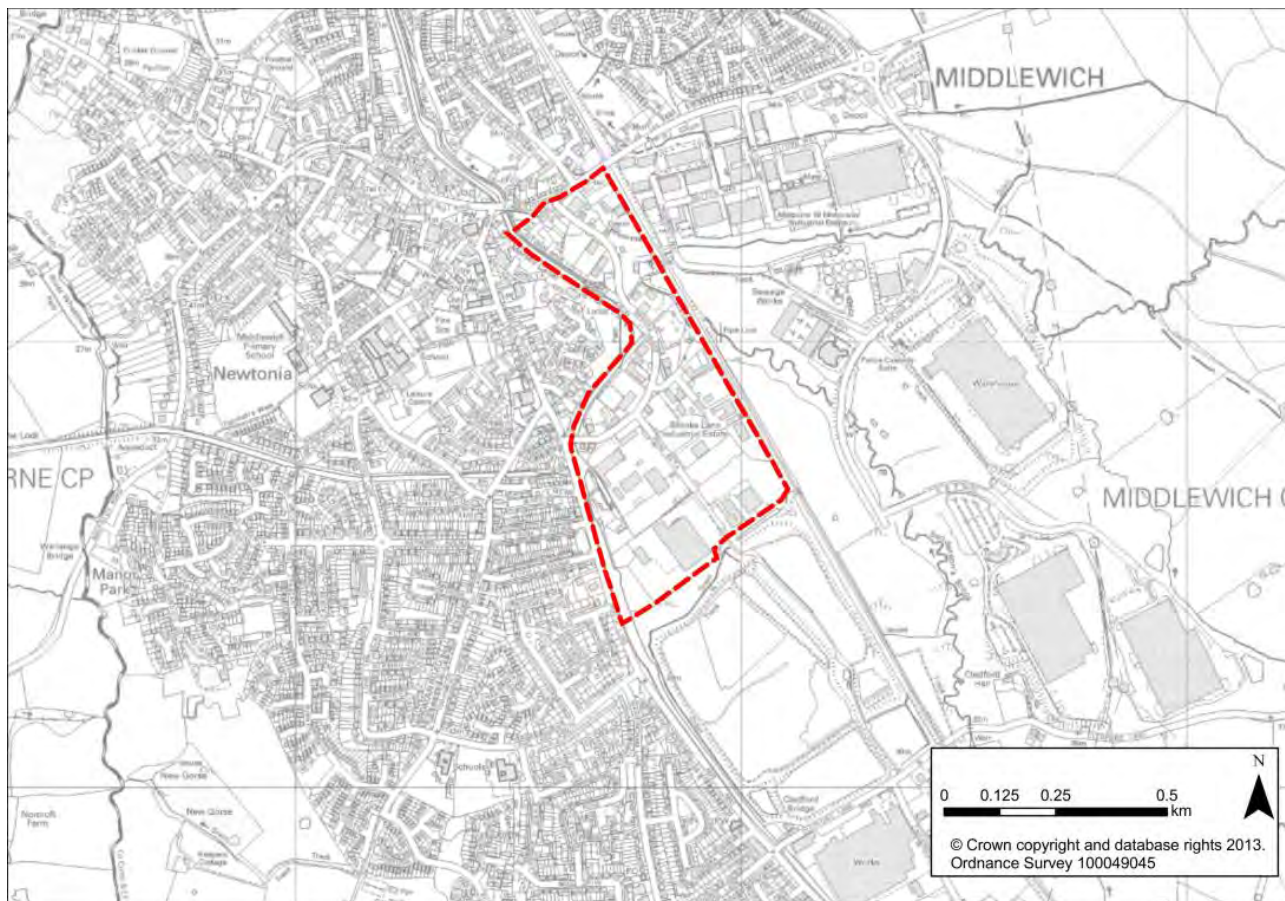


Figure 15.51 Brooks Lane Strategic Location

Justification

15.501 The site is bounded by the Trent and Mersey Canal to the west, a residential area to the north, the Sandbach to Northwich railway line to the east and British Salt settling lagoons to the south. There is potential to expand the site into the salt lagoons in the future.

15.502 The development of this site will be expected to enhance the conservation area and its setting, regenerate the part of the site close to the canal and bring significant benefits to the visitor economy. Delivery of a mixed residential-led development in this location will ensure the provision of new and enhanced green infrastructure, open spaces and pedestrian and cycle links through the site, opening access to important heritage assets within the site for existing residents of the town and new residents of the site.

15.503 The provision of land for a station and other on site infrastructure with good links to existing services and facilities in the town will ensure that the site is sustainable in the long term as well as help support the future vitality of such services within Middlewich. This should include the on-site identification of a new railway station for the town. If an alternative location for the railway station beyond the site is subsequently preferred, following detailed masterplanning work, then the



development should contribute to its provision. The British Salt Lagoons located to directly to the south of the site offer an opportunity to explore the potential of enlarging the site in future and making best use of brownfield land here. The design of the development should respect and capitalise on its canal-side setting.

15.504 The site relates well to the achievement of the Local Plan Strategy Vision and Objectives by enhancing environmental quality, promoting conditions for business growth through regeneration and creating sustainable communities, whilst delivering significant regeneration benefits.

15.505 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

Policy Context	
National Policy	NPPF (principally paragraphs): 20, 35, 50, 56, 69, 109, 110, 117, 126
Local Evidence	Strategic Housing Land Availability Assessment; Employment Land Review; Middlewich Town Strategy; Development Strategy; Pre-Submission Core Strategy
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture strong communities Priority 3: Unlock the potential of our towns Priority 5: Ensure a sustainable future

Table 15.43 Policy Context: Brooks Lane Strategic Location



Strategic Site LPS 44: Midpoint 18, Middlewich

15.506 This site is located to the east of Middlewich and two miles west of junction 18 of the M6, at the edge of Middlewich.

Site LPS 44

Midpoint 18, Middlewich

The development at Midpoint 18 over the Local Plan Strategy period will be achieved through a masterplan led approach with:

1. Phased delivery of up to 70 hectares of employment land, including the development of the existing undeveloped sites: Midpoint 18 (Phases 1 to 3), with provision expected to continue for the remaining site beyond the plan period; and
2. Provision of and where appropriate, contributions to the completion of the Middlewich Eastern Bypass.
3. Provision of land set aside to enable the future construction of a new station – in terms of lineside infrastructure, parking and access.

Site Specific Principles of Development

- a. Maximising connectivity to new and existing areas of Middlewich.
- b. Contributions towards public transport and highways improvements.
- c. Contributions to education and health infrastructure.
- d. Provision of floorspace to accommodate B1, B2 and B8 uses.
- e. Future development should safeguard the River Croco and other watercourses and deliver significant ecological mitigation areas for protected and priority species and habitats on site.
- f. A pre-determination desk based archaeological assessment will be required, with targeted evaluation as appropriate.

Justification

15.507 The future prosperity of Middlewich largely relies on its proximity to the M6 corridor and the ability to maximise the opportunities for new and more skilled jobs across a range of employment types. Strong access to the motorway network gives this site the potential to serve Cheshire, Merseyside, Greater Manchester and the Potteries within a one hour drive time.

15.508 Midpoint 18 is a large strategic employment site with a total area of some 221.7 hectares. It comprises an area of existing employment development of 100.7 hectares and an undeveloped area of 121 hectares. It is expected that up to 70 hectares of the undeveloped area will come forward within the plan period with the remainder in reserve to be released for employment purposes when required. A masterplan led approach will be required for the development of this site. Provision of well planned cycle, pedestrian and road links within and through the site will enhance the sustainability of the site and its connections to the main urban area and population within Middlewich. Provision of new public transport services to this location will further enhance the sustainability of the site.

15.509 The site delivers a significant contribution to the Local Plan Strategy Objectives and Vision by promoting economic prosperity, contributing toward the creation of sustainable communities through the provision of a better employment / housing balance. The provision of land for a station and other on site infrastructure with good links to existing services and facilities in the town will ensure that the site is sustainable in the long term as well as help support the future vitality of such services within Middlewich. This should include the on-site identification of a new railway station for the town. If an



alternative location for the railway station beyond the site is subsequently preferred, following detailed masterplanning work, then the development should contribute to its provision.

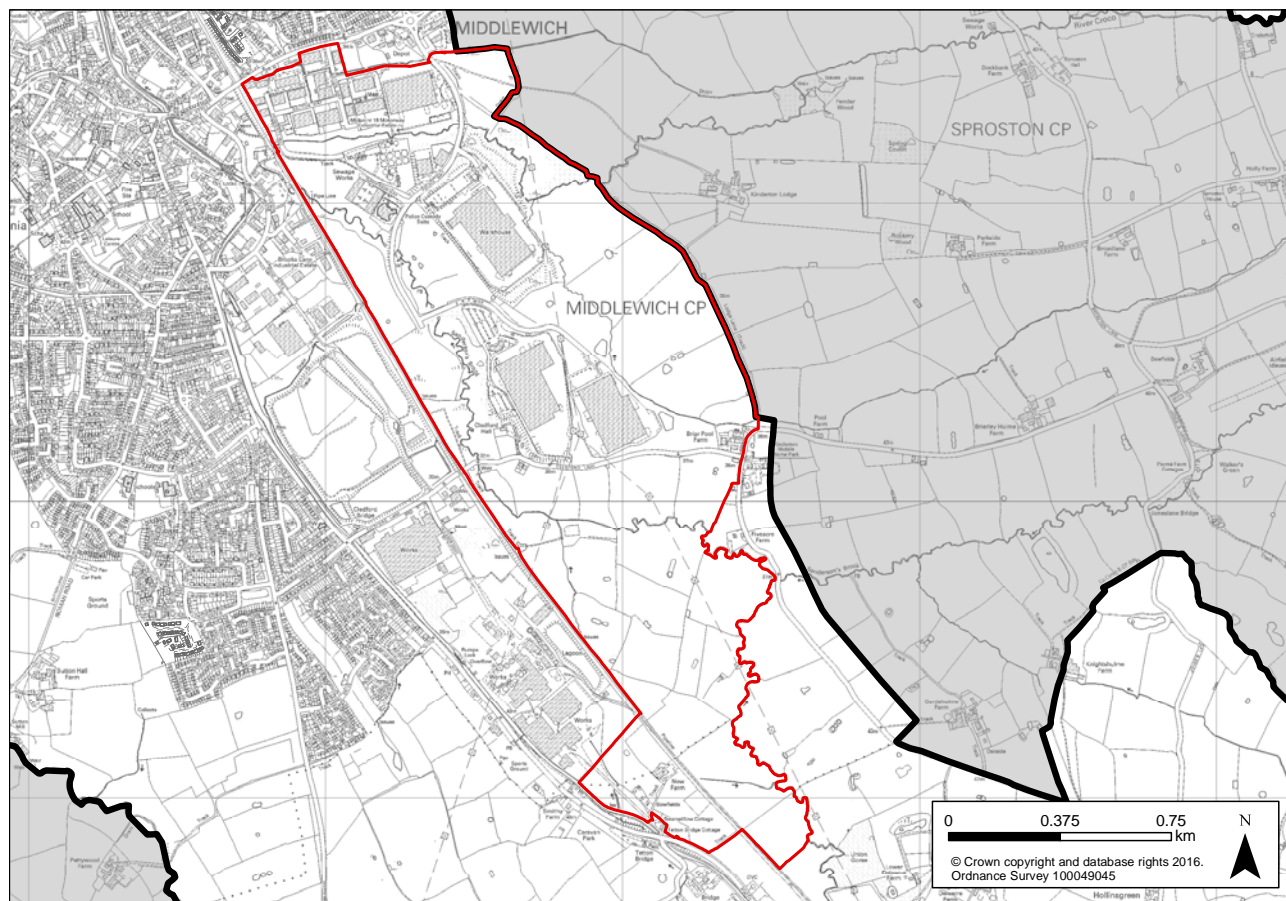


Figure 15.52 Midpoint 18 Site

15.510 Delivery of the site is expected to come forward throughout and beyond the plan period with the site capable of providing or making significant contributions to the delivery of the Middlewich Eastern Bypass, a key piece of infrastructure vital to the future prosperity of Middlewich, Cheshire East and the wider region.

15.511 The site is strategically important by virtue of its ability to deliver significant employment growth, maximise access to existing transport networks, provide contributions and/or the delivery of a new bypass and enhance the vitality of Middlewich through integrated connections to the town centre and residential areas.

Indicative Site Delivery

- On-going throughout and beyond the plan period

Policy Context	
National Policy	NPPF (principally paragraphs): 20, 35, 50, 56, 69, 100, 109, 112
Local Evidence	Employment Land Review; Middlewich Town Strategy; Cheshire East Strategic Flood Risk Assessment; Development Strategy; Pre-Submission Core Strategy
Strategic Priorities	Priority 2: To create sustainable communities Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture strong communities Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.44 Policy Context: Midpoint 18 Site



Site LPS 45

Land off Warmingham Lane West (Phase II), Middlewich

The development of Warmingham Lane West (Phase II) over the Local Plan Strategy period will be achieved through:

1. The delivery of around 235 new dwellings;
2. Incorporation of green infrastructure;
3. Pedestrian and cycle links, linking the site to the wider Bellway Homes and Morris Homes sites to the north and east; and
4. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, open space and community facilities.

Site Specific Principles of Development

- a. Contribution towards complimentary highway measures on the existing highway network and or a financial contribution to the delivery of the Middlewich Eastern Bypass;
- b. A Transport Assessment will need to be provided at the planning application stage;
- c. Provide a comprehensive landscaping scheme which retains existing mature trees and hedgerows, where possible, or provide appropriate mitigation measures;
- d. The provision of affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes';
- e. Creation of a new vehicular access onto Warmingham Lane;
- f. New development will be expected to respect any existing ecological constraints on site and where necessary, provide appropriate mitigation measures;
- g. Provide contributions to education and health infrastructure;
- h. A pre-determined desk based archaeological assessment will be required for the site at planning application stage;
- i. Future Masterplanning should consider the use of SuDS to manage surface water run off from the site; and
- j. Improve the connectivity of the site to the wider surrounding existing residential areas.

Justification

15.512 The site is adjacent to the Glebe Farm LPS 42 site and forms a natural extension to the residential area to the west of Warmingham Land and the south of Middlewich, where two new residential developments extending the established residential form are currently under construction.

15.513 Development should pay particular attention to the boundary treatments and design adjoining the River Wheelock valley to the west of the site.

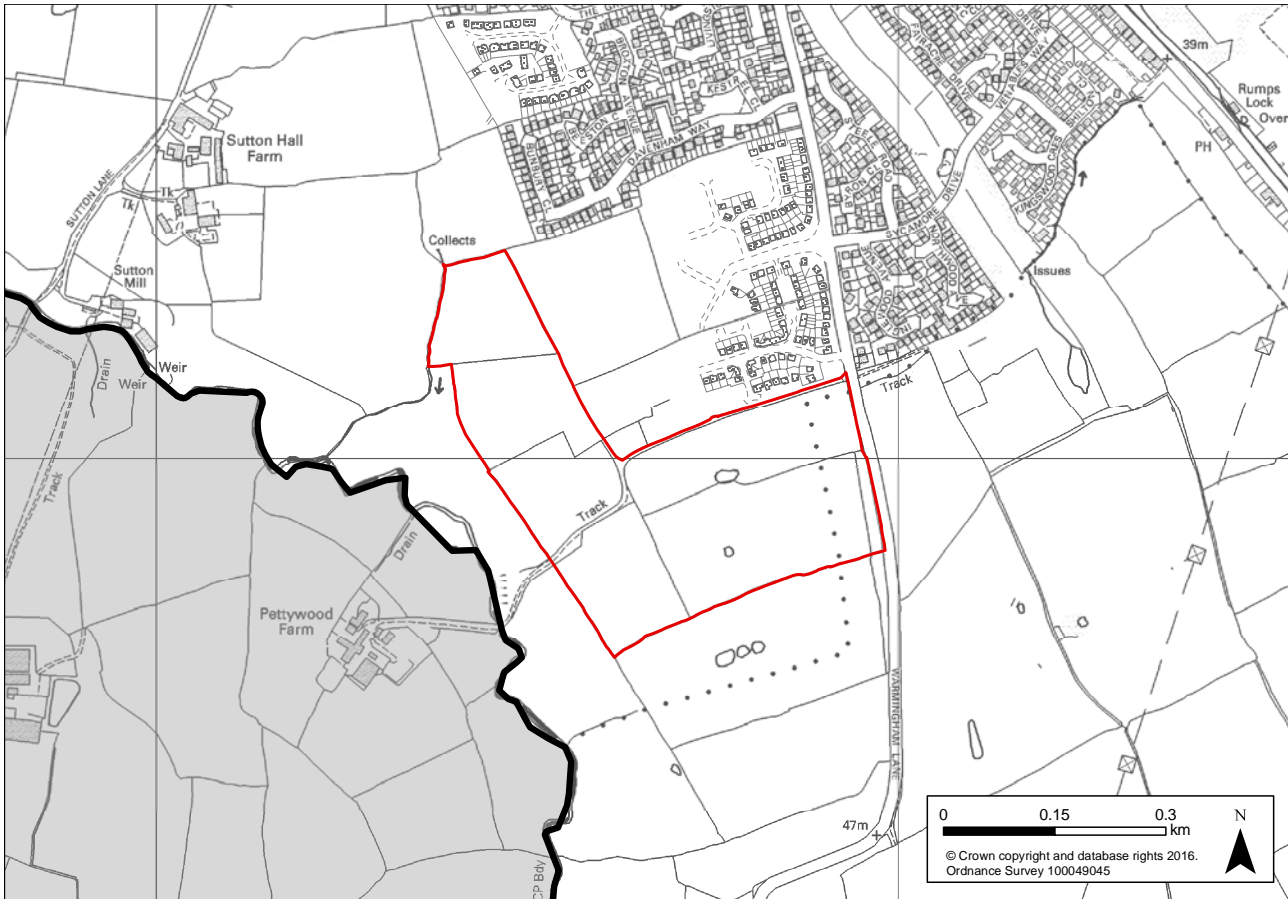


Figure 15.53 Land off Warmingham Lane West Site

Policy Context	
National Policy	NPPF (principally paragraphs): 35, 50, 56, 69, 109, 112, 117, 126
Local Evidence	Strategic Housing Land Availability Assessment; Middlewich Town Strategy; Development Strategy; Pre-Submission Core Strategy
Strategic Priorities	Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 3: Unlock the potential of out towns Priority 5: Ensure a Sustainable Future

Table 15.45 Policy Context: Land off Warmingham Lane West Site



Nantwich

15.514 Nantwich has been identified as one of the Key Service Centres for Cheshire East, and as such the vitality and growth of this town is key to the prosperity of the borough as a whole. Figure 15.54 identifies a number of Local Plan Strategy Sites in and around Nantwich for growth in the future.

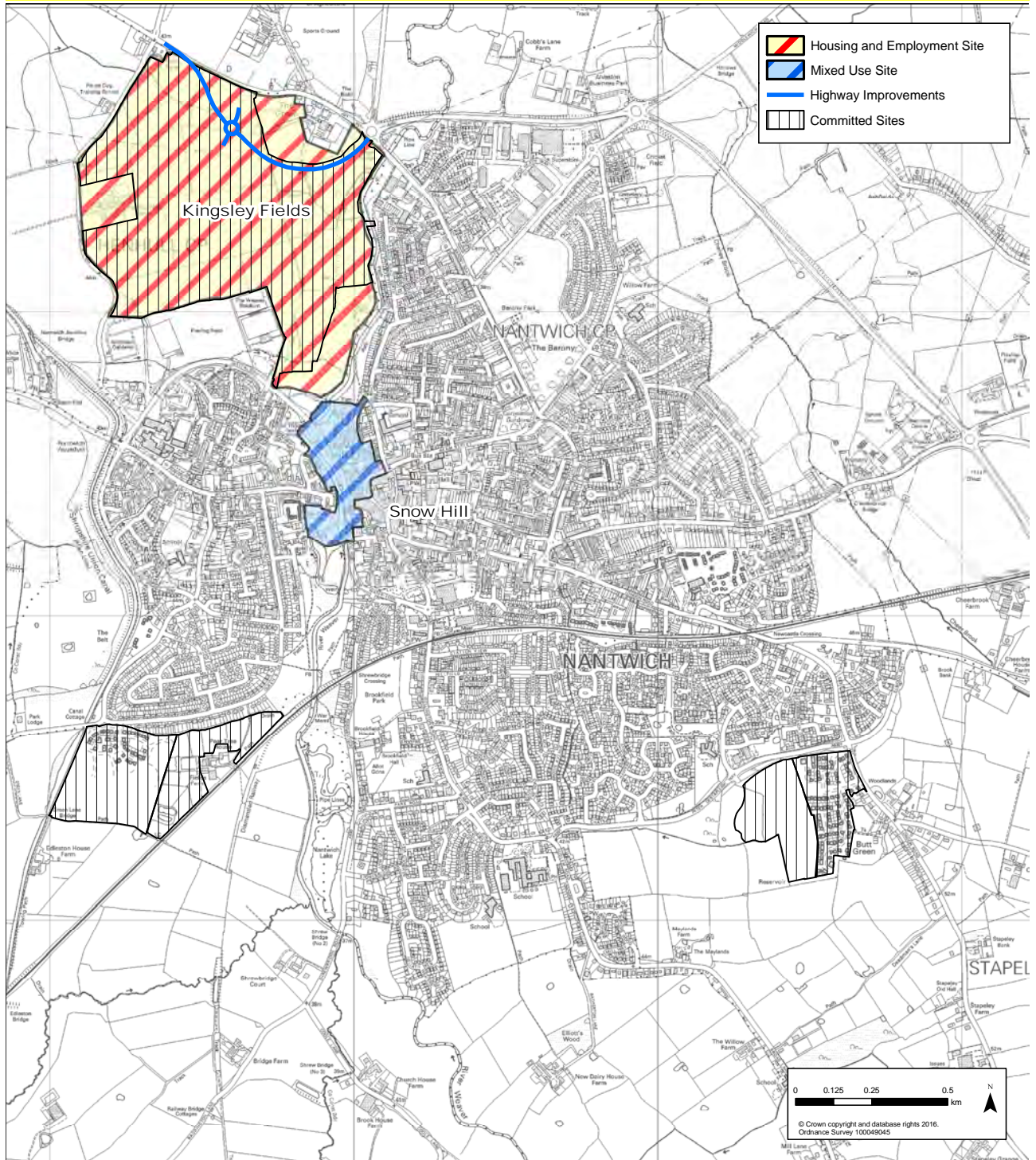


Figure 15.54 Nantwich Town Map

15.515 Further information about each of the identified Local Plan Strategy Sites is as follows.



Site LPS 46: Kingsley Fields, Nantwich

15.516 Kingsley Fields is located to the north west of Nantwich. The site offers the opportunity for a high quality residential scheme and ancillary employment uses which integrates with the town centre to the south, as well as providing green spaces linking green infrastructure and safe and secure pedestrian/cycle routes to the northern edge of Nantwich and gives the opportunity to extend the Nantwich Riverside Park.

15.517 The site is bounded by the A51 to the north, the River Weaver to the east, playing fields and Nantwich Town Football Club stadium (Weaver Stadium) to the south and Welshman's Lane to the west. The site is predominantly greenfield and covers an area of around 58 hectares.

Site LPS 46

Kingsley Fields, Nantwich

The development of Kingsley Fields over the Local Plan Strategy period will be achieved through:

1. The delivery of up to 1,100 new homes (with varying actual densities around the site);
2. A new mixed-use local centre for local needs including:
 - i. Convenience retail unit of not more than 400 square metres;
 - ii. A further 3 retail units of not more than 100 square metres each and not more than 300 square metres in total;
 - iii. B1 office uses;
 - iv. Public house; and
 - v. Community hall;
3. The provision of a site for a new primary school within the development or a financial contribution towards providing educational facilities;
4. The delivery of a new highway link to Waterlode and the re-alignment of the A51 through the site;
5. The delivery of up to 2 hectares of B1 uses (business);
6. Incorporation of green infrastructure, including:
 - i. An extension of the riverside park between Reaseheath College and the town centre, including both the floodplain and the valley shoulder, with substantial native woodland tree planting on the higher land, above the floodplain; the area adjacent to the river should be treated as a wetland landscape buffer zone, with public access, including formal footpaths and cycle ways;
 - ii. Allotments;
 - iii. Open space provision, including sports pitches; multi-use games area; children's equipped play space; outdoor gym and facilities for teenagers;
 - iv. Land to remain undeveloped to the west of the River Weaver, as shown on Figures 15.54 and 15.55, to include public access to the immediate riverside.

Site Specific Principles of Development

- a. Incorporation of existing mature trees and hedgerows in potential development.
- b. Improvements to existing and the provision of new pedestrian and cycle links to new and existing residential areas, employment areas, shops, education and health facilities. This may involve the need to provide new crossing points over the River Weaver. Cycle routes should ensure that the site and Reaseheath College are connected to the Connect 2 Greenway route (this may be partly achieved by contributions).



- c. The provision of contributions towards the highway improvements, including at Burford Cross Roads, the realignment of the A51 and link between A51 and Waterlode and contribution to improvements to Alvaston Roundabout.
- d. The provision of contributions towards public transport improvements.
- e. The provision of contributions to health infrastructure.
- f. A desk based archaeological assessment, with further work and mitigation being carried out as required as the overall archaeological potential of the site is considered to be high.
- g. Every opportunity should be made to increase the understanding and appreciation of the significance of the scheduled battlefield and its setting ⁽⁹⁰⁾ and the site's archaeological potential. This should be reflected in the masterplanning and design of the site, including in terms of roads, views, landscaping and open spaces. The design must also seek to minimise and mitigate any adverse impact on the Reaseheath Conservation Area.
- h. The creation of green spaces linking green infrastructure and safe and secure pedestrian and cycle routes should be integrated into any development proposals.
- i. Retention of the floodplain of the River Weaver; a large area of the site lies within the floodplain of the River Weaver which needs to be protected from development.
- j. The extension of the Nantwich Riverside Park and the creation of a Riverside Walk, from the southern edge of the site, to Beam Bridge, to link with the countryside beyond.
- k. The preservation of views towards local landmarks e.g. St Mary's Church Tower and Acton Church Tower.
- l. The development should provide compensatory habitat for great crested newts and other protected and priority species and habitats on the site.
- m. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- n. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- o. A site specific Flood Risk Assessment would be required to demonstrate that the proposed development would be safe from fluvial flooding and would not increase the risk of flooding elsewhere.
- p. Ensure that the masterplanning and design of the site incorporates the retention and integration of the most important buildings within the non-designated heritage asset of Henhull Hall Farm.

90 The setting of the scheduled battlefield being the surroundings within which the asset is experienced. This isn't constrained to the visual relationship with the asset but could also be how a piece of land or area contributes toward historical understanding of the events that influenced the battle and its location.

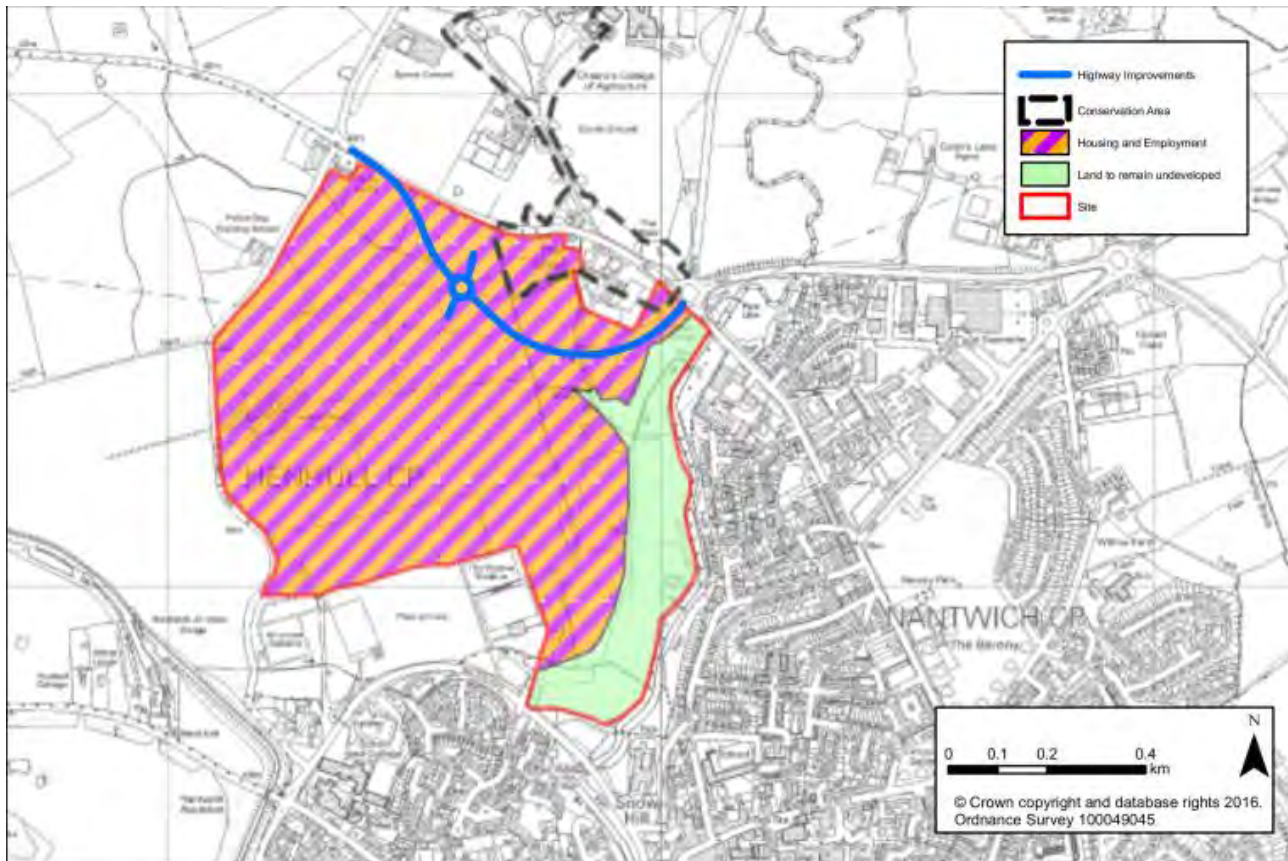


Figure 15.55 Kingsley Fields Site

Justification

15.518 The provision of new green infrastructure and the improvement of existing green infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents and those working within the town, as well as enhancing the environment of the town.

15.519 Nantwich Riverside lies adjacent to the eastern boundary of the site and is a key green / blue infrastructure asset to the town. Appropriate landscaping and open space will be provided and this will be integrated with development proposals throughout the site.

15.520 The site will provide an extension to the Nantwich Riverside Park which is an important recreational asset to the town. The site includes an area of floodplain which will be incorporated within the Nantwich Riverside Park. The Cheshire East Greenspace Strategy includes further reference to the Nantwich Riverside Park.

15.521 The Connect 2 Greenway route will also be linked to this site, providing a sustainable link to other parts of Nantwich and to Crewe.

15.522 Immediately to the west of the site lies the site of the Nantwich Civil War battlefield, included on English Heritage's Register of Battlefields. The northern part of the allocated site includes part of Reaseheath Conservation Area. These heritage assets will be protected and enhanced through an appropriate landscaping, design and heritage assessment. The part of the allocated site within Reaseheath Conservation Area is not significantly affected by the current application. Any development proposals within the conservation area must be of a very high standard, reflecting their location.

15.523 The site has high archaeological potential which will be explored further, through assessment and mitigation work, as required.

15.524 The site will enhance accessibility to key facilities; the town centre and the Connect 2 Greenway for pedestrians and cyclists.



15.525 The delivery of a new highway link to Waterlode and the re-alignment of the A51 will seek to improve the surrounding highway network and lessen the amount of traffic within the Reaseheath Conservation Area.

15.526 This site has planning approval for 1,100 dwellings, up to 1.82 hectares of class B1 business use, potential primary school, community facilities, local centre, allotments and open space (ref 13/2471N), 20/01/16.

15.527 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.528 The site has potential for contamination to be present and therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.529 Compensatory habitat for any protected and priority species and habitats on the site should be included within any development proposals for the site.

15.530 Flood Maps show Flood Zones 2 and 3 affecting the eastern boundary of this site. It is important that a Flood Risk Assessment is carried out.

15.531 To reflect the conclusions of the Heritage Impact Assessment of this site, the masterplanning and design of the site needs to incorporate the retention and integration of the most important buildings within the non-designated heritage asset of Henhull Hall Farm.

Indicative Site Delivery

- It is expected that the employment development will be delivered in the middle part of the plan period (2020-2025).

Policy Context	
National Policy	NPPF (principally paragraphs): 20, 21, 30, 31, 34, 35, 38, 41, 47, 50, 52, 56, 59, 69, 70, 100, 109, 112, 117, 126
Local Evidence	Site Selection Report; Heritage Impact Assessment (CEC 2016); Strategic Housing Land Availability Assessment; Employment Land Review; Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; draft Nantwich Town Strategy; Development Strategy; Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment; Pre-Submission Core Strategy; Submitted Local Plan Strategy; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture Strong Communities Priority 2: Create Conditions for Business Growth Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.46 Policy Context: Kingsley Fields Site



Site LPS 47: Snow Hill, Nantwich

15.532 Snow Hill comprising of municipal car parks, town centre retail, public leisure facilities and open space presents the opportunity for a high quality development in a sustainable location. The site is suitable for a range of uses including retail and leisure development. Snow Hill will create a mixed use quarter which complements the vibrancy and character of Nantwich town centre by linking the River Weaver into the heart of the historic market town. Snow Hill will be a distinctive and sustainable place that contributes to the rich tapestry of buildings, streets and spaces in Nantwich and provides an attractive destination to raise the profile of the historic town of Nantwich within the region.

15.533 Snow Hill occupies 8.5 hectares, located to the western edge of Nantwich town centre and acts as a key gateway into the town. The site is adjacent to town centre facilities and has good pedestrian linkages.

15.534 A main arterial route for the town (Waterlode B5341) cuts north-south through the site with the River Weaver bisecting the site in the same direction also linking into the Nantwich Riverside Loop and the Weaver Valley.

Site LPS 47

Snow Hill, Nantwich

The development of Snow Hill over the Local Plan Strategy period will be achieved through:

1. The comprehensive mixed use regeneration of this important site to strengthen and enhance the existing town centre and take advantage of its location next to the River Weaver. The site is suitable for a number of uses including:
 - i. Retail, including opportunities for small, independent retailers;
 - ii. Leisure and sports facilities;
 - iii. Offices;
 - iv. Hotel including a conference venue;
 - v. Parking;
 - vi. Housing; and
 - vii. Bars and cafés.
2. The provision of high quality design is of paramount importance, as this site includes numerous listed buildings, a listed structure and lies partly within the Nantwich Conservation Area. Development should have regard to the need to conserve and enhance and have a positive impact upon the character and appearance of the listed buildings and conservation area, including their settings. Development should also have regard to the proposals of the Nantwich Conservation Area Appraisal and Management Strategy (17/12/12), including the impact of proposals on Local List candidates that lie within or adjacent to this site.

Site Specific Principles of Development

- a. A design framework including a masterplan which ensures that the site is seen as being part of the town centre, by the creation of strong links between Snow Hill and the existing town centre; the establishment of active new frontages; high quality urban design; clear and easy to use pedestrian and cycle routes, both throughout the site and between the site and the town centre and to facilitate a radical improvement to the environmental quality of Swinemarket.
- b. Retail provision to include small units, to ensure opportunities are given to independent retailers as well as adding to and complementing the existing retailing and leisure offer of the town.



- c. Improvements to existing and the provision of new pedestrian and cycle links to the town centre and new and existing residential areas, employment areas, shops, education and health facilities.
- d. Maintain, as far as possible, car parking levels in the town centre.
- e. Sensitively expand the area to the west of the river to support the mix of uses along Welsh Row.
- f. Incorporation and retention of the swimming baths within the overall design for the site.
- g. Incorporation of green infrastructure, including:
 - i. An extension of the riverside park between Reaseheath College and the town centre (on both sides of the river), including both the floodplain and the valley shoulder, with substantial native woodland tree planting and a wetland landscape buffer zone, with public access, including formal footpaths and cycleways to improve levels of access to the River Weaver and its banks;
 - ii. Open space provision.
- h. Create a series of interconnected, attractive streets and spaces.
- i. The design of new buildings to be of a very high standard, reflecting the site's location within and adjacent to the Nantwich Conservation Area.
- j. This area is within an area of archaeological potential and an area of special archaeological potential which included nationally-important waterlogged archaeological deposits. A desk based archaeological assessment and a pre-determination evaluation will be required, with further work and mitigation being carried out as appropriate to preserve the archaeological value of Snow Hill.
- k. On site provision, or where appropriate, relevant contributions towards highways and transport, education, health, green infrastructure, open space and community facilities.
- l. Improvement to Waterlode / Welsh Row junction.
- m. Deliver a distinctive destination for local people to be proud of and visitors to enjoy.
- n. Proposals should consider impacts of development on the listed 'Nantwich Bridge' and its setting.
- o. Proposals should include an assessment of the contribution the area makes to the conservation area, including views of the conservation area.
- p. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the part of the site concerned.
- q. New development will be expected to respect any flooding constraints on the site and where necessary provide appropriate mitigation.
- r. Retention of the floodplain of the River Weaver; a large area of the site lies within the floodplain of the River Weaver which needs to be protected from development.
- s. Development proposals will be required to demonstrate that they will conserve and enhance the character and appearance of the listed buildings, listed structure and conservation area, including their settings and also show how regard has been paid to the impact of development proposals on the heritage of the town.
- t. Development on the site should provide compensatory habitat for any protected and priority species and habitats on the site.

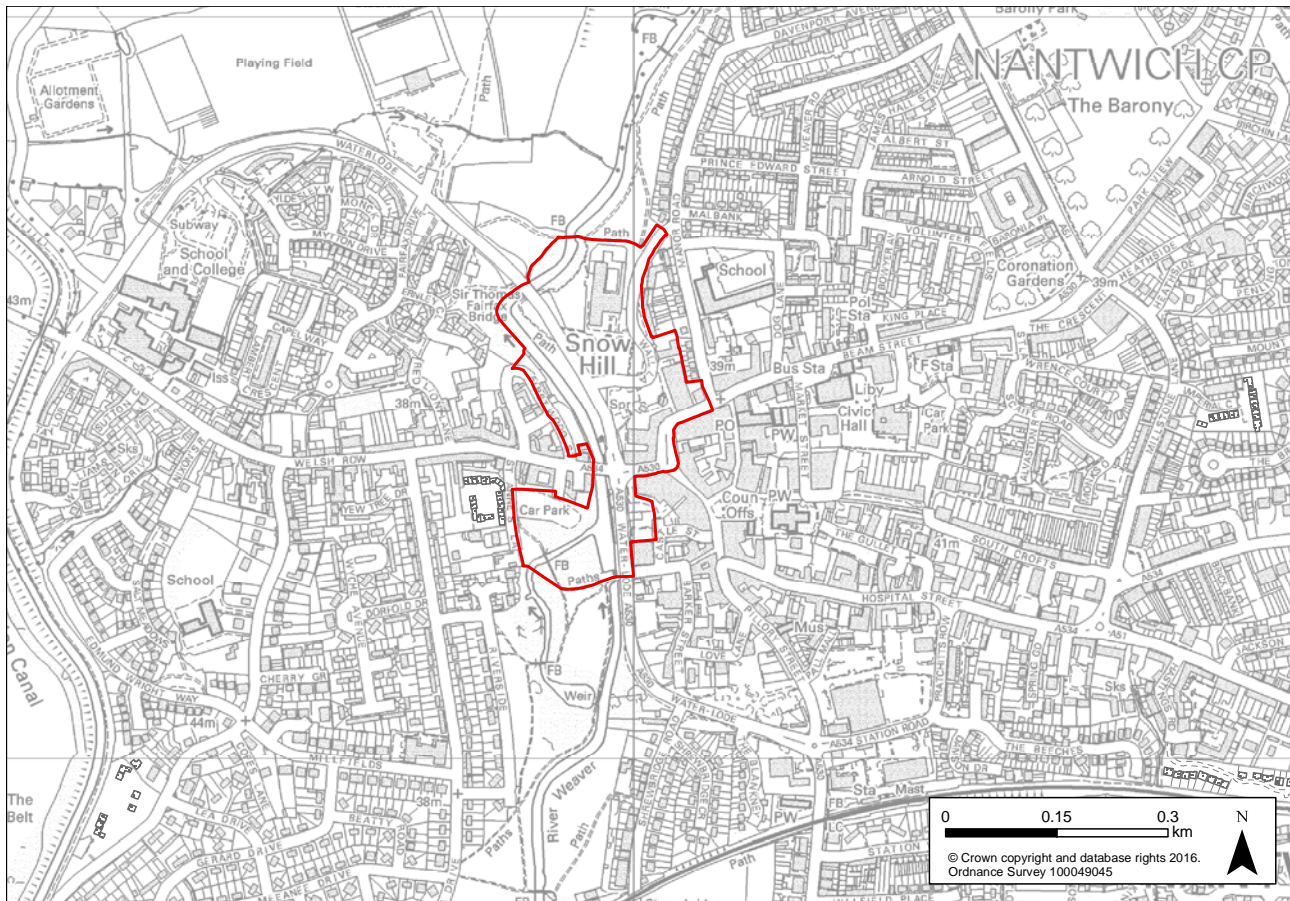


Figure 15.56 Snow Hill Site

Justification

15.535 The River Weaver is a key site in Cheshire for both water vole and otter. It is important therefore that the river corridor is enhanced and safeguarded as part of any development.

15.536 The provision of new green infrastructure and the improvement of existing green infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents and those working within the town, as well as enhancing the environment of the town. Nantwich Riverside runs through the site and is a key green / blue infrastructure asset to the town. An extension to the Nantwich Riverside Walk, on both sides of the River Weaver, will be provided as part of this development.

15.537 The site includes an area of archaeological potential; an area of special archaeological potential which includes nationally important waterlogged archaeological deposits, listed buildings and lies within and adjacent to the Nantwich Conservation Area. The best practice contained in the 'Nantwich Waterlogged Deposits Report No 3 Management Strategy: Supplementary Planning Document for the Historic Environment and Archaeological Deposits: Area of Special Archaeological Potential (Revised June 2016)' will need to be applied with regard to development proposals on the site. These heritage assets will be protected and enhanced through appropriate design, heritage assessment and landscaping. The southern extent of the site lies within the Nantwich Conservation Area, an area of archaeological potential as well as having several listed buildings (including Nantwich Bridge that crosses over the river) within and around the periphery of the site. Development within the site will need to have regard to the proposals of the Nantwich Conservation Area Appraisal and Management Strategy (17/12/12). This may include the opportunity to enhance the open grassed areas and car parks alongside the River Weaver, within and adjacent to the Nantwich Conservation Area. A number of local list candidates (Manor House, No. 7, 7a and 7b Beam Street, The Old Biot (brine spring site), Snow Hill The Watermill site, Waterlode) are located within or adjacent to the site and are important features of the character and appearance of the conservation area; the impact of development proposals on these local list candidates must therefore be taken into consideration with regard to development proposals for the site.



15.538 The Nantwich swimming baths is an important asset to the town and includes an outdoor brine swimming pool. It is important therefore that this is retained and incorporated within the development scheme for the site.

15.539 Part of the site is located within an area of flood risk / flood plain of the River Weaver and as such will need to be protected from development and included as part of the extended Riverside Park.

15.540 Part of this site is in an area of former gasworks and therefore has potential contamination issues which should be considered in any future application. The remaining area of the site is also potentially contaminated and should therefore also be subject to appropriate studies and remediation.

15.541 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.542 Protected and priority species and their habitats are present on the site. It is therefore important that development on the site provides appropriate mitigation.

Indicative Site Delivery

- The St Annes Lane area of the site is expected to be delivered during the early part of the plan period (2016-2020), with the remaining area of the site being delivered during the middle and latter parts of the plan period (2020-2030)

Policy Context	
National Policy	NPPF (principally paragraphs): 23, 35, 37, 40, 50, 56, 58, 59, 69, 70, 75, 100, 109, 110, 120, 126, 128, 129, 137
Local Evidence	Site Selection Report; Urban Potential Assessment; Heritage Impact Assessment (CEC, 2016); Employment Land Review; Strategic Housing Land Availability Assessment; Cheshire East Housing Development Study; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; draft Nantwich Town Strategy; Development Strategy; Cheshire East Greenspace Strategy, Cheshire East Strategic Flood Risk Assessment, Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Nantwich Waterlogged Deposits Report No 3 Management Strategy; Supplementary Planning Document for the Historic Environment and Archaeological Deposits: Area of Special Archaeological Potential (Revised June 2016); Nantwich Conservation Area Appraisal and Management Strategy (17/12/12); Submitted Local Plan Strategy; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To Create Sustainable Communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 2: Create Conditions for Business Growth Priority 3: Unlock the potential of our towns Priority 5: Ensure a Sustainable Future

Table 15.47 Policy Context: Snow Hill Site

Poynton



15.543 Poynton has been identified as one of the Key Service Centres for Cheshire East, and as such the vitality and growth of this town is key to the prosperity of the borough as a whole. Figure 15.57 (below) identifies a number of Local Plan Strategy Sites in and around Poynton for growth in the future.

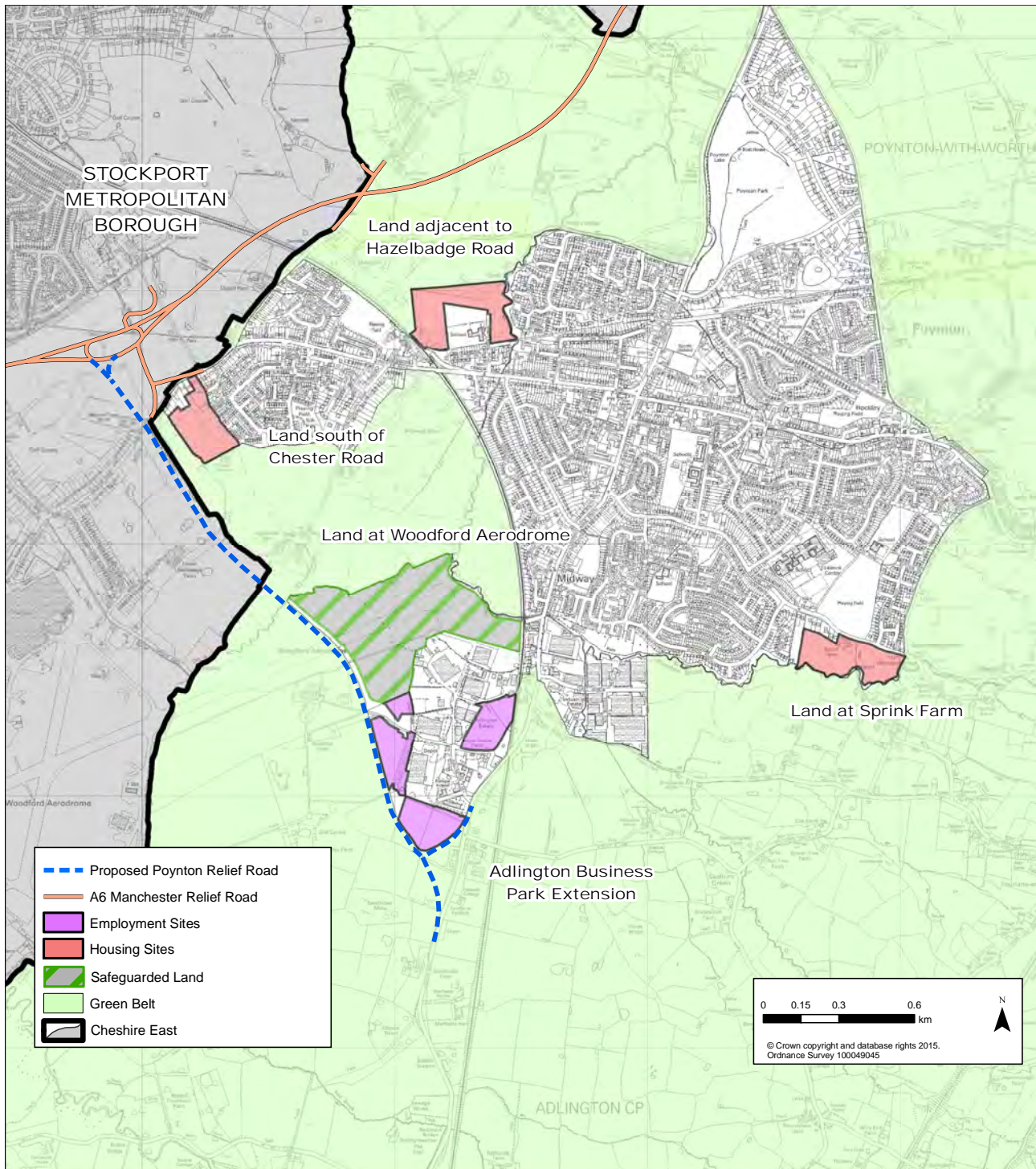


Figure 15.57 Poynton Town Map

15.544 Figure 15.57 also identifies safeguarded land. This land is not allocated for development at the present time, but is taken out of the Green Belt and will be reviewed in future Local Plans that consider needs beyond 2030.

15.545 The preferred route of the proposed Poynton Relief Road is shown on Figure 15.57. It is a proposed 1.9 mile highway, which will relieve congestion in and around Poynton and, together with



junction improvements on the A523 corridor, will improve links to Macclesfield and support economic, physical and social regeneration of the area.

Site LPS 48: Land adjacent to Hazelbadge Road, Poynton

15.546 The site lies to the north west of Poynton between Poynton Brook and the railway line and consists of open countryside. Surrounding uses include a school, residential, Poynton Brook and a railway line.

15.547 Allocation of this site involved an adjustment to the Green Belt boundary.

Site LPS 48

Land adjacent to Hazelbadge Road, Poynton

The development of Land adjacent to Hazelbadge Road over the Local Plan Strategy period will be achieved through:

1. The delivery of around 150 new homes;
2. Incorporation of green infrastructure, including:
 - i. an appropriate level of amenity open space and children's play space;
 - ii. the creation of links with footpaths to the north and east; and
 - iii. pedestrian and cycle links to new and existing residential areas, employment areas, shops, schools and health facilities, including improved pedestrian links to the town centre, and the railway station.
3. Open space provision to accommodate the need for enhanced or new indoor and outdoor sports facilities to accommodate the additional demand from the housing. Provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy.

Site Specific Principles of Development

- a. Contributions to existing, and the provision of new, public transport links to the town centre or contributions towards or the provision of land for additional car parking for Poynton Railway Station.
- b. Improvements to Hazelbadge Road and its junction with Chester Road, including provision of improved turning/parking facilities linked to Lower Park School and access improvements to Lower Park School.
- c. Contributions to health infrastructure and education provision.
- d. The provision of affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- e. Appropriate boundary treatments should be implemented to provide a clearly defined Green Belt boundary that is likely to endure.
- f. The inclusion of appropriate noise mitigation along the south western boundary of the site to make sure that noise and disturbance from the West Coast Mainline, which runs along the south western boundary of the site, is reduced to a level to be agreed at a future date.
- g. Any application would need to be supported by a full ecological appraisal. Mitigation would be required to address any impacts on protected species.
- h. Any woodland, priority habitats or habitats of Local Wildlife Site quality on the site should be retained and buffered by areas of open space/habitat creation.
- i. The protected trees shall be retained and incorporated into any development.
- j. A site specific Flood Risk Assessment should be prepared. New development will be expected to respect any flooding constraints on the site and, where necessary, provide appropriate mitigation.



- k. A desk based archaeological assessment shall be carried out, to determine if any further evaluation/mitigation will be needed.
- l. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- m. Poynton Brook should be retained and an undeveloped 8 metres wide buffer zone should be provided alongside it.
- n. An area of land should be set aside for flood risk mitigation, the extent of which must be informed by a site specific Flood Risk Assessment. This should include measures to mitigate for surface water flood risk and, if possible, assist in slowing flow, thereby reducing flood risk to areas downstream.

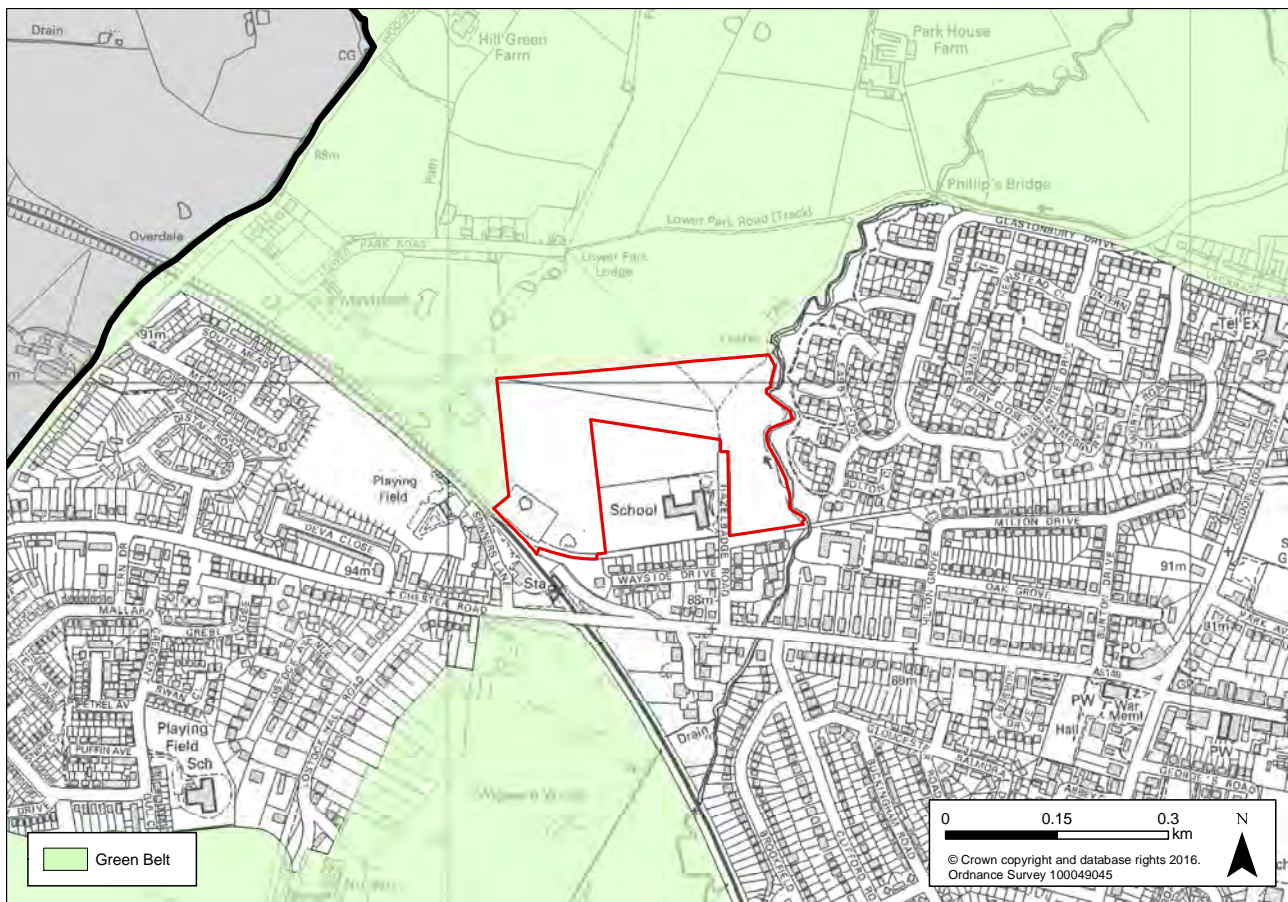


Figure 15.58 Land adjacent to Hazelbadge Road Site

Justification

15.548 The site is located on the edge of Poynton, to the north west of the town. The site has been identified to deliver some 150 dwellings and presents an opportunity to deliver a high quality, sustainable residential development. The eastern boundary of the site is formed by Poynton Brook, with part of the western boundary formed by the railway line.

15.549 The site is greenfield and covers an area of about 6 hectares. There is good access to the site by road from the town and it is close to Poynton Railway Station.

15.550 Boundary treatments should be reinforced so as to ensure a strong long term perimeter to the Green Belt.



15.551 Hazelbadge Road is a non through road that currently serves Lower Park Primary School and adjoining residential properties. Development provides the opportunity to improve the access and turning arrangements locally.

15.552 It is important that cycle and pedestrian links between the site and the surrounding residential areas and countryside are provided to improve connectivity within and around the town.

15.553 Impacts on education and health infrastructure will require appropriate mitigation. Provision of access improvements for Lower Park School can be considered as part of the overall mitigation measures.

15.554 The development of this site would assist in the delivery of additional car parking for Poynton Railway Station.

15.555 The provision of green infrastructure and the improvement of existing green infrastructure are of paramount importance. This will assist in improving the health and well-being of residents and employees, as well as enhancing the environment of the local area.

15.556 It is important that appropriate noise mitigation, along the south western boundary of the site, with the West Coast Mainline is provided in such a way that noise and disturbance are mitigated to an acceptable level.

15.557 The council would require the retention of the site's valued trees.

15.558 Full consideration of mitigation and management should be given to the impact on the footpaths that cross the site.

15.559 Habitats for protected species and appropriate mitigation, if required, will be provided within the site; the development will have to be appropriately sited to make sure that there is not any adverse impact on such habitat areas.

15.560 Part of the site is affected by flood risk (Poynton Brook), and a sequential test has been applied in line with national planning policy. Policy PG 6 'Spatial Distribution of Development' identifies that an additional 650 dwellings should be provided at Poynton. In the absence of alternative, reasonably available sites within or immediately adjacent to Poynton for housing development with a lower probability of flooding, the allocation of Land Adjacent to Hazelbadge Road satisfies the Sequential Test. Through a site specific Flood Risk Assessment, carried out to inform any planning application proposal, it should be demonstrated that the proposed development would be safe from fluvial flooding, and would not increase the risk of flooding elsewhere. As with any development adjacent to a main river an undeveloped buffer zone should be provided. The buffer zone needs to be 8 metres wide measured from bank top for the whole extent of the watercourse. Bank top is defined as the point at which the bank meets normal land levels.

15.561 An archaeological assessment will be required, to ensure that there will not be an impact on heritage assets.

15.562 Any new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.563 The site has potential for contamination to be present, therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.564 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the council during any future planning application process on this site as part of sustainable development proposals.



Policy Context	
National Policy	NPPF (principally paragraphs): 22, 32, 38, 47, 50, 56, 64, 73, 75, 95, 100, 103, 110, 111, 120, 121, 126
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Green Belt Assessment Update; Cheshire East Housing Development Study; Spatial Distribution Update Report; Draft Poynton Town Strategy; Cheshire East Green Space Strategy; Cheshire East Strategic Flood Risk Assessment; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurturing strong communities Priority 2: Creating conditions for business growth Priority 5: Ensuring a sustainable future Priority 6: Prepare for an increasingly older population

Table 15.48 Policy Context: Land adjacent to Hazelbadge Road Site



Site LPS 49: Land at Sprink Farm, Poynton

15.565 The site lies to the south east of Poynton, between Dickens Lane and Poynton Brook, and consists of open countryside with some buildings present. Surrounding uses include residential and agricultural.

15.566 Allocation of this site involved an adjustment to the Green Belt boundary.

Site LPS 49

Land at Sprink Farm, Poynton

The development of Land at Sprink Farm over the Local Plan Strategy period will be achieved through:

1. The delivery of around 150 new homes;
2. Incorporation of green infrastructure, including:
 - i. an appropriate level of amenity open space and children's play space;
 - ii. creation of links within the site to incorporate the existing public right of way through the site and to the adjoining network of footpaths; and
 - iii. pedestrian and cycle links to new and existing residential areas, employment areas, shops, schools and health facilities, including improved pedestrian links to the town centre, and the railway station.
3. Open space provision to accommodate the need for enhanced or new indoor and outdoor sports facilities to accommodate the additional demand from the housing. Provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy.

Site Specific Principles of Development

- a. Contributions to existing, and the provision of new, public transport links to the town centre.
- b. Contributions to education and health infrastructure.
- c. The provision of affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- d. A site specific Flood Risk Assessment should be prepared.
- e. New development will be expected to respect any flooding constraints on the site and, where necessary, provide appropriate mitigation.
- f. Any application would need to be supported by a full ecological appraisal.
- g. Mitigation would be required to address any impacts on protected species.
- h. Any woodland, priority habitats or habitats of Local Wildlife Site quality on the site should be retained and buffered by areas of open space/habitat creation.
- i. The protected trees shall be retained and incorporated into any development.
- j. New Green Belt boundaries should be strengthened through additional planting.
- k. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- l. Poynton Brook should be retained and an undeveloped 8 metres wide buffer zone should be provided alongside it.

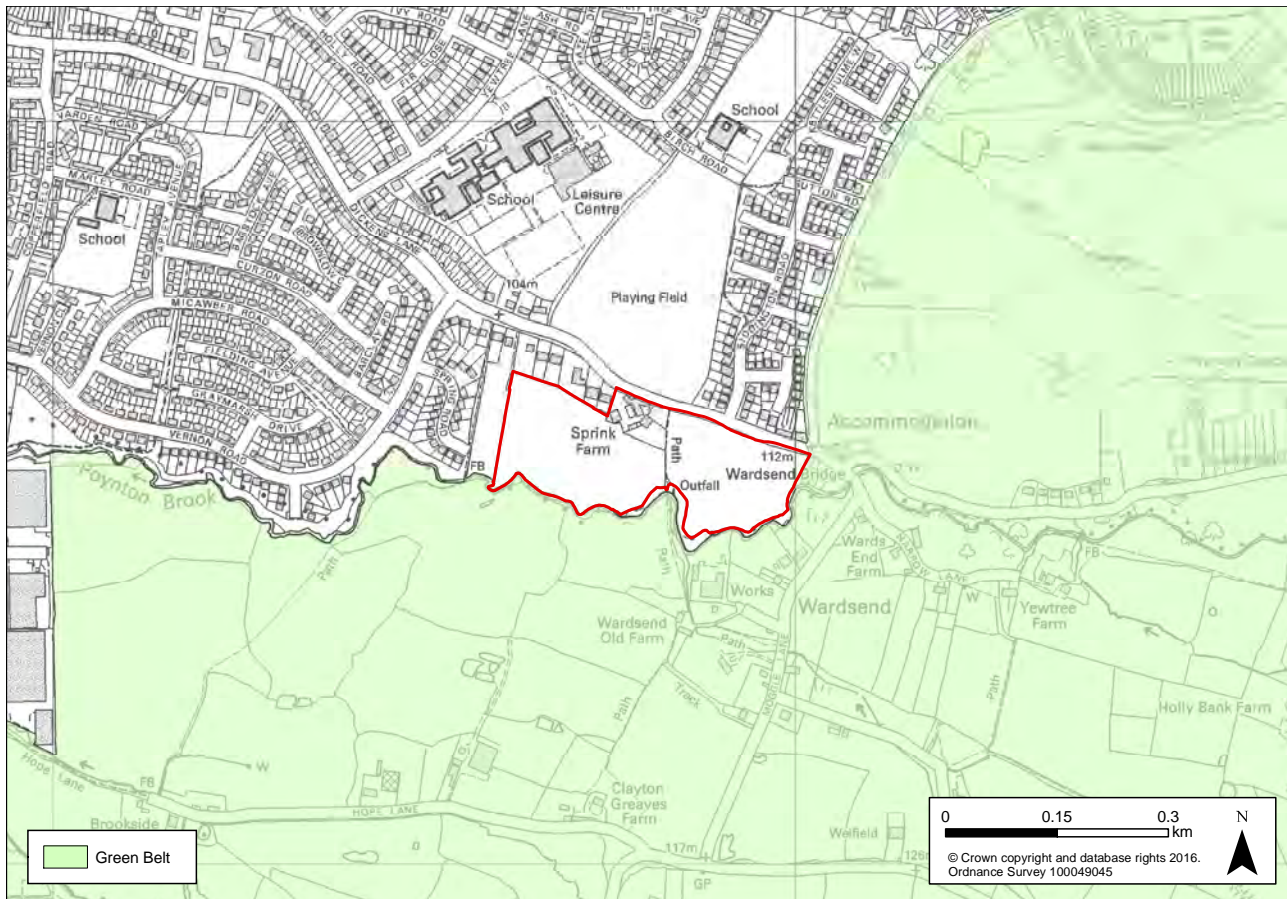


Figure 15.59 Land at Sprink Farm Site

Justification

15.567 The site is located on the edge of Poynton, to the south east of the town. The site has been identified to deliver around 150 dwellings and presents an opportunity to deliver a high quality, sustainable residential development. The southern boundary of the site is formed by Poynton Brook, which provides opportunities for links to existing footpaths.

15.568 The majority of the site is greenfield with some buildings present and covers an area of about 5 hectares. There is good access to the site by road from the town and by public transport services along Dickens Lane.

15.569 It is important that cycle and pedestrian links between the site and the surrounding residential and employment areas are provided to improve connectivity within and around the town.

15.570 The provision of green infrastructure and the improvement of existing green infrastructure are of paramount importance. This will assist in improving the health and well-being of residents and employees, as well as enhancing the environment of the local area.

15.571 The council would require the retention of the site's valued trees along the brook to the south and west boundary.

15.572 Full consideration of mitigation and management should be given to the impact on the footpath that crosses the site.

15.573 It is important that buffering planting along the southern boundary of the site is provided to protect the stream and woodland.

15.574 Habitats for protected species and appropriate mitigation, if required, will be provided within the site; the development will have to be appropriately sited to make sure that there is not any adverse impact on such habitat areas.



15.575 Part of the site is located in an area of flood risk of Poynton Brook, and as such it should be demonstrated that the proposed development would be safe from fluvial flooding, and would not increase the risk of flooding elsewhere. As with any development adjacent to a main river an undeveloped buffer zone should be provided. The buffer zone needs to be 8 metres wide measured from bank top for the whole extent of the watercourse. Bank top is defined as the point at which the bank meets normal land levels.

15.576 Any new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.577 The site has potential for contamination to be present, therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.578 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the council during any future planning application process on this site to ensure that it meets sustainable development principles.

Policy Context	
National Policy	NPPF (principally paragraphs): 22, 32, 38, 47, 50, 56, 64, 73, 75, 95, 100, 103, 110, 111, 120, 121, 126
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Green Belt Assessment Update; Cheshire East Housing Development Study; Spatial Distribution Update Report; Draft Poynton Town Strategy; Cheshire East Green Space Strategy; Cheshire East Strategic Flood Risk Assessment; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurturing strong communities Priority 2: Creating conditions for business growth Priority 5: Ensuring a sustainable future Priority 6: Prepare for an increasingly older population

Table 15.49 Policy Context: Land at Sprink Farm Site



Site LPS 50: Land south of Chester Road, Poynton

15.579 The site lies to the west of Poynton, close to the A5149 Chester Road, and consists of open countryside. Surrounding uses include residential and agricultural.

15.580 Allocation of this site involved an adjustment to the Green Belt boundary.

Site LPS 50

Land south of Chester Road, Poynton

The development of Land south of Chester Road over the Local Plan Strategy period will be achieved through:

1. The delivery of around 150 new homes;
2. Incorporation of green infrastructure, including:
 - i. an appropriate level of amenity open space and children's play space; and
 - ii. pedestrian and cycle links to new and existing residential areas, employment areas, shops, schools and health facilities, including improved pedestrian links to the town centre, and the railway station.
3. Open space provision to accommodate the need for enhanced or new indoor and outdoor sports facilities to accommodate the additional demand from the housing. Provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy.

Site Specific Principles of Development

- a. Contributions to existing, and the provision of new, public transport links to the town centre.
- b. Contributions to education and health infrastructure.
- c. Contributions towards the delivery of the Poynton Relief Road.
- d. Any application would need to be supported by a full ecological appraisal.
- e. Mitigation would be required to address any impacts on protected species.
- f. Any woodland, priority habitats or habitats of Local Wildlife Site quality on the site should be retained and buffered by areas of open space/habitat creation.
- g. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- h. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- i. Appropriate boundary treatments should be implemented to provide a clearly defined Green Belt boundary that is likely to endure.

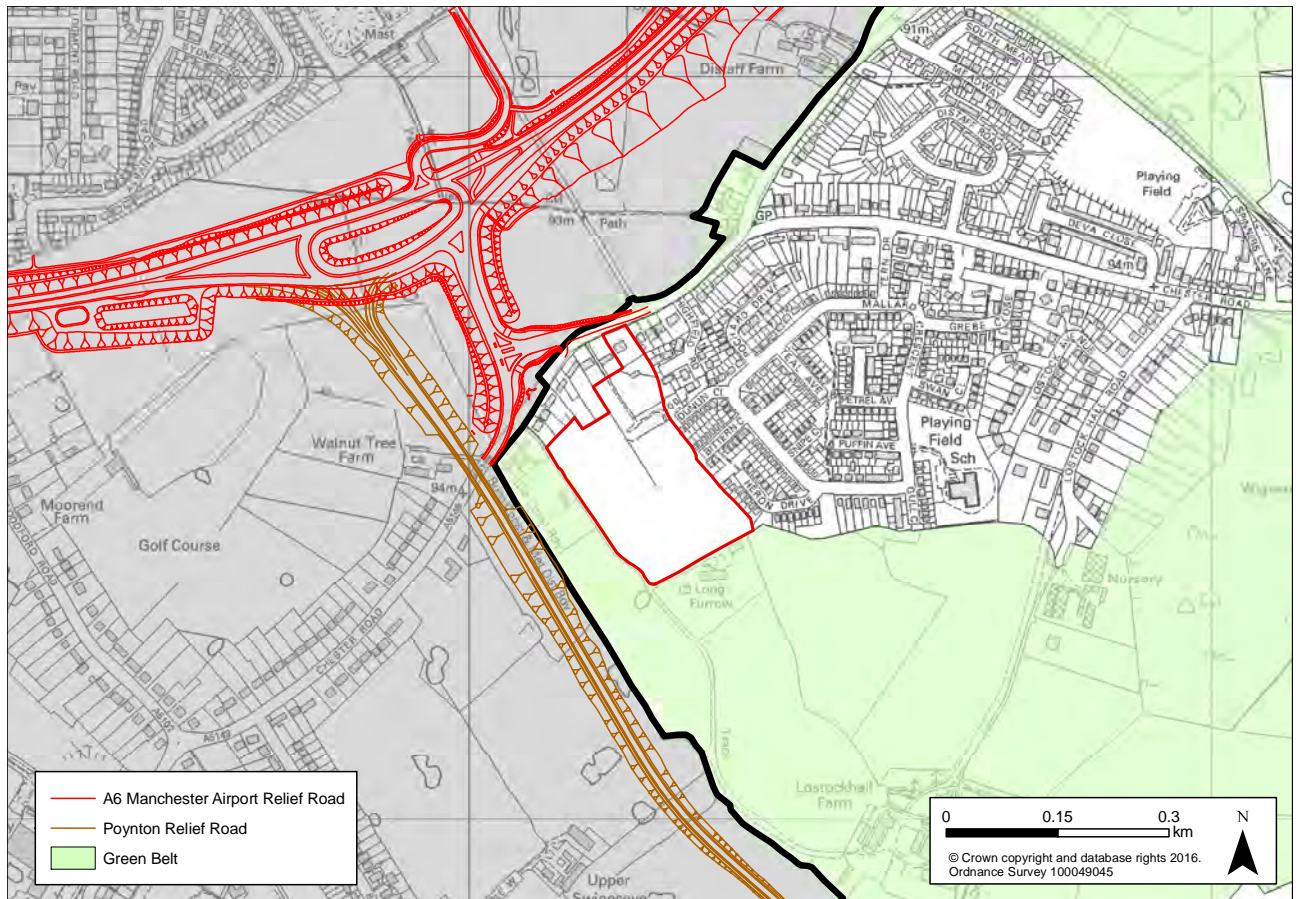


Figure 15.60 Land south of Chester Road Site

Justification

15.581 The site is located on the edge of Poynton, to the north west of the town. The site has been identified to deliver some 150 dwellings and presents an opportunity to deliver a high quality, sustainable residential development, whilst supporting the delivery of key infrastructure through financial contributions towards the delivery of the Poynton Relief Road. The eastern and northern boundaries of the site are formed by existing residential developments.

15.582 The site is mainly greenfield and covers an area of about 4 hectares. There is good access to the site by road from the town and it is close to Poynton Railway Station.

15.583 It is important that cycle and pedestrian links between the site and the surrounding residential areas and countryside are provided to improve connectivity within and around the town. In particular, links to the housing area / primary school to the east.

15.584 The provision of green infrastructure and the improvement of existing green infrastructure are of paramount importance. This will assist in improving the health and well-being of residents and employees, as well as enhancing the environment of the local area.

15.585 The council would require the retention of existing trees and hedges. Full consideration of mitigation and management should be given to the impact on the footpath running through the site. Boundary treatments should be reinforced so as to ensure a strong long term perimeter to the Green Belt.

15.586 Habitats for protected species and appropriate mitigation, if required, will be provided within the site; the development will have to be appropriately sited to make sure that there is not any adverse impact on such habitat areas.



15.587 Any new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 ‘Indoor and Outdoor Sports Facilities’.

15.588 The site has potential for contamination to be present, therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.589 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the council during any future planning application process on this site as part of sustainable development proposals.

15.590 The Poynton Relief Road is a proposed 1.9 mile highway running between the A6 Manchester Airport Relief Road (A6MARR) and A523 London Road, which will relieve congestion in and around Poynton, improve links to Macclesfield and support economic, physical and social regeneration of the area.

Policy Context	
National Policy	NPPF (principally paragraphs): 22, 32, 38, 47, 50, 56, 64, 73, 75, 95, 100, 103, 110, 111, 120, 121, 126
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Green Belt Assessment Update; Cheshire East Housing Development Study; Spatial Distribution Update Report; Draft Poynton Town Strategy; Cheshire East Green Space Strategy; Cheshire East Strategic Flood Risk Assessment; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurturing strong communities Priority 2: Creating conditions for business growth Priority 5: Ensuring a sustainable future Priority 6: Prepare for an increasingly older population

Table 15.50 Policy Context: Land south of Chester Road Site



Site LPS 51: Adlington Business Park Extension, Poynton

15.591 This strategic employment allocation has the potential to provide for around 10 hectares of employment land. The site forms a natural extension to the existing employment uses on the edge of the built form of Poynton, forming an appropriate location to meet the needs of the town. Surrounding uses include an existing business park and the railway line.

15.592 Allocation of this site involved an adjustment to the Green Belt boundary.

Site LPS 51

Adlington Business Park Extension, Poynton

The development of Adlington Business Park Extension over the plan period will be achieved through:

1. The provision of 10ha of new employment land; and
2. The incorporation of green infrastructure, including greenways, and the provision of new pedestrian and cycle links to new and existing residential areas, and shops.

Site Specific Principles of Development

- a. New development will be expected to respect the proximity of the residential properties and, where necessary, provide mitigation.
- b. Contributions to existing and the provision of new public transport links to the town centre.
- c. Contributions towards the delivery of the Poynton Relief Road.
- d. The reinstatement of footpaths over the former Woodford Aerodrome site to improve pedestrian linkages to Poynton Railway Station.
- e. The improvement of pedestrian access to the site from A523 London Road, incorporating the provision of a pedestrian crossing.
- f. Development should preserve and enhance heritage assets around this site.
- g. A desk based archaeological assessment and a Heritage Impact Assessment shall be carried out, to determine if any further evaluation/mitigation will be needed.
- h. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- i. Appropriate boundary treatments should be implemented to provide a clearly defined Green Belt boundary that is likely to endure.
- j. Any application would need to be supported by a full ecological appraisal.
- k. Mitigation would be required to address any impacts on protected species.
- l. Any woodland, priority habitats or habitats of Local Wildlife Site quality on the site should be retained and buffered by areas of open space/habitat creation.
- m. The existing ponds shall be retained and incorporated into any development.
- n. Development must not have an adverse impact on the established great crested newt habitat areas.
- o. A proposal needs to be put forward and agreed with Sport England that replaces the golf course to an equivalent or better quantity and quality in a suitable location.

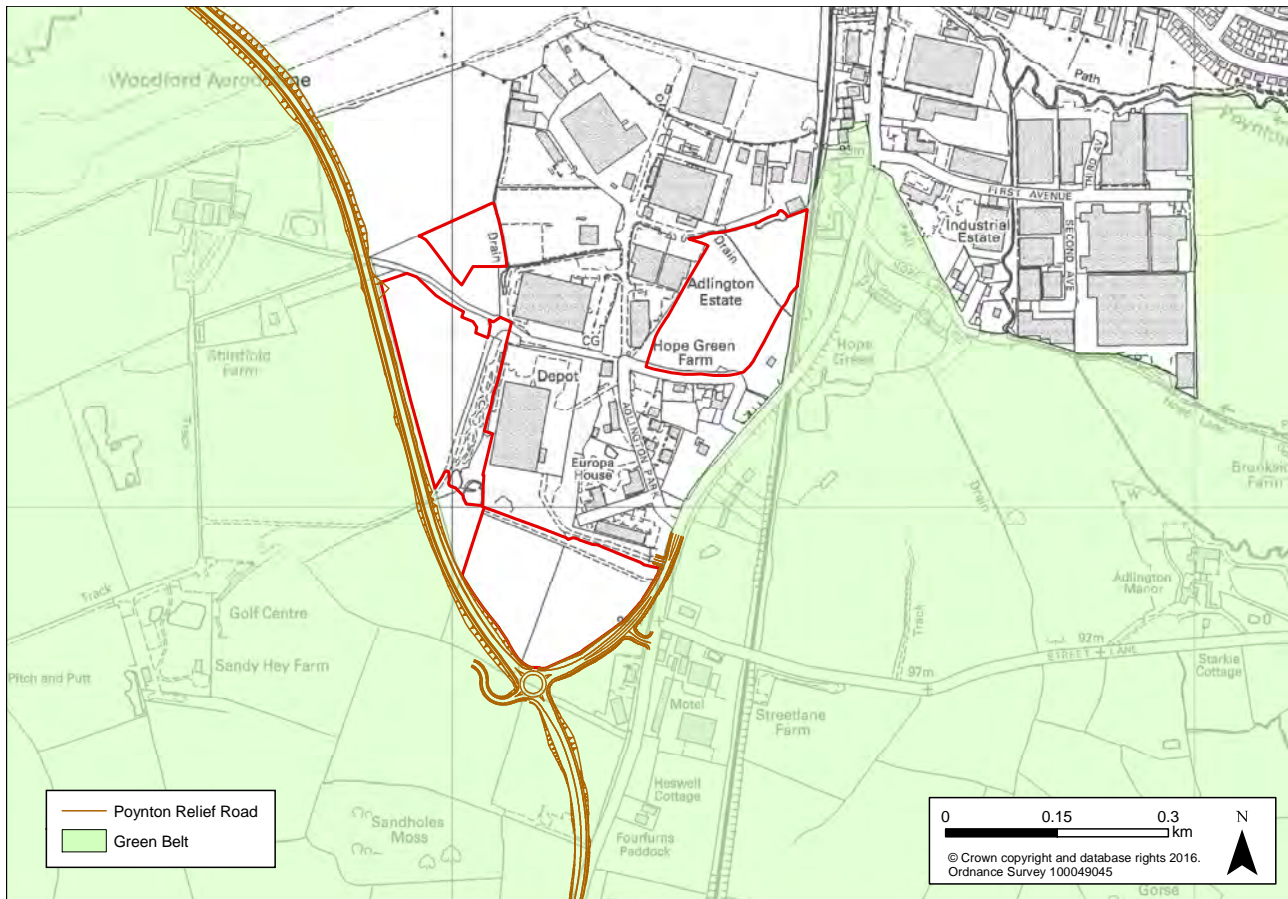


Figure 15.61 Adlington Business Park Extension Site

Justification

15.593 This plan provides for 380 hectares of employment during the plan period up to 2030. This site will make a positive contribution to help meet this overall employment land requirement and provide opportunities for employment growth in the town. The site will also help to address the ratio of workplace-based employment to residence-based employment for Poynton identified in the Spatial Distribution Update Report⁽⁹¹⁾.

15.594 The site is located on the edge of the built form of Poynton to the south west of the settlement. The site has been identified to deliver around 10ha of employment land and presents an opportunity to deliver a high quality, sustainable employment development, whilst supporting the delivery of key infrastructure through financial contributions towards the delivery of the Poynton Relief Road. The site is adjacent to Adlington Business Park; an existing employment site.

15.595 The preferred route of the Poynton Relief Road will form the western boundary of the site. If the planned Poynton Relief Road is not built, or the current identified route is altered significantly, then a further Green Belt assessment of this site would be required.

15.596 The new Green Belt boundary should be defined using physical features that are readily recognisable and are likely to be permanent, for example (but not restricted to) continuous physical features such as significant hedges, stone walls, and line of trees.

15.597 A full planning application (15/4865M) has been submitted on the eastern parcel of the site for the erection of a logistics warehouse (6,728sqm) and ancillary trade sales. A decision is awaited.

15.598 It is important that the proximity of the residential dwellings is taken into consideration in any development proposals, with the provision of appropriate mitigation where necessary.

91 Aecom Spatial Distribution Update Report, July 2015 (Table 14, p45 and Appendix 17, p189).



15.599 The incorporation of green infrastructure, notably trees, hedgerows, and greenways, together with sensitive design in terms of the scale and massing of any new structures, has the potential to mitigate any adverse impacts on visual amenity from main public vantage points. This will also assist in enhancing the environment of the local area, and improving the health and wellbeing of employees.

15.600 It is important that cycle and pedestrian links between the site and the surrounding residential areas are provided to improve connectivity within and around the town. The council would seek opportunities to provide for future pedestrian and cycle links up to the adjacent safeguarded land (LPS 52) and to enable a comprehensive route to be eventually established for cyclists and pedestrians linking the allocated site to the railway station.

15.601 The provision of a pedestrian crossing across the A523 London Road, linking to footpath Adlington FP53, along with the improvement of this footpath, would provide enhanced pedestrian access to the site. Improving pedestrian access to the railway station can also be achieved through the reinstatement of footpaths, linking to existing footpaths, through the former Woodford Aerodrome site.

15.602 The council would require the retention of existing trees and hedges on the site.

15.603 Full consideration should be given to the impact of development on the footpath crossing the site, with appropriate mitigation and management measures introduced as required.

15.604 Habitat for protected species and appropriate mitigation, if required, will be provided within the site; the development will have to be appropriately sited to make sure that there is not any adverse impact on such habitat areas.

15.605 The eastern parcel of the site lies to the north of a group of cottages and listed buildings in an historic area know as Hopegreen. An archaeological assessment and a Heritage Impact Assessment will be required to make sure that there will not be an impact on heritage assets.

15.606 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'. This is likely to be addressed as part of the Poynton Relief Road construction.

15.607 The site has potential for contamination to be present, therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.608 Details of Construction Environment Management Plans, landscaping, green infrastructure and open space proposals should be submitted to the council during any future planning application process on this site as part of sustainable development proposals.

15.609 The Poynton Relief Road is a proposed 1.9 mile highway running between the A6 Manchester Airport Relief Road (A6MARR) and A523 London Road, which will relieve congestion in and around Poynton, improve links to Macclesfield and support economic, physical and social regeneration of the area.

15.610 If the planned Poynton Relief Road is not built, or the current identified route is altered significantly, then a further Green Belt assessment of this site would be required.

15.611 Although located directly adjacent to the urban area of Poynton, this allocation is situated within the parish of Adlington.

Indicative Site Delivery

- 3 ha expected during the early part of the plan period (2015-2020)
- 5 ha expected during the middle part of the plan period (2020-2025)
- 2 ha expected during the latter part of the plan period (2025-2030)



Policy Context	
National Policy	NPPF (principally paragraphs): 18, 19, 20, 21, 110, 120, 126, and 156
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Green Belt Assessment Update; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Draft Poynton Town Strategy; Cheshire East Green Space Strategy; Cheshire East Strategic Flood Risk Assessment; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 4: Improving the road network
SCS Priorities	Priority 2: Creating conditions for business growth Priority 7: Driving out the causes of poor health

Table 15.51 Policy Context: Adlington Business Park Extension Site

Safeguarded Land LPS 52: Woodford Aerodrome, Poynton

15.612 This site lies to the west of Poynton, and incorporates part of a former runway, with surrounding uses including a Business Park and a railway line. It forms an appropriate location in which to meet the identified needs of the town.

15.613 Safeguarding this site involved an adjustment to the Green Belt boundary.

Safeguarded Land LPS 52

Woodford Aerodrome, Poynton

1. 22ha of safeguarded land.

Principles of Development

- The site is not allocated for development at the present time.

Justification

15.614 Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer term development needs beyond the plan period. The land adjoins existing employment and residential areas in Poynton and is bounded by the route of the Poynton Relief Road.

15.615 If the planned Poynton Relief Road is not built, or the current identified route is altered significantly, then a further Green Belt assessment of this site would be required.

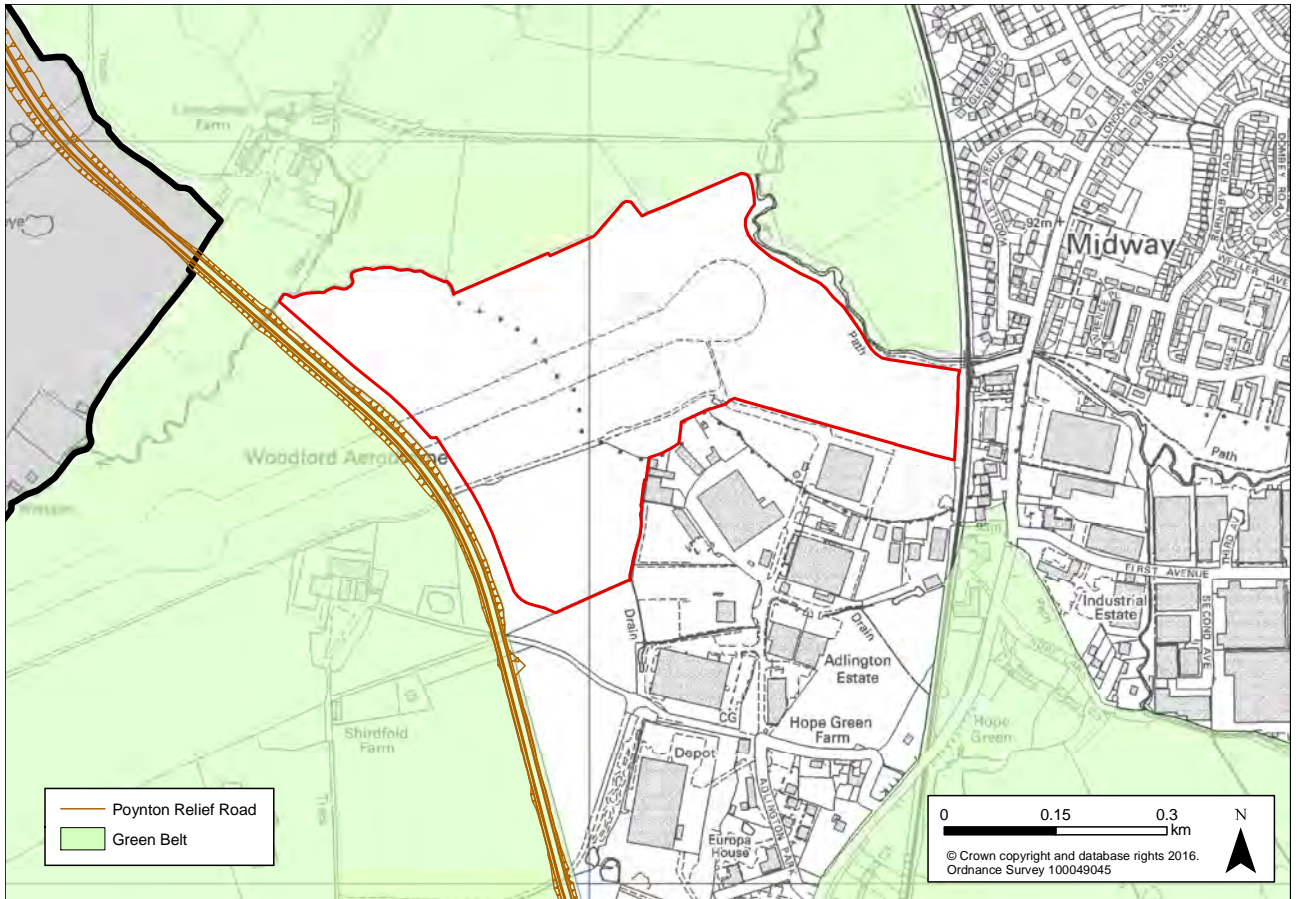


Figure 15.62 Woodford Aerodrome Safeguarded Land

Policy Context	
National Policy	NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91
Local Evidence	Site Selection Report; Development Strategy; Draft Poynton Town Strategy; Strategic Housing Land Availability Assessment; Green Belt Assessment Update; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced
SCS Priorities	Priority 1: Nurturing strong communities Priority 2: Creating conditions for business growth Priority 5: Ensuring a sustainable future Priority 7: Driving out the causes of poor health

Table 15.52 Policy Context: Woodford Aerodrome Safeguarded Land

Sandbach



15.616 Sandbach has been identified as one of the Key Service Centres for Cheshire East, and as such the vitality and growth of this town contributes to the prosperity of the borough as a whole. Figure 15.63 (below) identifies a Local Plan Strategy Site in Sandbach for growth in the future.

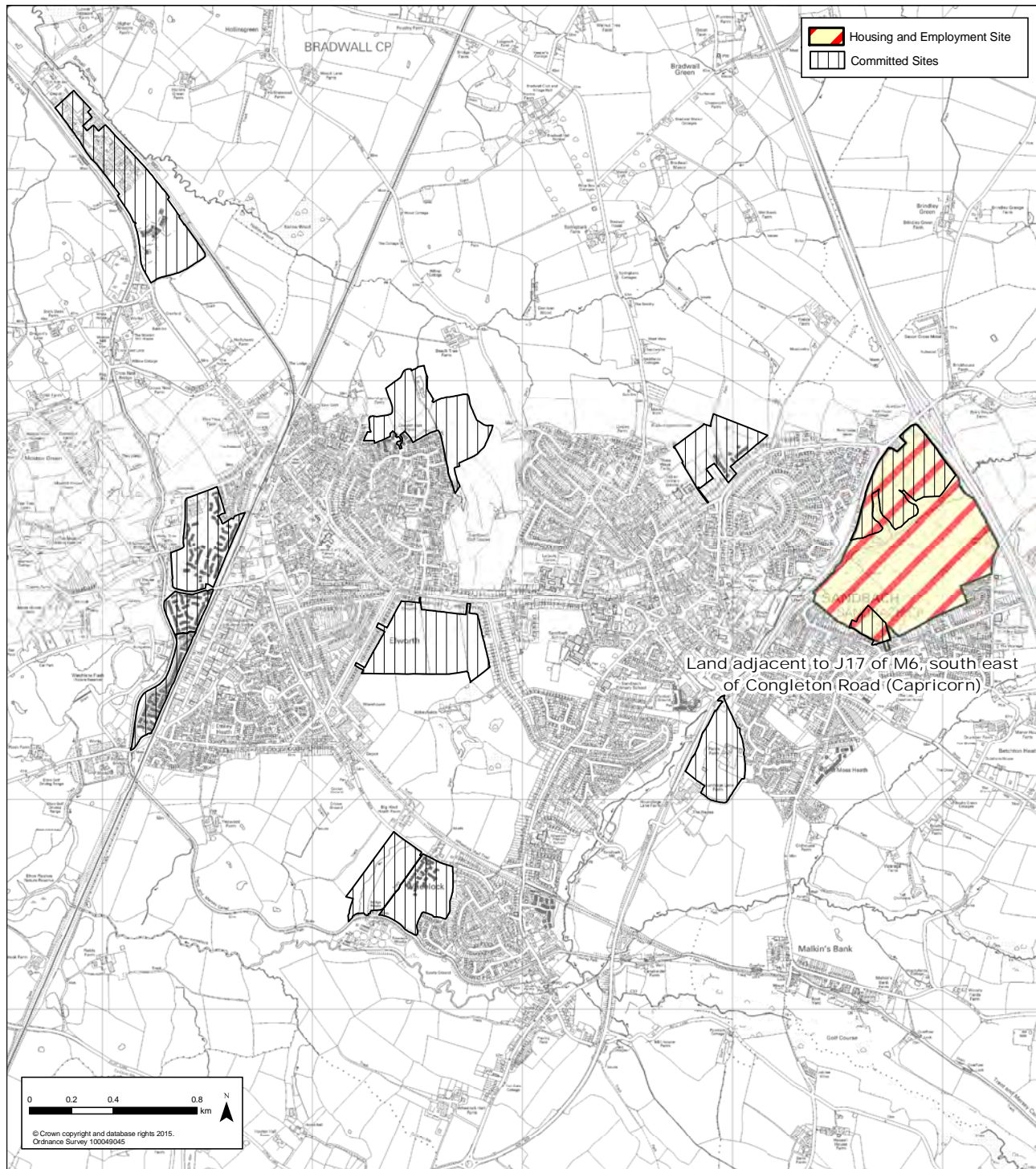


Figure 15.63 Sandbach Town Map

15.617 Further information about the identified Local Plan Strategy site is as follows.

Site LPS 53: Land adjacent to J17 of M6, south east of Congleton Road, Sandbach

15.618 The main intention behind allocating this site is to provide employment land within the town and to create a more sustainable community by better balancing the proportion of housing and jobs in the town. This is considered necessary as Sandbach has seen a significant reduction in employment



land but relatively high levels of housing development in recent years. This allocation presents the opportunity to deliver a mixed used development site with the primary use of the site being for employment purposes, whilst acknowledging that supporting residential development will be needed to help enable the access and infrastructure improvements required to deliver the whole site. It is intended that the development of the site will include the provision of supporting facilities, complimentary to the principal employment use whilst also protecting important existing environmental features.

15.619 The site is greenfield and is currently in agricultural use with a watercourse bisecting the site north to south. Surrounding uses include agricultural land, residential development and the M6 motorway.

Site LPS 53

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

The development of land adjacent to Junction 17 of the M6, south east of Congleton Road over the Local Plan Strategy period will be achieved through a mixed use employment led development consisting of:

1. The delivery of 20 hectares of employment land (Class B1 & B2) as set out in Figure 15.64;
2. The delivery of up to 450 new homes to support the delivery of the 20 hectares of employment land, as set out in Figure 15.64;
3. The provision of appropriate retail for local needs;
4. The provision of appropriate leisure uses, potentially including a hotel, public house or restaurant;
5. The incorporation of green infrastructure, including:
 - i. The retention, where possible, of important hedgerows that have a cumulative screening impact on development and contribute to the habitat value of the site;
 - ii. The protection and enhancement of the wildlife corridor and Local Wildlife sites; and
 - iii. Open space including a multi use games area and an equipped children's play space.

Site Specific Principles of Development

- a. The site will avoid development within the functional floodplain, wildlife corridor and Site of Biological Importance / Local Wildlife Site and these features will be retained within appropriate undeveloped buffer zones and a management plan will be required for them.
- b. Appropriate contributions will be made to improvements to junction 17 of the M6 motorway and the junctions on the A534 Old Mill Road corridor.
- c. Provision for improved access off Old Mill Road and a new bridge across the Brook to access the employment land beyond.
- d. Contributions to education and health infrastructure
- e. Development should consider the 'Cheshire East Green Space Strategy 2011' and include the creation of improved access to green corridors whilst protecting and enhancing the Site of Biological Importance, watercourse and wildlife corridor already on site.
- f. Provision for future widening of the A534 Old Mill Road Corridor adjacent to the development site.
- g. A desk based archaeological assessment will be required for this site.
- h. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- i. Provision of a landscaped buffer between the employment land and housing areas.

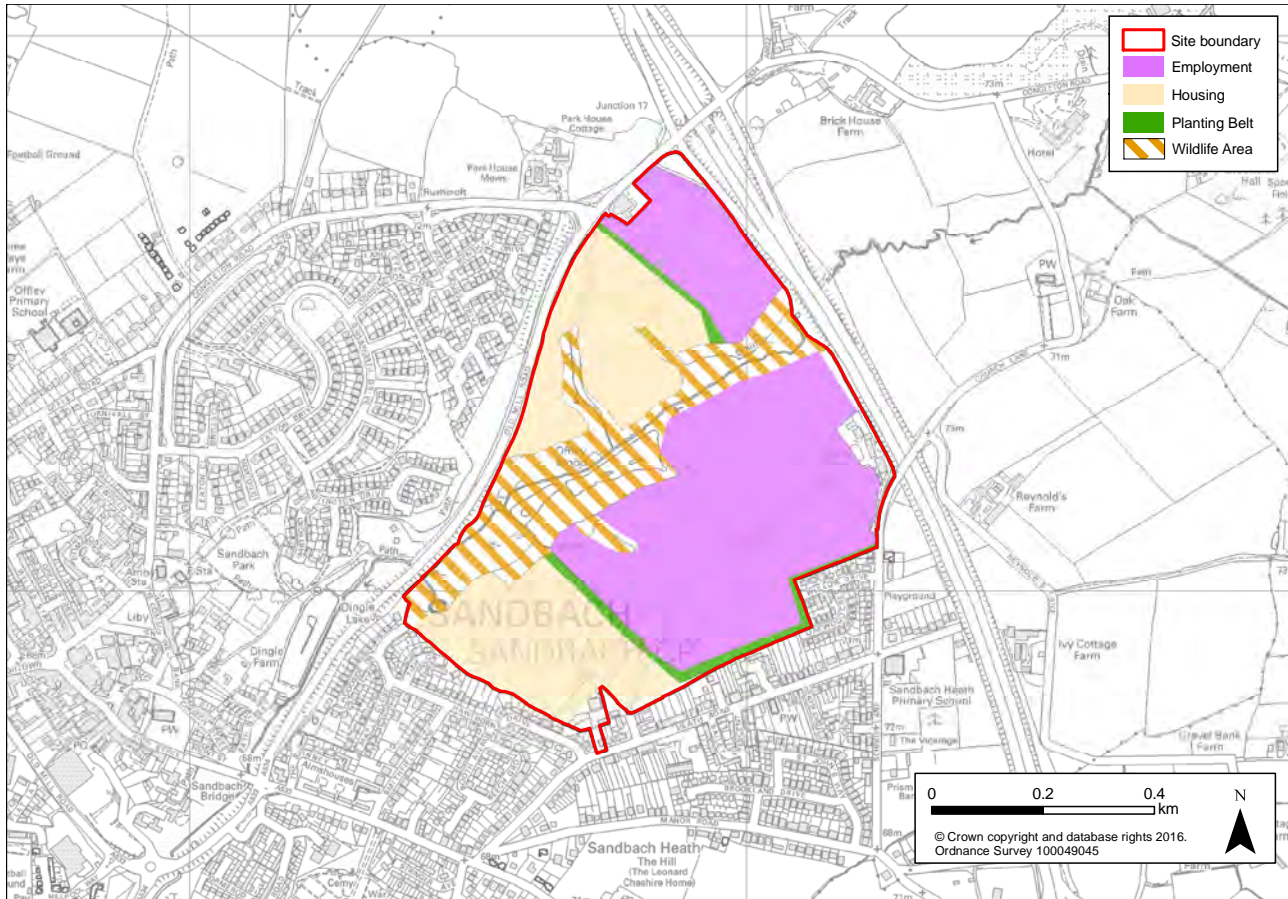


Figure 15.64 Land adjacent to Junction 17 of M6, south east of Congleton Road Site

Justification

15.620 The strategic site is well connected to the existing settlement of Sandbach and contained by existing residential development to the north, west and south. To the east, the site boundary is formed by the M6 motorway. Capricorn lies at the gateway to Sandbach offering an excellent opportunity to capitalise on strong links to the M6, attract investment and skills to locate in the town and deliver a high quality sustainable urban extension.

15.621 The intention of this allocation is to ensure that the primary use of the site is for employment purposes with around 20 hectares being required for this purpose. Sandbach is experiencing substantial housing growth and this employment opportunity is key to ensuring that a balance of housing and employment development can come forward over the plan period. The employment component of the allocation is therefore seen as central to the achievement of sustainable development for the town. The site is allocated for class B1 business and B2 industrial, taking account of the characteristics of the site and the need for greater employment in Sandbach. However residential development up to 450 dwellings may be required as a sub-ordinate use to cover the infrastructure costs needed to enable delivery of the whole site. This will improve accessibility and provide contributions to improvements to the surrounding highway network including future improvements to junction 17 of the M6 motorway and the junctions on the A534 Old Mill Road corridor.

15.622 A key infrastructure consideration is the provision of a new access road and bridge across the wildlife corridor. This will provide a link between the principal site access by junction 17 and the main area of employment land in the centre of the site. The employment area should be separated from adjoining areas of housing by a landscaped tree buffer. Development of areas adjoining the Wildlife corridor should be accompanied by proposals for its retention and enhancement. This includes the provision of a management plan to govern long term management arrangements. In order to ensure that the bridge across the wildlife corridor is delivered, the council will consider using its compulsory purchase powers to enable the delivery of this key element of infrastructure.



15.623 The site should be developed in accordance with the allocations set out in Figure 15.64; this provides the appropriate balance of uses to meet the housing and employment needs of the town.

15.624 The provision of new green infrastructure and the improvement of existing green infrastructure are of paramount importance. This will assist in improving the health and wellbeing of residents and those working within the town, as well as enhancing the environment of the town. Appropriate landscaping and open space will be provided and integrated with adjacent development.

15.625 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 ‘Indoor and Outdoor Sports Facilities’.

Indicative Site Delivery

- It is expected that employment land allocations in mixed use schemes will be phased in tandem with the housing allocations. Where appropriate, the phased release of employment land will be secured through S106 agreements/obligations.

Policy Context	
National Policy	NPPF (principally paragraphs): 20, 35, 50, 56, 69, 100, 109, 112, 117, 156
Local Evidence	Strategic Housing Land Availability Assessment; Employment Land Review; Sandbach Town Strategy; Development Strategy; Cheshire East Strategic Flood Risk Assessment; Pre-Submission Core Strategy; Sandbach Neighbourhood Development Plan
Strategic Priorities	Priority 1: promoting economic prosperity Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: Reduce the need to travel
SCS Priorities	Priority 1: Nurture strong communities Priority 2: Create conditions for business growth Priority 3: Unlock the potential of our towns Priority 5: Ensure a sustainable future

Table 15.53 Policy Context: Land adjacent to Junction 17 of M6, south east of Congleton Road Site

Wilmslow



15.626 Wilmslow has been identified as one of the Key Service Centres for Cheshire East, and as such the vitality and growth of this town is key to the prosperity of the borough as a whole. The map below identifies a number of Local Plan Strategy Sites in and around Wilmslow for growth in the future.

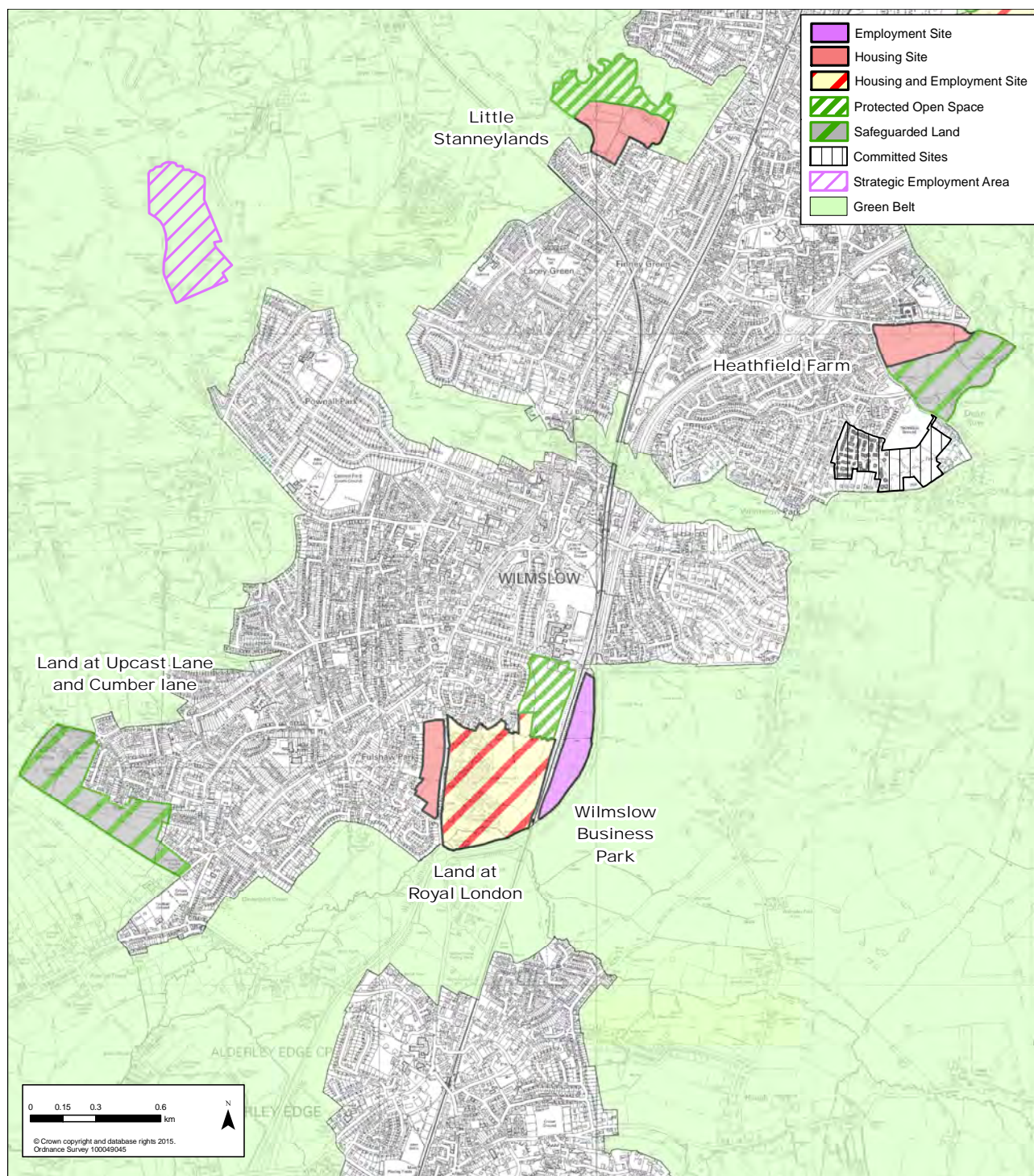


Figure 15.65 Wilmslow Town Map

15.627 Figure 15.65 also identifies safeguarded land. This is land not allocated for development at the present time but is taken out of the Green Belt and will be reviewed in future Local Plans that consider needs beyond 2030.

15.628 Further information about each of the identified Local Plan Strategy Sites can be found as follows.



Site LPS 54: Royal London including land to the west of Alderley Road, Wilmslow

15.629 The Royal London site presents an opportunity to deliver a high quality, sustainable, mixed use development to contribute to the identified housing needs of the town of Wilmslow, as well as contributing to the provision of the borough's knowledge-based industry and open space provision.

15.630 This site is located to the south west of Wilmslow town centre and is split into two parts across Alderley Road. The east section of the site is bordered by the West Coast Main Line and A34 Wilmslow Bypass to the east and south of the site, with residential development and playing fields to the north. The section west of Alderley Road is currently agricultural land bounded by housing to the north, west, and south; and by the existing Royal London Campus (across Alderley Road) to the east.

15.631 The site includes the existing Royal London campus, which is to be retained. With the exception of one or two hedgerows, the non-developed area of the site is open in nature, with numerous trees dotted along the site boundary, and a small area of wooded cover to the south west of the site. There are also ponds and a brook within the site that has resulted in a small area of the far southern end of the site being in flood zone 3.

15.632 Allocation of this site involved an adjustment to the Green Belt boundary.

Site LPS 54

Royal London including land west of Alderley Road, Wilmslow

The development of the Royal London site over the Local Plan Strategy period will be achieved through:

1. The retention of the existing Royal London Campus unless buildings become surplus to the requirements of existing occupiers, in which case the council will consider their suitability for reuse or redevelopment for a range of alternative uses;
2. The delivery of around 175 dwellings (around 80 on land to the east of the existing campus, around 20 to the north of the existing campus⁽⁹²⁾ and around 75 on land west of Alderley Road);
3. The provision of 5 ha of employment land for up to around 24,000 square metres of B1 employment space and a hotel;
4. Incorporation of green infrastructure and the provision of public open space at the southern end of the land west of Alderley Road;
5. Retention and extension of the existing Wilmslow High School playing fields for educational use in the area marked as protected open space on the map. This may include additional buildings for education use provided they do not harm the integrity of the open space overall;
6. Provision of at least 1 ha of land set aside for use as school playing fields within the land to the east of the existing campus, in addition to the areas marked as protected open space on the map, and an appropriate level of amenity open space and children's play space; and
7. Pedestrian and cycle links and associated infrastructure.

Site Specific Principles of Development

- a. Phased delivery on land to the east of the existing campus so that a serviced site for B1 employment uses is delivered in conjunction with the residential development.
- b. High quality design and appropriate landscaping / green infrastructure should be provided within the site in order to preserve the character of the area and ensure an acceptable relationship between residential and employment uses. The design must respect the site's location as a key entrance into Wilmslow.
- c. Provision of areas of open space within the scheme, including:

⁹² Land within the site boundary but outside of the existing Royal London campus at The Coach House and Harefield Farm.



- i. A new public realm between existing and proposed employment uses, which will assist with the integration and provide an attractive setting for new development;
 - ii. Land for additional playing fields accessible from Wilmslow High School; and
 - iii. A new public open space at the southern end of land west of Alderley Road.
- d. Retention and enhancement of features within the site that are of amenity value, where feasible, specifically the mature wooded area to the west of the site, the brook, the ponds that are present, and the tree and hedge lined frontages to Alderley Road.
- e. Improved connectivity and access into the site to the wider local area (including Wilmslow Railway Station), through the provision of appropriate linkages.
- f. Provision of contributions to education and health infrastructure.
- g. Provision of affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- h. Respect for the setting of listed buildings on site including Fulshaw Hall.
- i. A detailed site-specific flood risk assessment should be prepared.
- j. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- k. Retention of the existing Royal London Campus landscape setting.

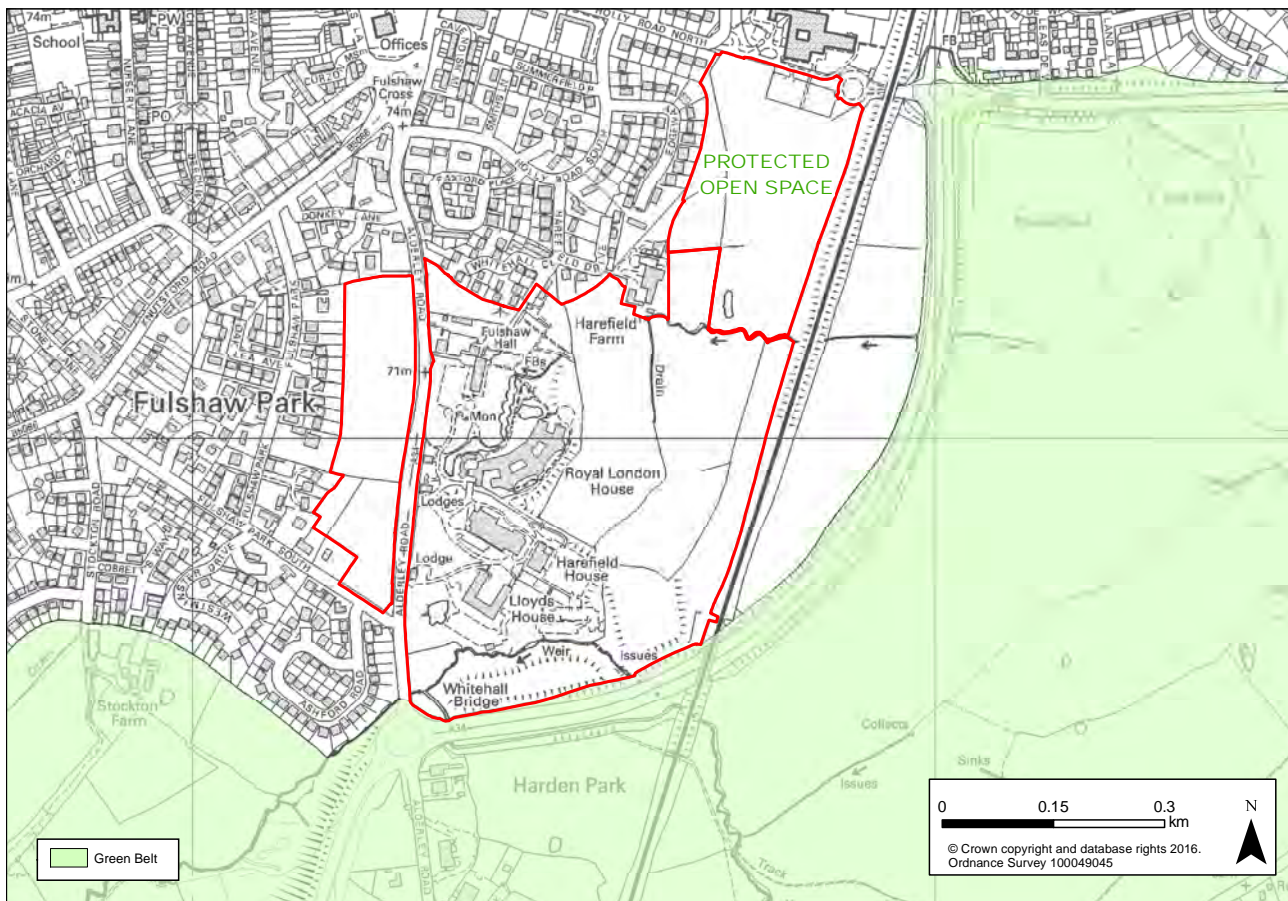


Figure 15.66 Royal London, including land west of Alderley Road Site



Justification

15.633 This site presents an ideal opportunity for an infill development which, with a mixed use scheme, will facilitate the growth and expansion of a major employment site, provide jobs and meet Wilmslow's much needed requirements for open space provision, whilst retaining the character of the area.

15.634 The Royal London site currently performs an essential role in providing employment in a key growth sector and this site is vital in providing future employment opportunities in Wilmslow. The council has received a planning application submitted by Royal London (reference 16/2314M) for a major new office building on the land to the east of the current campus. This could result in existing buildings within the existing campus becoming available for reoccupation or redevelopment, providing scope for extension of the mixed use approach across this part of the allocation. Development of the land east of the existing campus site should be phased so that employment uses can be brought forward alongside the residential development. Housing will therefore act as an 'enabler' to ensure that employment development takes place.

15.635 A cohesive approach must be taken when considering the layout of the site, good connectivity between existing and new developments and open space provision will be essential in ensuring a well designed and sustainable site. A new public realm between existing and proposed employment uses will be required.

15.636 High quality design will also be very important. New development will be expected to preserve or enhance the setting of designated heritage assets located within the site, as well as the character of the surrounding area including the visual character of the entrance into Wilmslow from the south along Alderley Road. Proposals on the land west of Alderley Road should also have regard to the adopted Supplementary Planning Guidance Note (2004) 'Development in Established Residential Areas: Fulshaw Park'.

15.637 New residential development should be situated to the north of the site to protect the amenities of residential properties with the existing and proposed employment uses.

15.638 By virtue of its location and leafy character it is considered that this site offers an ideal setting for a hotel along Alderley Road frontage. The hotel will not only generate additional employment opportunities but will offer a supporting facility for businesses.

15.639 A full comprehensive landscaping scheme will be fundamental in ensuring the proposed development is in keeping with the character of the area and should secure a sensitive green buffer between proposed residential and employment zones.

15.640 There is significant tree coverage, particularly to the west of this site, therefore existing mature trees and hedging will be expected to be maintained where possible, or replaced with mitigation.

15.641 New development will also be expected to respect any existing ecological constraints on site and, where necessary, provide appropriate mitigation.

15.642 The eastern section of this site is already served by two existing access points off Alderley Road. In order to accommodate the new development existing access points will need to be enhanced, where appropriate, and/or seek to introduce a new access point. A new access point off Alderley Road will be required for the western section. Individual dwellings should not have their own direct accesses to Alderley Road.

15.643 Integration within the surrounding community, town centre and railway station will be important in ensuring the sustainability of this development, therefore contributions to enhancements or the provision of new linkages will be encouraged.

15.644 The council's Green Space Strategy has identified that there is a specific need for open space within South West Wilmslow. The inclusion of a new area of public open space as part of the residential development of land west of Alderley Road will provide a facility for existing and future



residents, which will protect an area of the land from development and retain a feature that offers a high contribution to the character of this particular area.

15.645 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 ‘Indoor and Outdoor Sports Facilities’.

15.646 The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

Indicative Site Delivery

- It is expected that employment land allocations in mixed use schemes will be phased in tandem with the housing allocations. Where appropriate, the phased release of employment land will be secured through S106 agreements/obligations.

Policy Context	
National Policy	NPPF (principally paragraphs): 20, 21, 30, 32, 37, 47, 49, 50, 56, 60, 64, 73, 75, 85, 95, 99, 100, 103, 109, 117, 120
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Green Belt Assessment Update; Cheshire East Housing Development Study; Employment Land Review; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Wilmslow Town Strategy; Development Strategy; Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurture strong communities Priority 2: Create conditions for business growth Priority 5: Ensure a sustainable future Priority 7: Drive out the causes of poor health

Table 15.54 Policy Context: Royal London including land west of Alderley Road Site



Site LPS 55: Wilmslow Business Park

15.647 The Wilmslow Business Park site presents an opportunity to deliver a high quality, sustainable, employment led development to contribute to the growth of the borough's knowledge-based industry.

15.648 The site is located to the south east of the town centre of Wilmslow, is bordered on the west side by the West Coast Main Line, and to the east by the A34 Wilmslow bypass.

15.649 The site is relatively flat with a small stream running through it; a belt of mature trees run along the western boundary of the site adjacent to the West Coast Main line, with further trees and shrubs running along the A34 boundary.

15.650 Allocation of this site involved an adjustment to the Green Belt boundary.

Site LPS 55

Wilmslow Business Park

The development of the Wilmslow Business Park site over the Local Plan Strategy period will be achieved through:

1. The delivery of up to 6.3 ha of employment land for an exemplar B1 Business use development in line with the principles of sustainable development, providing around 25,000 square metres of employment space.

Site Specific Principles of Development

- a. New development will be expected to be of a high quality and innovative design, which will consider site constraints whilst providing an attractive place to work.
- b. A comprehensive landscaping scheme will be required.
- c. New development will be expected to make enhancements to the existing access point or provide a new access to the A34. It must also improve connectivity and accessibility within the site and to the wider local area including pedestrian and cycle links to Wilmslow Railway Station.
- d. The existing playing fields on site must be retained within the site or contributions made for off site provision. The retention and / or replacement of the outdoor sports facilities should be in accordance with the findings of an adopted, up to date and robust needs assessment.
- e. New development will be expected to respect any existing ecological constraints on site and where necessary, provide appropriate mitigation.
- f. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

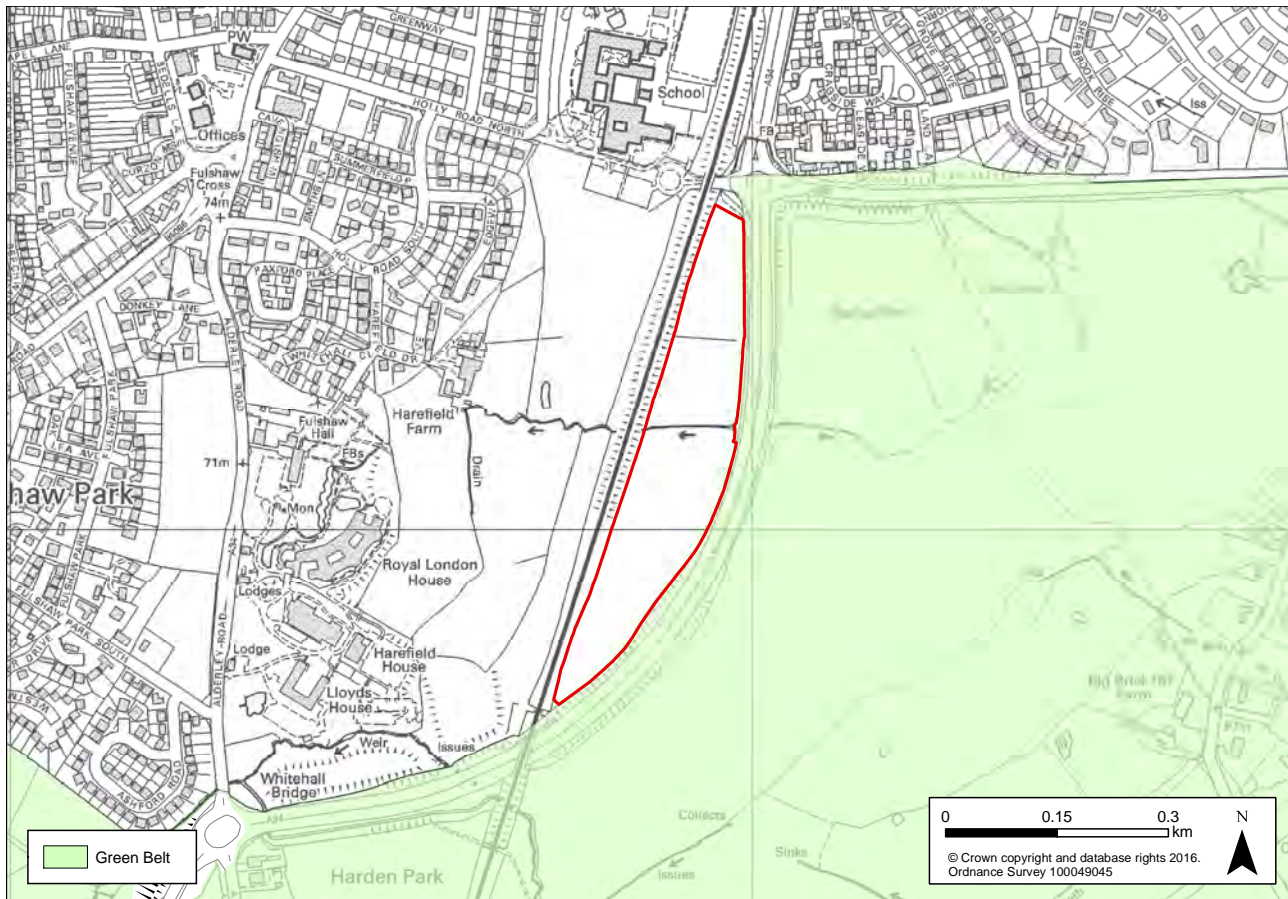


Figure 15.67 Wilmslow Business Park Site

Justification

15.651 Located within close proximity of Wilmslow town centre and transportation links this former Green Belt site offers an ideal opportunity for development. Bounded by the A34 and West Coast Mainline this site is surrounded by defensible boundaries and is therefore an opportune environment for a sustainable employment site.

15.652 Development of the site would contribute to Wilmslow's expanding knowledge based industry, facilitate jobs and contribute to both the town and wider borough objectives towards economic growth. It provides excellent linkages and visibility from the main A34 road. The mainline railway station lies less than half a mile to the north.

15.653 The isolated nature of this site restricted by its boundaries, narrow shape and limited access point will, as with all developments, require a high level of design but will also allow scope for an innovative design solution, which will overcome constraints. A future master plan for this development would therefore be desired.

15.654 To ensure the principles of sustainable development are achieved, enhancements to the existing access will be essential to provide linkage of this development with the town centre and wider community.

15.655 A comprehensive landscaping scheme will be fundamental to providing an attractive setting for the business park as well as providing a landscape buffer between the railway line, A34 Bypass and the education use to the north.

15.656 Open space provision offers an important contribution to the health and wellbeing of the local community. The playing fields north of the site will therefore need to be either retained within the site or provision made off site.



15.657 Development will be required to take existing ecological constraints on site into consideration, such as a brook which runs through the site. Existing mature trees and hedging will be expected to be maintained, where possible, or replaced with mitigation.

15.658 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.659 The site has potential for contamination to be present therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

Indicative Site Delivery

- Employment development expected during the middle and latter parts of the plan period (2020-2030)

Policy Context	
National Policy	NPPF (principally paragraphs): 20, 21, 30, 32, 37, 56, 60, 64, 73, 74, 75, 85, 95, 99, 100, 103, 112, 117
Local Evidence	Site Selection Report; Employment Land Review; Alignment of Economic, Employment and Housing Strategies; Spatial Distribution Update Report; Wilmslow Town Strategy; Development Strategy; Cheshire East Greenspace Strategy; Green Belt Assessment Update; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 3: Environmental quality should be protected and enhanced Priority 4: To reduce the need to travel
SCS Priorities	Priority 2: Create conditions for business growth Priority 5: Ensure a sustainable future

Table 15.55 Policy Context: Wilmslow Business Park Site

Site LPS 56: Land at Little Stanneylands, Wilmslow

15.660 The Little Stanneylands site presents an opportunity to deliver a high quality, sustainable residential development to contribute to the identified housing requirement for Wilmslow.

15.661 The site is located to the north of Wilmslow to the north west of Stanneylands Road. It is adjacent to residential development, the Stanneylands Hotel and Wilmslow Garden Centre. Beyond the northern site boundary, the land drops down into the Dean River valley.

15.662 There are a number areas of mature trees within and around the site, including a number protected by TPOs. At present, the site is not publicly-accessible and has no footpaths running through the area.

15.663 Allocation of this site involved an adjustment to the Green Belt boundary.



Site LPS 56

Land at Little Stanneylands, Wilmslow

The development of the Little Stanneylands site over the Local Plan Strategy period will be achieved through:

1. The delivery of around 200 dwellings;
2. Provision of a direct cycle and pedestrian link from the site to Manchester Road, linking the site to Handforth Railway Station and centre;
3. Provision of a new pedestrian and cycle bridge across the River Dean and improvement of public access along the river valley to include a footpath link from Linneys Bridge to Manchester Road; and
4. Retention of trees and woodlands at the edges of the site, with new planting to re-enforce landscape features - to properly define a new Green Belt boundary and to maintain the setting of existing properties and protect the amenities of those occupiers.

Site Specific Principles of Development

- a. The development must be a high quality design which reflects and respects the character of the area and the amenities of neighbouring properties.
- b. Provide a comprehensive landscaping scheme which retains existing mature trees and hedgerows where possible.
- c. Creation of a new vehicular access to Stanneylands Road, or as an alternative to Manchester Road.
- d. Improve the connectivity and accessibility into and out of the site to Handforth centre and the wider local area with the provision of cycle paths and pedestrian linkages.
- e. Provision must be made for public open space to the north and west of the site utilising the river valley. Any new development will be expected to make contributions to playing fields and children's play facilities where these cannot be provided on site.
- f. New development will be expected to respect any existing ecological constraints on site and where necessary provide appropriate mitigation.
- g. Provide contributions to health and education infrastructure.
- h. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- i. Provide for a long-term management strategy for land along the Dean Valley shown as Protected Open Space in Figure 15.68.
- j. Respect for the setting of listed buildings adjacent to the site.
- k. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.

Justification

15.664 The site offers an excellent opportunity for a sustainable residential development which will contribute to meeting Wilmslow's housing requirements.

15.665 The site is reasonably well located to Wilmslow with bus routes nearby and within easy walking distance to Handforth Railway Station and district centre, provided an appropriate pedestrian linkage to Manchester Road is provided. This needs to be a direct safe and level access in order that the full sustainable potential of the site can be realised.

15.666 With a quality design, the development of the site could respect the character and distinctiveness of the locality with quality design. Green links along the River Dean could be created,



improving local connectivity and benefitting new residents as well as the wider area. It is proposed that land to the north and west lying between the development and the River Dean will be dedicated as a new area of land with public access. In addition to measures to improve use and accessibility, the land will require an appropriate management plan and arrangements for its long term management that retain its special character.

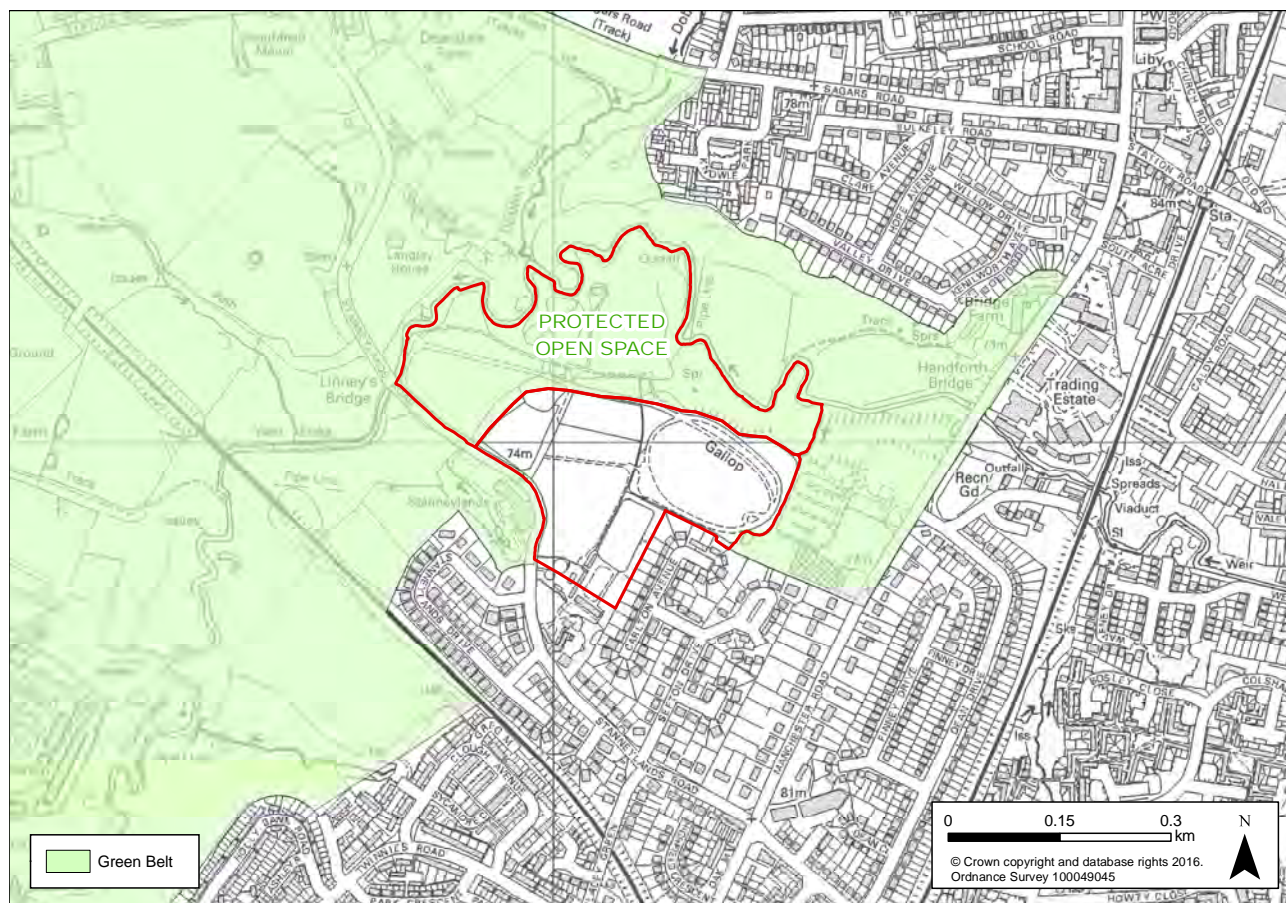


Figure 15.68 Land at Little Stanneylands Site

Policy Context	
National Policy	NPPF (principally paragraphs): 38, 41, 47, 50, 52, 56, 69, 83, 85, 100, 109, 112, 117, 126, 132, 137
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Green Belt Assessment Update; Cheshire East Housing Development Study; Spatial Distribution Update Report; Wilmslow Town Strategy; Development Strategy; Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment; Heritage Impact Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurture strong communities Priority 2: Create conditions for business growth Priority 5: Ensure a sustainable future Priority 7: Drive out the causes of poor health

Table 15.56 Policy Context: Land at Little Stanneylands Site



Site LPS 57: Heathfield Farm (allocation), Wilmslow

15.667 The Heathfield Farm site presents an opportunity to deliver a high quality, sustainable residential development to contribute to the identified housing requirement for Wilmslow.

15.668 The site is located to the eastern side of Wilmslow, south of Dean Row Road. It is directly adjacent to existing residential areas to the north and west.

15.669 The site is gently undulating with several trees and groupings that are covered by Tree Preservation Orders. A public footpath runs north-south at the eastern end of the site.

15.670 In addition to this area of the site allocated for housing, the area beyond forms a logical extension which is safeguarded for potential future development needs beyond the plan period.

15.671 Allocation of this site involved an adjustment to the Green Belt boundary.

Site LPS 57

Heathfield Farm (allocation), Wilmslow

The development of the Heathfield Farm site over the plan period will be achieved through:

1. The delivery of around 150 dwellings;
2. Provision of direct cycle and pedestrian links from the site to the west, to improve links to the Summerfields local centre and Wilmslow town centre / railway station; and
3. The retention of the public footpath crossing the site;

Site Specific Principles of Development

- a. The development must be a high quality design which reflects and respects the character of the area and the amenities of neighbouring properties.
- b. Provide a comprehensive landscaping scheme which retains existing mature trees, hedgerows and ponds with new planting to re-enforce these areas, help break up the site and create green infrastructure.
- c. Utilise the existing access off the Dean Row Road / Handforth Road roundabout as the main point of access. Proposals should consider the option of a future link to Pinewood Road in any future phases of development on the safeguarded land.
- d. Improve the connectivity and accessibility into and out of the site to the wider area with the provision of or contribution to pedestrian linkages and cycle paths, including a pedestrian and cycle link to Browns Lane / Pinewood Road.
- e. Provision should be made for public open space within the site, supplementing existing green infrastructure as well as improving linkages with the existing area of public open space to the south of Browns Lane. New development will be expected to make contributions to playing fields and children's play facilities where these cannot be provided on site.
- f. New development will be expected to respect any existing ecological constraints on site and where necessary provide appropriate mitigation.
- g. Provide contributions to education and health infrastructure.
- h. The Local Plan Strategy site is expected to provide affordable housing in line with the policy requirements set out in Policy SC 5 'Affordable Homes'.
- i. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- j. Any development that would prejudice the potential for future development of the adjacent safeguarded land (Site ref LPS 58) will not be permitted.

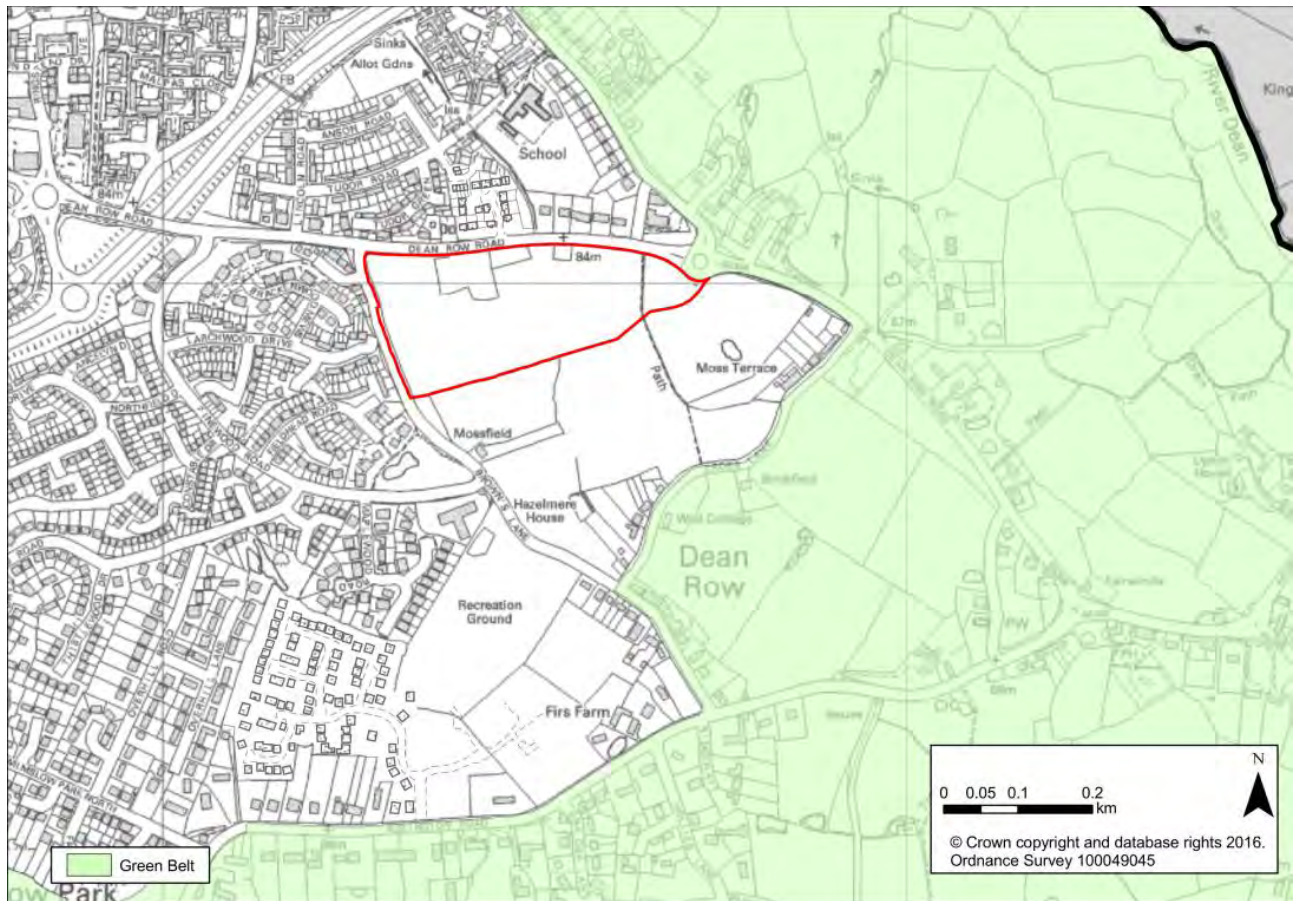


Figure 15.69 Heathfield Farm (allocation) Site

Justification

15.672 The site offers an excellent opportunity for a sustainable residential development which will contribute to meeting Wilmslow's housing requirements.

15.673 The site is reasonably well located to both Wilmslow and Handforth, with bus routes nearby and is within walking distance to shops and the train stations, provided appropriate pedestrian/cycle links are provided.

15.674 With a quality design, the development of the site could respect the character and distinctiveness of the locality with quality design.

15.675 The site forms part of a larger area of land removed from the Green Belt, the remainder of which is safeguarded. This safeguarded land should remain undeveloped for the duration of the plan period. However the construction of the Heathfield Farm allocation should anticipate the potential development of the adjoining land at some point and not prejudice this possibility. Linkage to Pinewood Road should be considered as part of this process.



Policy Context	
National Policy	NPPF (principally paragraphs): 38, 41, 47, 50, 52, 56, 69, 83, 85, 100, 109, 112, 117, 126, 132, 137
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Green Belt Assessment Update; Cheshire East Housing Development Study; Spatial Distribution Update Report; Wilmslow Town Strategy; Development Strategy; Cheshire East Greenspace Strategy; Cheshire East Strategic Flood Risk Assessment; Pre-Submission Core Strategy; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment; Heritage Impact Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurture strong communities Priority 2: Create conditions for business growth Priority 5: Ensure a sustainable future Priority 7: Drive out the causes of poor health

Table 15.57 Policy Context: Heathfield Farm (allocation) Site

Safeguarded Land LPS 58: Land at Heathfield Farm, Wilmslow

15.676 The Heathfield Farm (safeguarded) site presents an opportunity to safeguard land which may be required in future plans to meet identified development needs in the future.

15.677 The site is located to the eastern side of Wilmslow, south of Dean Row Road. It is adjacent to the LPS Site LPS 57 (Heathfield Farm) and offers the potential for a future phase of development if required through a review of the Local Plan.

15.678 The site is gently undulating in character with several trees and groupings that are covered by Tree Preservation Orders. There is a pond at the eastern end of the site and a public footpath runs north-south through the site.

15.679 Safeguarding this site involved an adjustment to the Green Belt boundary.

Safeguarded Land LPS 58

Land at Heathfield Farm, Wilmslow

1. 9 hectares of safeguarded land

Site Specific Principles of Development

- This site is not allocated for development at the present time.

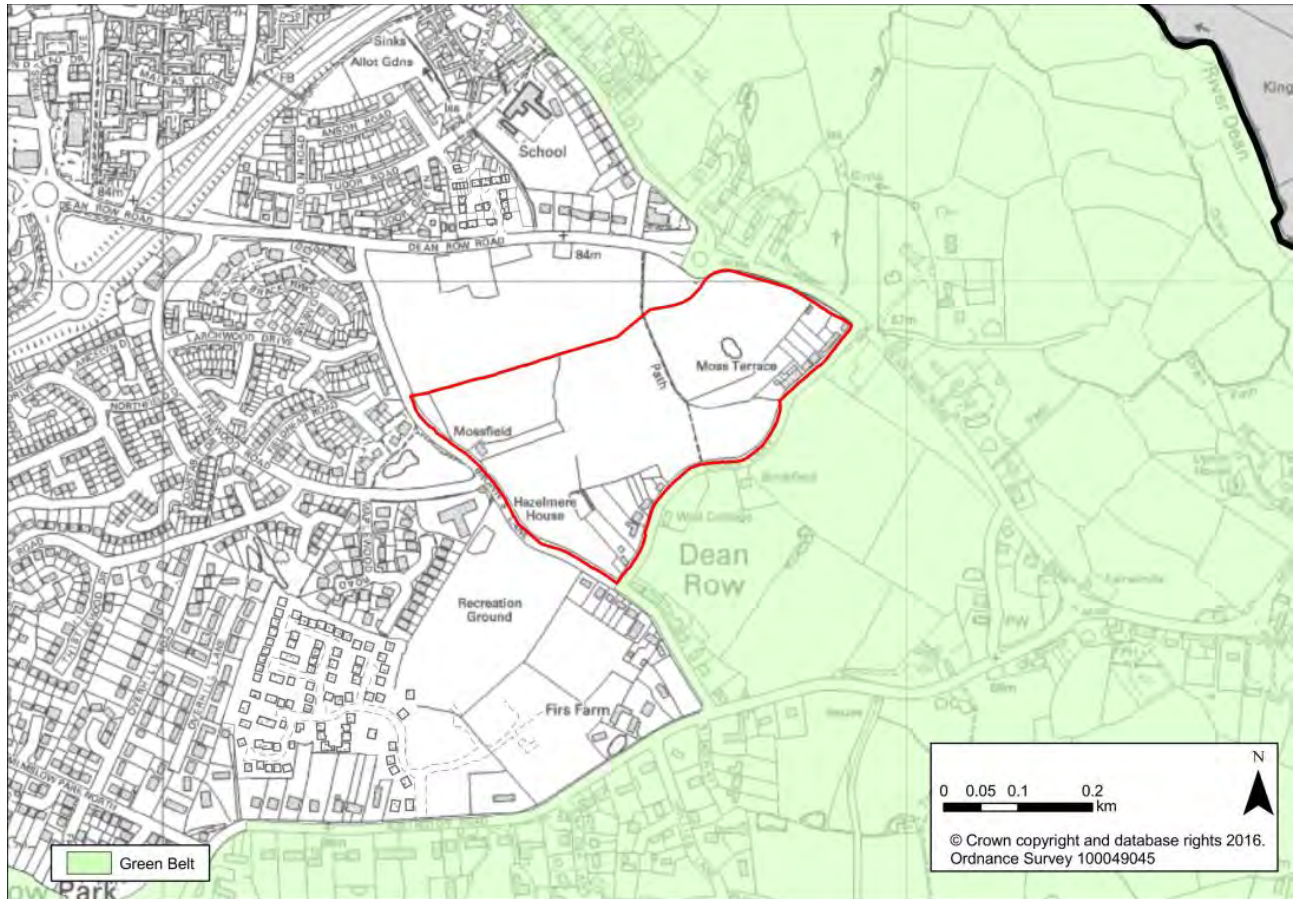


Figure 15.70 Land at Heathfield Farm Safeguarded Land

Justification

15.680 Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.

15.681 The Heathfield Farm (safeguarded) site offers the potential for a future phase of development at Heathfield Farm if required in the future.

Policy Context	
National Policy	NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91
Local Evidence	Site Selection Report; Development Strategy; Wilmslow Town Strategy; Strategic Housing Land Availability Assessment; Green Belt Assessment Update; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced
SCS Priorities	Priority 1: Nurture strong communities Priority 2: Create conditions for business growth Priority 5: Ensure a sustainable future Priority 7: Drive out the causes of poor health

Table 15.58 Policy Context: Land at Heathfield Farm Safeguarded Land



Safeguarded Land LPS 59: Land at Upcast Lane / Cumber Lane, Wilmslow

15.682 The Upcast Lane / Cumber Lane site presents an opportunity to safeguard land which may be required in future plans to meet identified development needs in the future.

15.683 This site forms a natural extension to the existing residential and employment uses on the edge of Wilmslow, forming an appropriate location in which to meet future development needs of the town.

15.684 Safeguarding of this site involved an adjustment to the Green Belt boundary.

Safeguarded Land LPS 59

Land at Upcast Lane / Cumber Lane, Wilmslow

1. 15ha of safeguarded land⁽⁹³⁾.

Site Specific Principles of Development

- This site is not allocated for development at the present time.

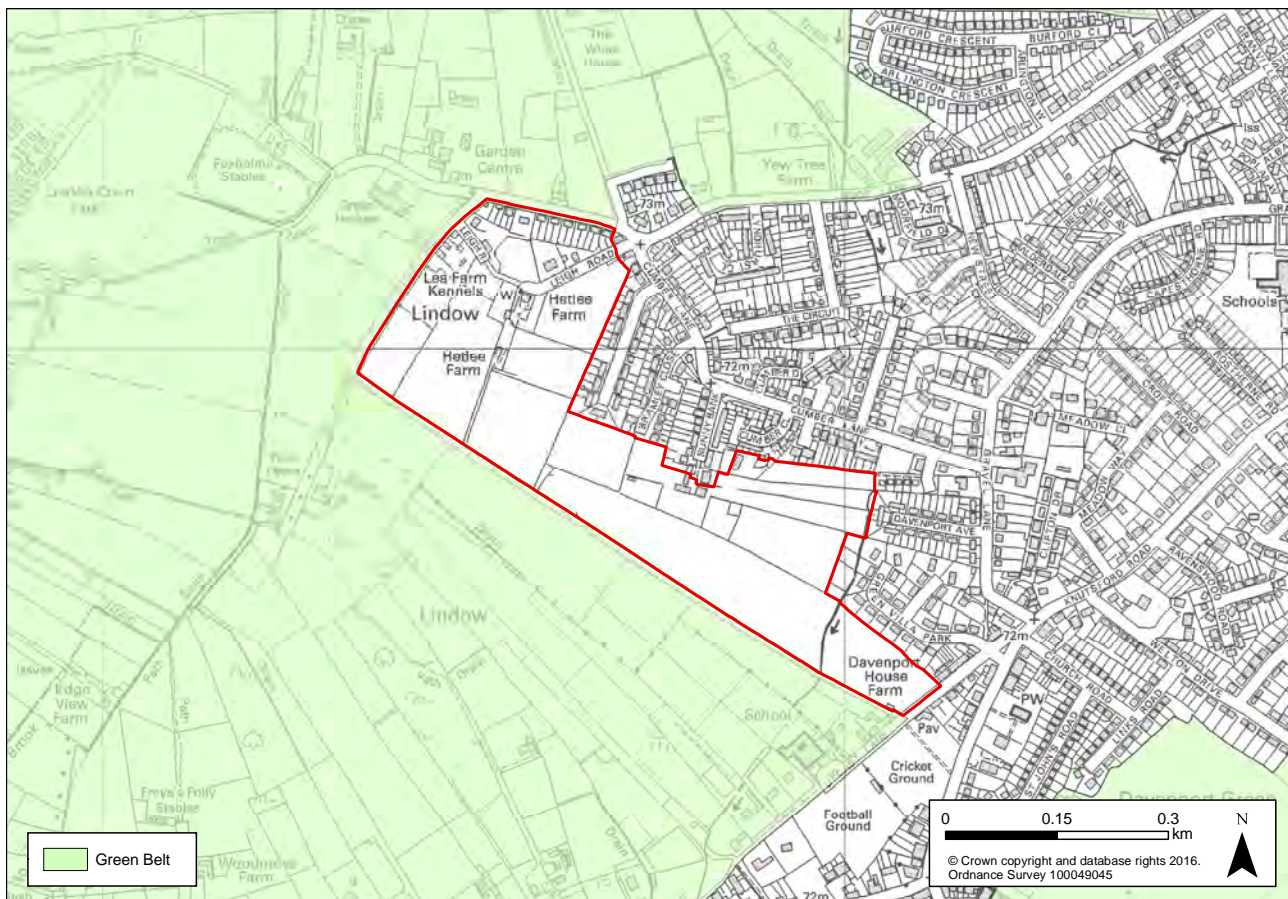


Figure 15.71 Land at Upcast Lane / Cumber Lane Safeguarded Land

15.685 This site is situated to the south-western edge of Wilmslow. Surrounding land uses include residential and open countryside.

93 The site boundary as shown on the plan extends to 17ha but the area occupied by existing buildings and their curtilages on Moor Lane, Clay Lane and Leigh Road (2 ha) has been deducted from the total area of safeguarded land as these are existing buildings and may not be available for development in the future.



15.686 Paragraph 85 of the NPPF requires authorities to identify safeguarded land to meet longer-term development needs beyond the plan period.

15.687 Development has encroached onto the north-west of the site, limiting its role in preventing urban sprawl, and there are strong boundaries to the south and west. It is well-connected to the existing settlement to the north and east, and would constitute a natural extension to Wilmslow.

15.688 There are a number of potential access points to this land which would enable it to be developed at a future point in time.

Policy Context	
National Policy	NPPF (principally paragraphs): 79, 85, 88, 89, 90, 91
Local Evidence	Site Selection Report; Development Strategy, Wilmslow Town Strategy, Strategic Housing Land Availability Assessment, Green Belt Assessment Update; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 2: To create sustainable communities Priority 3: Environmental quality should be protected and enhanced
SCS Priorities	Priority 1: Nurture strong communities Priority 2: Create conditions for business growth Priority 5: Ensure a sustainable future Priority 7: Drive out the causes of poor health

Table 15.59 Policy Context: Upcast Lane / Cumber Lane Safeguarded Land



Other Local Plan Strategy Sites

Site LPS 60: Wardle Employment Improvement Area

15.689 The site is located to the north west of the village of Wardle, approximately 8 kilometres from Nantwich. It is bound to the north east by the A51 Nantwich Road and Shropshire Union Canal, to the north by existing employment uses and to the south by the Wardle Industrial Estate, which is accessed via Green Lane. To the west lies open countryside.

15.690 The site is located directly adjacent the A51, which is a strategic road linking Chester to Nantwich.

Site LPS 60

Wardle Employment Improvement Area

The council will support the appropriate redevelopment of the Wardle Employment Improvement Area to accommodate around 61 ha of employment land subject to the following criteria being met:

1. Proposals to enhance the appearance, access (off the A51) and landscape character of the area will be supported;
2. Intensification of employment and ancillary uses within the area including B1c (Light Industry), B2 and B8 uses, of an appropriate scale, design and character and in accordance with an acceptable Masterplan; and
3. The provision of green infrastructure, including:
 - i. The creation of an undeveloped 5 metre wide green buffer zone between the site and the canal to create a gradient of habitats from grassland to scattered scrub;
 - ii. The canal is a Site of Biological Importance, the buffer zone should also serve to keep this site separate from any development;
 - iii. Landscaped screening to reduce the visual impact of any development;
 - iv. Grazed grassland buffer to the north/west;
 - v. Compliance with a habitat creation and management plan including mitigation for protected species; and
 - vi. The retention and enhancement of public rights of way through the site.

Site Specific Principles of Development

- a. Proposed development should be supported by an appropriate Travel Plan including measures to monitor its implementation.
- b. Improvements/contributions to the canal tow path between the site and the Barbridge Inn to allow for easier pedestrian and cycle links to and from the site, to be agreed with the Canal and River Trust.
- c. Improved access to the site from the A51.
- d. Pedestrian crossing across the A51 to serve the village of Alraham.
- e. Appropriate recording of existing historical buildings on the site prior to any demolition, i.e. structures related to the site's former use as an airfield.
- f. Provision of on site electric vehicle infrastructure.
- g. Archaeological mitigation to include top soil examination to the south of the site to investigate possible Roman artefacts.
- h. The canal adjacent to the proposed site is a Site of Biological Importance (Wardle Canal Banks). Any future development should be separated from the Site of Biological Importance by an appropriate undeveloped buffer zone of semi-natural habitats.
- i. Contributions to the improvement to Burford Crossroads.

- j. There are known to be particularly extensive remains of a WWII airfield and a desk based archaeological assessment will be required for this site.
- k. Provision of an appropriately designed entrance feature relating to the historical significance of the site.

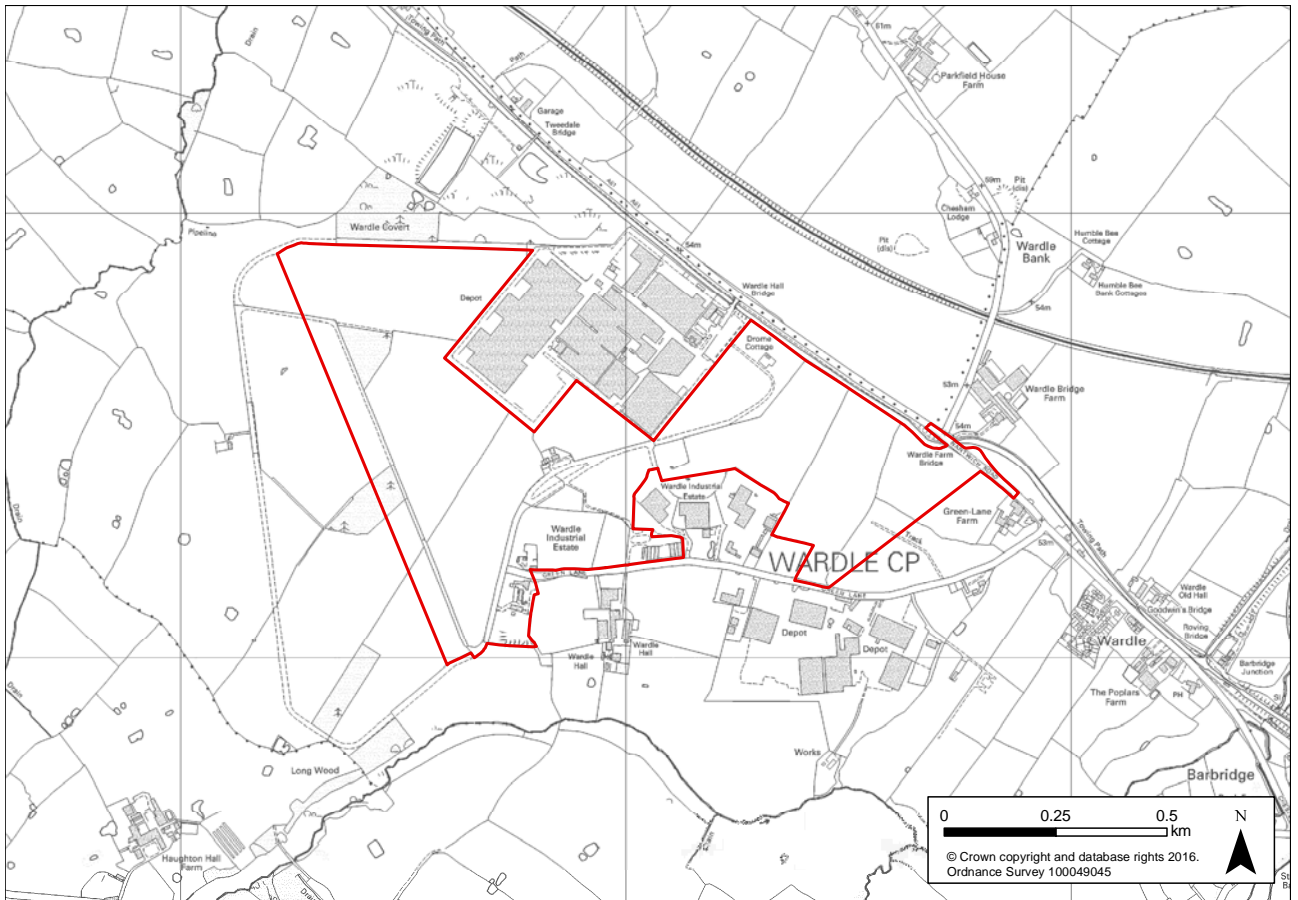


Figure 15.72 Wardle Employment Improvement Area Site

Justification

15.691 A former Royal Air Force airfield, industrial and commercial development has grown on the site over the past few decades since the closure of the airfield. At present the site is a mix of existing businesses and open countryside. Existing employment development is focused around the Wardle Industrial Estate (along Green Lane) and the North West Farmers complex (Boughey’s distribution) accessed directly from the A51. The built form of the area comprises a variety of large units in use for industrial and storage/distribution purposes.

15.692 The suitability of Wardle as a focus for employment uses is well established. The history of the site and surrounding area has long been one of employment and industrial related activities including agricultural related uses. Over time the majority of the former airfield buildings have been reutilised or redeveloped, which has led to several highly successful businesses expanding incrementally over time such as North West Farmers and those located at Wardle Industrial Estate.

15.693 A comprehensive approach to the future development of this site is required, which focuses on retaining existing natural features where possible, for example by designing the Masterplan around the existing hedgerow pattern and by retaining higher quality trees. The Masterplan will ensure that an appropriate landscape-driven employment park is achieved, in keeping with the character of the surrounding area.

15.694 This site is now has outline planning approval with a signed Section 106 agreement (ref 13/2035N).



Indicative Site Delivery

- Employment development expected during the early and middle parts of the plan period (2015-2025)

Policy Context	
National Policy	NPPF (principally paragraphs): 18, 28, 30, 31, 32, 34, 35, 36, 41, 56, 117, 126
Local Evidence	Site Selection Report; Development Strategy; Employment Land Review; Pre-Submission Core Strategy; Cheshire East Strategic Flood Risk Assessment; Cheshire East Green Space Strategy; Spatial Distribution Update Report; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment
Strategic Priorities	Priority 1: Promoting economic prosperity by creating conditions for business growth Priority 3: Protecting and enhancing environmental quality
SCS Priorities	Priority 2: Create Conditions for Business Growth

Table 15.60 Policy Context: Wardle Employment Improvement Area Site



Site LPS 61: Alderley Park Opportunity Site

15.695 Alderley Park is an existing employment site located to the south east of Nether Alderley, occupied by the worldwide pharmaceutical company AstraZeneca, and incorporates the BioHub Incubator. Whilst the site provided approximately 2,900 jobs⁽⁹⁴⁾, the majority of which were highly skilled research and development posts, AstraZeneca announced plans to scale down its facility at Alderley Park. There is therefore a need to reconsider the future of this strategic employment site.

15.696 As a previously-developed site within the Green Belt, it is not proposed to alter the existing Green Belt boundary at Alderley Park.

Site LPS 61

Alderley Park Opportunity Site

The council will support development on this site to create a life science⁽⁹⁵⁾ park with a focus on human health science research and development, technologies, and processes, where criteria 1-5 below are met:

1. Development shall be:

- i. For human health science research and development, technologies and processes; or
- ii. For residential (around 200 to 300 new homes) or other high value land uses demonstrated to be necessary for the delivery of the life science park⁽⁹⁶⁾ and not prejudicial to its longer term growth; or
- iii. For uses complimentary to the life science park and not prejudicial to its establishment or growth for this purpose.

2. Development shall be in accordance with the Alderley Park Development Framework⁽⁹⁷⁾.

3. Construction of new buildings for uses in criterion 1 above shall be restricted to the Previously Developed Land (PDL)⁽⁹⁸⁾ on the site unless:

- i. very special circumstances are demonstrated to justify use of other land on this site outside the PDL; and
- ii. an equivalent amount of PDL on the site is restored to greenfield status, the restored land should be of an equivalent or better quality than the greenfield land that is used, so there is no overall increase in the developed footprint.

4. Development would not have a greater impact on the openness and visual amenity of the Green Belt and the purposes of including land within it than existing development.

5. Development shall preserve or enhance the significance of listed buildings, the conservation area and other heritage and landscape assets on and around this site. A Heritage Impact Assessment must be undertaken to determine the level of development that can be achieved.

94 AstraZeneca (www.astrazeneca.co.uk/astrazeneca-in-uk/our-uk-sites), September 2013.

95 The life sciences industry is defined by the application of Biology, covering medical devices, medical diagnostics and pharmaceuticals, through to synthetic and industrial biotechnology. (Strategy for UK Life Sciences, March 2012, Department for Business Innovation and Skills).

96 In the context of this policy 'demonstrated to be necessary' is envisaged as releasing funds to subsidise and thus enable the delivery of the life science park.

97 http://www.cheshireeast.gov.uk/business/major_regeneration_projects/cheshire-science-corridor.aspx

98 The PDL has been defined by the council as shown on the plan accompanying this policy.



Site Specific Principles of Development

- a. Contributions to education and health infrastructure.
- b. This Local Plan Strategy site is expected to provide affordable housing in line with policy requirements set out in Policy SC 5 'Affordable Homes'.
- c. Contributions towards improvements to Monks Heath crossroads.
- d. The protected trees shall be retained and incorporated into any development.
- e. A minimum of a Phase 1 Preliminary Risk Assessment for contaminated land should be carried out to demonstrate that the site is, or could be made, suitable for use should it be found to be contaminated. Further work, including a site investigation, may be required at a pre-planning stage, depending on the nature of the site.
- f. A high quality of design will be required in all areas of the site.

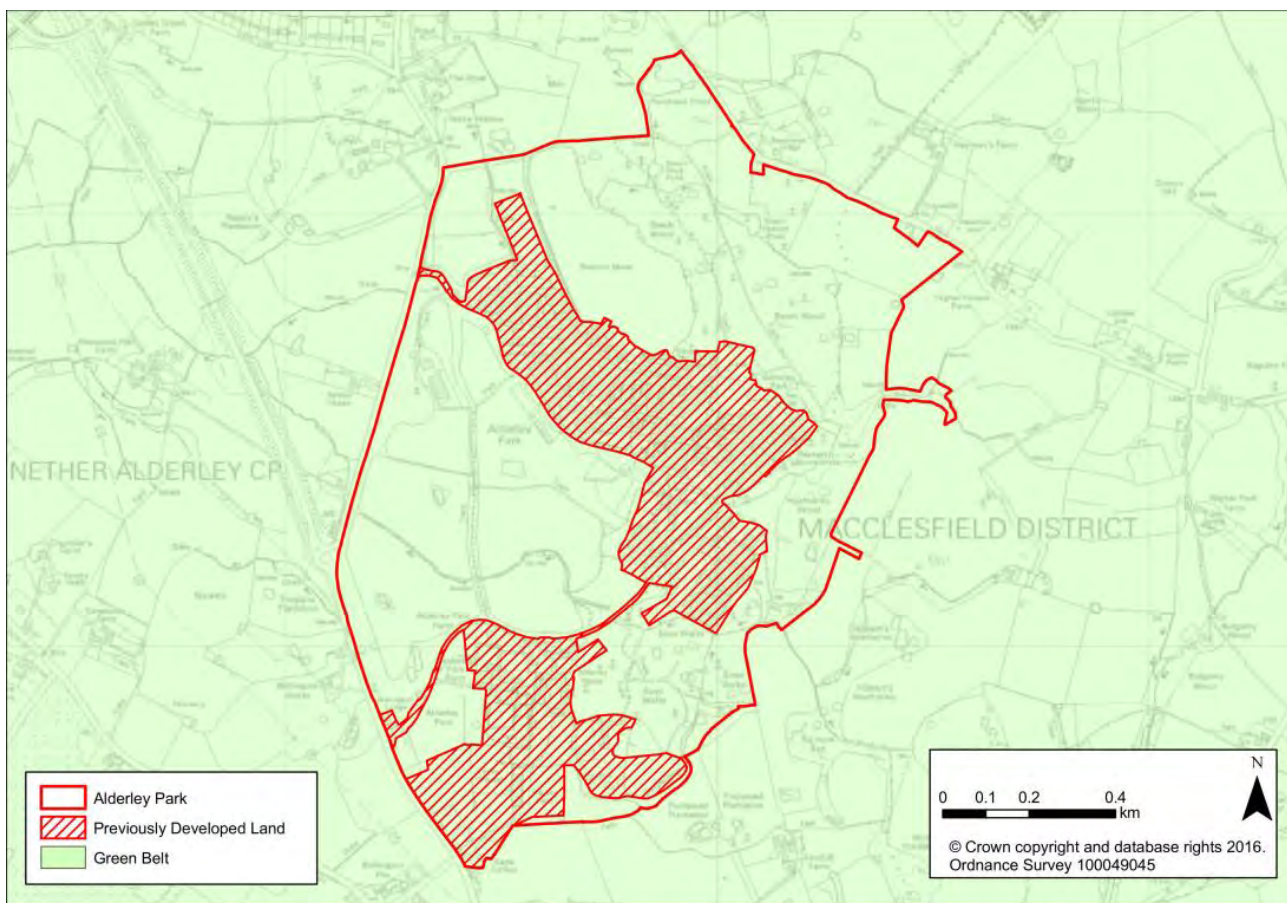


Figure 15.73 Alderley Park Opportunity Site

Justification

15.697 Although this site is designated as an existing employment site, the National Planning Policy Framework states that 'policies should avoid the long term protection of sites allocated for employment uses where there is no reasonable prospect of a site being used for that purpose'. Following the announcement by AstraZeneca of their plans to reduce the scale of their facility on this site to around 700 jobs by 2016, Cheshire East Council has sought to work alongside the company to maximise the potential of this site as a specialist employment facility. The council and AstraZeneca have a shared aspiration that the site should evolve from a single occupier site to a 'cluster' of life science businesses with a particular focus on human health science research and development, technologies and processes.

15.698 However, it is recognised that, in order to enable the delivery of this vision, it may be necessary to allow a wider range of uses on some areas of the site, without satisfying the requirements of Policy EG 3. In order to maximise the sites employment capability, alternative uses must be



restricted to those that have been demonstrated as either necessary for the delivery of the desired life science park and not prejudicial to its longer term growth, or complimentary to the life science park and not prejudicial to its establishment or growth.

15.699 The Alderley Park Development Framework has been developed to proactively guide any future development on the site. The site is subject to a planning application (15/5401M, registered on 30/11/15) for the demolition of a number of specified buildings, and a mixed use development.

15.700 For the avoidance of doubt this site remains within the Green Belt.

15.701 Any replacement and/or new sports provision should be in accordance with an adopted up to date and robust Playing Pitch Strategy and Indoor Sports Strategy and with Policy SC 2 'Indoor and Outdoor Sports Facilities'.

15.702 The site has potential for contamination to be present, therefore at least a Phase 1 Preliminary Risk Assessment for contaminated land needs to be carried out to ensure that any contamination that is present is subject to appropriate remediation.

15.703 A proposal needs to be put forward and agreed with Sport England that replaces the playing fields to an equivalent or better quantity and quality in a suitable location.

15.704 In line with the development framework, a high quality of design, together with a commitment to quality of materials, finishes, detailing and landscaping will be required, reflecting the unique characteristics of the site.

Indicative Site Delivery

- Potential redevelopment of the site during the plan period

Policy Context	
National Policy	NPPF (principally paragraphs): 18, 29, 38, 47, 50, 52, 56, 57, 58, 69, 70, 72, 75, 83, 109, 126
Local Evidence	Site Selection Report; Strategic Housing Land Availability Assessment; Cheshire East Housing Development Study; Employment Land Review; Alignment of Economic, Employment and Housing Strategies; Pre-Submission Core Strategy; Cheshire East Strategic Flood Risk Assessment; Cheshire East Green Space Strategy; Spatial Distribution Update Report; Alderley Park Development Framework; Local Plan Strategy Submission Version; Sustainability Appraisal; Habitats Regulations Assessment.
Strategic Priorities	Priority 1: Promoting economic prosperity Priority 2: To create sustainable communities Priority 3: Protecting and enhancing environmental quality Priority 4: To reduce the need to travel
SCS Priorities	Priority 1: Nurture strong communities Priority 2: Create conditions for business growth Priority 3: Unlock the potential of our towns Priority 5: Ensure a sustainable future

Table 15.61 Policy Context: Alderley Park Opportunity Site



16

Monitoring and Implementation



16 Monitoring and Implementation

16.1 This Local Plan Strategy will influence positive changes for the people who live, work and visit the borough, by addressing the key challenges that face it. It is therefore essential that changes are measured through a monitoring framework. Monitoring will assess the delivery and effectiveness of achieving the vision, objectives, spatial strategy, the strategic priorities and the policies. In addition, one of the key tests of soundness for the Local Plan Strategy is to ensure the plan is “effective” and that the plan is deliverable in the plan period.

16.2 The Local Authority will produce an Authority Monitoring Report (AMR), which will be published annually on the council's website for public view. The AMR will demonstrate how the policies within the Local Plan Strategy are achieving their objectives by:

- Assessing the performance of the Local Plan Strategy and other Local Plan documents by considering progress against the indicators proposed;
- Setting out Cheshire East's updated housing trajectory;
- Identifying the need to reassess or review any policies or approaches;
- Making sure the context and assumptions behind our strategy and policies are still relevant;
- Identifying trends in the wider social, economic and environmental issues facing Cheshire East affecting the Local Plan policies.

16.3 The council has ensured the monitoring framework is Specific, Measurable, Achievable and Realistic and, where appropriate, Time bound (SMART) in order that the Local Plan Strategy will meet the National Planning Policy Framework's tests of soundness. Some of the policies will relate to more than just one indicator, thereby a more comprehensive snapshot may be achieved. One indicator may have a multiple of uses and therefore refer to more than just one policy.

16.4 Monitoring data will be drawn from a whole range of sources. These sources will include national, regional and locally published sources, surveys carried out by the council, for example annual employment, retail and housing completion surveys, and town centre surveys. It will also include the Strategic Housing Land Availability Assessment (SHLAA) and other surveys carried out in conjunction with stakeholders and partners as applicable.

16.5 The AMR will provide the council with an indication through measured indicators as to whether the plan is meeting key Strategic Priorities. Where the evidence or trends show there is under performance or policies are out of date or clearly not providing their aim this would trigger the council to take action. This trigger will vary depending on the indicator in question. The council will consider what action is needed, for example whether the policy needs to be strengthened, maintained or revise that part of the Local Plan Strategy, whichever was the more appropriate.

16.6 The Local Plan Strategy is intended to be a robust document, suitable for setting the direction of development locally for the next 20 years. Nevertheless, changing conditions may be so significant as to require a review or partial review of the Local Plan Strategy, for example; where development fails to come forward due to infrastructure or land assembly difficulties, significant changes to national planning policy or because of influences beyond its control. Where appropriate, the council will work collaboratively with developers and stakeholders to find solutions or it may be able to use its influence and powers to assist in the delivery.

16.7 There are a number of contingency measures the council could apply if issues materialise. In the event of difficulties arising, the steps the council will apply will be dependent on the situation, each being assessed on its individual merits. Should an issue arise, examples of remedial actions that the council could consider applying are as follows:

- Review and re prioritise head of terms for securing developer contributions to enable priority schemes to be developed;
- Review its SHLAA and Site Allocations and Development Policies Document to bring forward new sites;



- Carry out an employment land review and Market Appraisal of Employment land to maximise their efficient use;
- Consider the release of sites to achieve a five year housing supply; and
- Use its compulsory purchase powers.

16.8 The direct investment in land and buildings and developer contributions towards infrastructure will be fundamental to ensuring the implementation of the Local Plan Strategy.

16.9 The Local Plan policies will be implemented through a number of mechanisms, including but not exclusive to:

- Development management, through appropriate consideration of planning applications;
- Development and preparation of more detailed policies through the Site Allocations and Development Policies Document, Minerals and Waste Development Plan Document and future Supplementary Planning Documents;
- Working with partner bodies, organisations, funding bodies, businesses and developers through private and public sector partnership arrangements and investment;
- Partnership working with public sector partners such as health and social care providers;
- Funding mechanisms including developer contributions and the Community Infrastructure Levy;
- Private sector, including registered landlords;
- Local Design Review, design and quality audits and awards;
- Preparation of town / village design statements and Neighbourhood Plans by town / parish councils and local communities;
- Regular updating of the evidence base to support the Local Plan, as required.

16.10 A list of potential agencies and partners that the council will actively engage with is:

- Landowners
- Developers
- Registered providers
- Tourism providers
- Visitor attractions
- National Trust
- Peak District National Park Authority
- Leisure providers
- Local Nature Partnership
- Countryside ranger service
- Natural England
- Wildlife Trust
- Cheshire Region Biodiversity Partnership
- Historic England
- Environment Agency
- Minerals industry
- Waste management industry
- DEFRA
- University of Manchester
- Public transport providers
- Infrastructure service providers
- Connecting Cheshire Partnership
- Neighbouring local authorities
- Cheshire Brine Subsidence Compensation Board
- Sport England
- Canal and River Trust

16.11 The following table identifies the indicator/monitoring details, relevant targets, when action will be taken if the target is not met, along with the implementation and delivery mechanisms.



Indicator No.	Indicator	Target	Trigger	Proposed Action for Target not being met
MF1	Provision of infrastructure	To achieve implementation of the latest published list of priority Infrastructure Schemes	Decrease in s106/CIL infrastructure funding of more than 20% on a rolling three year average.	<ul style="list-style-type: none"> Identify the problems and causes of the variants Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Consider reviewing the operation of CIL Consider a review of the CIL Charging Schedule
MF2	Housing completions	1,800 dwellings per annum	Shortfall in housing completions of more than 20% on a rolling three year average.	<ul style="list-style-type: none"> Identify the problems and causes of the variants Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Consider a review of the relevant policies
MF3	Five-year housing supply	To maintain at least a five year deliverable supply of housing land for the forthcoming five years	A shortfall of greater than 1 year.	<ul style="list-style-type: none"> Identify the problems and causes of the variants Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Consider a review of the relevant policies
MF4	Gross total of affordable housing units provided	355 units per annum	A shortfall of net affordable housing completions of more than 20% on a rolling three year average.	<ul style="list-style-type: none"> Identify the problems and causes of the variants Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance

Indicator No.	Indicator	Target	Trigger	Proposed Action for Target not being met
MF5	Percentage of empty homes in the borough	Reduce the long term vacancy rate by 15%	If target is not achieved by 2018.	<ul style="list-style-type: none"> including grants, consider reviewing section 106 agreements, other contributions) Consider a review of the relevant policies Identify the problems and causes of the variants Work closely with key partners to target efforts and financial resources to persistent long term vacancies (Housing Strategy/Empty Homes Officer)
MF6	Net additional pitches for Gypsy, Traveller and Travelling Showpeople	Up to 10 transit pitches for Gypsy and Travellers; 37 to 54 additional permanent pitches for Gypsy and Travellers and 4 additional plots for Travelling Showpeople up to 2016. Post 2016 requirement numbers to be produced from evidence work yet to be completed.	Minimum pitch/plot no. not achieved by 2016.	<ul style="list-style-type: none"> Consider a review of the relevant policies Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions)
MF7	Net take up of employment land	Exceed the previous three year rolling average of take up by at least 20%	If performance is less than 20% above the three year rolling average take up of land.	<ul style="list-style-type: none"> Identify the problems and causes of the variants Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Consider a review of the relevant policies
MF8	Net jobs growth rate	Net jobs growth (including self-employment and non B uses) of 31,400 (average of 0.7% jobs growth rate) over the plan period	Jobs growth rate (per annum) since 2010 falls below an average of 0.7%.	<ul style="list-style-type: none"> Identify the problems and causes of the variants Work closely with key partners, developers and landowners to better manage delivery of development (e.g. access to finance including





Indicator No.	Indicator	Target	Trigger	Proposed Action for Target not being met
MF9	Total amount of land last used for employment purposes lost to other uses	Not to exceed the three year rolling average by more than 20%	Loss not to exceed the three year rolling average by more than 20%.	<ul style="list-style-type: none"> grants, consider reviewing Section 106 agreements, other contributions) Consider a review of the relevant policies Identify the problems and causes of the variants Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Look to provide additional guidance on relevant policies Consider a review of the relevant policies
MF10	The percentage of premises (businesses/residents) that have access to fibre broadband service (>24Mbs)	96% of premises by 2016 and 99% by 2020 (subject to funding being received)	If target is missed by more than 1% by the target years.	<ul style="list-style-type: none"> Seek opportunities for additional funding Stimulate demand
MF11	Mineral provision and landbanks	To meet levels of aggregate provision as set out in Sub-national Guidelines/Local Aggregate Assessments and maintain mineral landbanks (aggregates and silica sand) in line with national planning policy	If under performance is less the 20% of the three year rolling average.	<ul style="list-style-type: none"> Identify the problems and causes of the variants Work closely with key mineral stakeholders (e.g. The Aggregates Working Party) to better manage the delivery
MF12	Provision of outdoor sports facilities	Protect – no quantitative and qualitative loss Provide – delivery of recommendations contained within the adopted Sports Strategy action plan	Any significant unmitigated loss to other uses of sport, recreation and informal open space.	<ul style="list-style-type: none"> Look to provide additional guidance on relevant policies Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions)

Indicator No.	Indicator	Target	Trigger	Proposed Action for Target not being met
		Enhance - delivery of recommendations contained within the adopted Sports Strategy action plan		<ul style="list-style-type: none"> Identify the problems and causes of the variants Enforce corrective action or mitigation on individual schemes or features
MF13	Provision of indoor sports facilities	No net loss of indoor sports facilities, as recorded on the Sport England Active Places Database	Any significant loss of key facilities.	<ul style="list-style-type: none"> Look to provide additional guidance on relevant policies Work closely with landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Identify the problems and causes of the variants Enforce corrective action or mitigation on individual schemes or features
MF14	Creation and loss of areas designated for their intrinsic environmental value including sites of international, national, regional, sub-regional or local significance	No net loss	Any loss in areas of biodiversity importance.	<ul style="list-style-type: none"> Identify the problems and causes of the variants Look to provide additional guidance on relevant policies Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Activate compensation, enforcement or mitigation mechanisms
MF15	Listed buildings at risk of loss	Reduction in number of buildings at risk by 2020, 2025 and 2030	No reduction by target years.	<ul style="list-style-type: none"> Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) Identify the problems and causes of the variants





Indicator No.	Indicator	Target	Trigger	Proposed Action for Target not being met
				<ul style="list-style-type: none"> • Activate compensation, enforcement or mitigation mechanisms • Prioritise conservation advice and provide assistance where appropriate.
MF16	Waste arisings and the amounts of waste recycled, recovered or going for disposal	To meet with relevant nationally and locally set waste targets	Under performance by target years.	<ul style="list-style-type: none"> • Identify the problems and causes of the variants • Work closely with key waste stakeholders to better manage the delivery
MF17	Progress on key highway schemes listed in Policy CO 2	In line with timescales detailed within the latest Infrastructure Delivery Plan	If any scheme delivery is later than 1 year from the specified target date.	<ul style="list-style-type: none"> • Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) • Seek opportunities for additional funding • Consider renegotiation of section 106 agreements
MF18	New major developments within 500m of a bus stop served by commercial bus service	To achieve 5% above the baseline	If under performance is less the 20% of the three year rolling average.	<ul style="list-style-type: none"> • Identify the problems and causes of the variants • Work closely with key partners, developers and landowners to better manage the delivery of development (e.g. access to finance including grants, consider reviewing section 106 agreements, other contributions) • Provide mitigation to ensure all new developments are meeting high standards of sustainability

Table 16.1 Monitoring Framework



17

Glossary



17 Glossary

Affordable housing (or sub-market housing)	Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.
Aggregate	Materials used for construction purposes such as sand, gravel, crushed rock and other bulk material.
Amenity	A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquillity.
Area of Search	A broad area within which sites are sought for development, for example, for housing, mineral extraction, or renewable energy.
Best and most versatile agricultural land	Land in grades 1, 2 and 3a of the Agricultural Land Classification.
Blue Infrastructure	A network of water that supports native species, maintains natural ecological processes, prevents flooding, sustains air and water resources, and contributes to the health and quality of life of local communities.
Brownfield Land and sites	Previously developed land that is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.
Building for Life 12	The industry standard endorsed by government for designing new homes in England, based on 12 key criteria.
Climate change adaptation	Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures. Such adjustments seek to moderate harm or exploit beneficial opportunities.
Climate change mitigation	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
Community Infrastructure	The basic facilities, services and installations needed for the functioning of a community or society. It includes community buildings and halls, leisure facilities, cultural facilities, education services, healthcare facilities and renewable energy installations.
Community Infrastructure Levy (CIL)	A levy allowing Local Authorities to raise funds from owners or developers of land undertaking new building projects in their area.
Community Strategy	A strategy prepared by a Local Authority to improve local quality of life and aspirations, under the Local Government Act 2000.
Conservation	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.



Conservation Area	Areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance.
Design Code	A set of written and graphical rules that set the parameters for the detailed design of a significant new development. These can be required at outline or detailed stage.
Design Review	Assessment of design proposals by a nominated panel, the recommendations of which would be a material consideration in determining the application.
Design SPD	Intended Supplementary Planning Document to be prepared to support policies in the Local Plan covering the issues of design and built heritage conservation.
Designated Heritage Assets	Assets recognised as having national heritage significance and/or benefiting from statutory protection: conservation areas; listed buildings; scheduled monuments; registered parks and gardens; registered battlefields; and World Heritage Sites
Development	Defined under the 1990 Town and Country Planning Act as "the carrying out of building, engineering, mining or other operation in, on, over or under land, or the making of any material change in the use of any building or other land." Most forms of development require planning permission.
Development Plan	This includes adopted Local Plans and Neighbourhood Plans and is defined in Section 38 of the Planning and Compulsory Purchase Act 2004.
Economic Development	Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).
Employment Land	Land identified for business, general industrial, and storage and distribution development as defined by Classes B1, B2 and B8 of the Town and Country Planning (Use Classes) Order 1987. It does not include land for retail development nor 'owner specific' land.
Employment Land Review (ELR)	A review of the employment land portfolio within the borough to form part of the evidence base for the Local Plan.
Environmental Impact Assessment (EIA)	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
European site	This includes candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation and Special Protection Areas, and is defined in Regulation 8 of the Conservation of Habitats and Species Regulations 2010.
Geodiversity	The range of rocks, minerals, fossils, soils and landforms.
Green Belt	A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. The purposes of the Green Belt are to: check the unrestricted sprawl of large built up areas; to prevent neighbouring towns from merging into one another; safeguard the countryside from encroachment; preserve the setting and special character of historic towns; and assist urban regeneration by encouraging the recycling of derelict and other



	urban land. Green Belts are defined in a local planning authority's Development Plan.
Greenfield	Land, or a defined site, usually farmland, that has not previously been developed.
Green Gap	A current local designation that seeks to maintain the definition and separation of existing communities, and to indicate support for the longer term objective of preventing Crewe, Willaston, Wistaston, Nantwich, Haslington and Shavington from merging into each other.
Green Infrastructure (GI)	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
Habitats Directive	European Directive to conserve natural habitats and wild flora and fauna.
Heritage Asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Heritage Crime	Any offence which harms the value of heritage assets and their settings to this and future generations.
Housing to meet local needs	Affordable housing - housing, whether for rent, shared ownership or outright purchase, provided at a cost considered affordable in relation to incomes that are average or below average, or in relation to the price of general market housing.
Historic Environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Inclusive design	Designing the built environment, including buildings and their surrounding spaces, to ensure that they can be accessed and used by everyone.
Infill development	The development of a relatively small gap between existing buildings.
Infrastructure	Basic services necessary for development to take place, for example, roads, electricity, sewerage, water, education and health facilities.
Infrastructure Plan	National planning policy formally requires Local Authorities to demonstrate sufficient infrastructure exists, or will be provided, to support their strategies for new development as set out in their Local Plan documents.
Key Service Centre (KSC)	Towns with a range of employment, retail and education opportunities and services, with good public transport. The KSCs are Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow.
Key Worker Dwelling	A key worker is a public sector employee who is considered to provide an essential service; this includes those involved in health; education; emergency services and social workers.



Landbank (Mineral)	Quantity of mineral remaining to be worked at sites with planning permission. Usually expressed as the number of years that permitted reserves will last at an indicated level of supply or given rate of extraction.
Listed Building	A building of special architectural or historic interest. Listed buildings are graded I, II* or II with grade I being the highest. Listing includes the interior as well as the exterior of the building, and includes any buildings or permanent structures within its curtilage which have formed part of the land since before 1 July 1948. Historic England is responsible for designating buildings for listing in England.
Local Landscape Designation Areas	Non-statutory and locally designated areas outside the national landscape designations, which are considered by the local planning authority to be of particular landscape value to the local area.
Local Development Order (LDO)	An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.
Local Enterprise Partnership (LEP)	A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.
Local Plan	The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the Development Plan Documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be Development Plan Documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.
Local Plan Strategy	Development Plan Document setting out the spatial vision and strategic objectives of the planning framework for an area, having regard to the Community Strategy. The Local Plan Strategy was previously referred to as the Core Strategy.
Local Planning Authority (LPA)	The local authority or council that is empowered by law to exercise planning functions. Often the local borough or district council. National Parks and the Broads Authority are also considered to be local planning authorities.
Local Service Centre (LSC)	Smaller centres with a limited range of employment, retail and education opportunities and services, with a lower level of access to public transport. The LSCs are Alderley Edge, Audlem, Bollington, Bunbury, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley, Prestbury, Shavington and Wrenbury.
Major Development	Major development is defined as: Residential developments of 10 or more dwellings or a site area of more than 0.5ha; Retail, commercial or industrial or other developments with a floorspace of more than 1,000 square metres or a site area of more than 1ha.
Main town centre uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities and the more intensive sport and recreation uses (including cinemas, restaurants, drive through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts,



	culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Masterplanning	An activity to create a 2 or 3 dimensional image of a development to help articulate the design vision for a site. Often these are illustrative rather than detailed.
Mineral Resources	Natural concentrations of minerals in or on the Earth's crust that are or may become of economic interest because they are present in such a form, quality and quantity that there is potential for eventual economic extraction.
Mineral Reserve	Mineral deposits which have been tested to establish the quality and quantity of material present and which could be economically and technically exploited.
Mineral Safeguarding Area	An area designated by Minerals Planning Authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.
Monitoring Report	A report prepared by Local Planning Authorities, assessing progress with and the effectiveness of a Local Plan.
Neighbourhood Plan	A plan prepared by a parish council or neighbourhood forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
Non-designated heritage asset	Locally important heritage assets identified by the local planning authority, where there is often a strong local affinity or association: <ul style="list-style-type: none">• Areas of local archaeological interest (including the areas of archaeological potential and sites of archaeological importance identified in Local Plans)• Buildings of local architectural or historic interest (local list)• Locally important built assets not on the local list• Locally significant historic parks and gardens• Other locally important historic landscapes
Open Countryside	The open countryside is defined as the area outside the settlement boundaries of those towns and villages in the borough identified as Principal Towns, Key Service Centres, Local Services Centres or villages. Settlement boundaries will be shown on the Proposals Map of the Local Plan.
Open Space	All space of public value, including public landscaped areas, playing fields, parks and play areas, and areas of water such as rivers, canals, lakes and reservoirs, which may offer opportunities for sport and recreation or act as a visual amenity and a haven for wildlife.
Outdoor Sports facilities	Sports facilities with natural or artificial surfaces (and either publicly or privately owned) – including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields and other outdoor sports areas – these facilities may have ancillary infrastructure such as changing accommodation or pavilions.
Passive environmental design	Design that maximises the use of natural/renewable resources such as sunlight, shade and wind to minimise carbon output and improve the comfort of new development.



Passive Surveillance	Supervision created by surrounding activity and overlooking that deters crime and disorder.
Place Shaping Consultation	A stage in preparing new plans for places in Cheshire East. It looks at the challenges facing each town or village and ideas about how each place can be improved. It looks at the options for the plan for each place. From this a Strategy for each town or village is produced and the proposals can be incorporated into the Local Plan.
Pollution	Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.
Preferred Area	Areas containing known mineral resources largely unaffected by substantial planning constraints where planning permission might reasonably be anticipated providing proposals are environmentally acceptable.
Previously Developed Land	Land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
Principal Town	The largest towns with a wide range of employment, retail and education opportunities and services, serving a large catchment area with a high level of accessibility and public transport. The Principal Towns are Crewe and Macclesfield.
Public Benefit	The benefit to the community, the region, and potentially nationally, arising from the proposed development.
Public realm	Those parts of a village, town or city, whether publicly or privately owned, available for everyone to use. This includes streets, squares and parks.
Ramsar sites	Wetlands of international importance, designated under the 1971 Ramsar Convention.
Registered Battlefield	The Historic England Register of Historic Battlefields identifies 43 important English battlefields. Its purpose is to offer them protection and to promote a better understanding of their significance.
Registered Parks and Gardens	Historic England compile a register of 'Historic Parks and Gardens'. Historic parks and gardens are a fragile and finite resource: they can easily be damaged beyond repair or lost forever. From town gardens and public parks to the great country estates, such places are an important, distinctive, and much cherished part of our inheritance.
Renewable energy	Energy flows that occur naturally and repeatedly in the environment, for example from the wind, water flow, tides or the sun.



Residential Amenity	The quality of the living environment for occupants of a dwelling house, including its associated external spaces.
Rural exception sites	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.
Safeguarded Land	Safeguarded land is land between the urban area and the Green Belt. It ensures the protection of Green Belt within the longer time-scale by reserving land which may be required to meet longer-term development needs without the need to alter Green Belt boundaries.
Scheduled Ancient Monument	A nationally-important site or monument which is given legal protection against disturbance or change.
Secured by Design	An accreditation run by the police to endorse the safety and security of new development.
Self Build	The definition of self build includes housing built by individuals or groups of individuals for their own use, either by building the homes themselves or working with builders.
Sense of place	Distinctive qualities in a new development that capture and build upon the existing qualities of the surrounding area, or which define a new, distinctive townscape character.
Setting	The area surrounding a place, a building or feature that contributes to its appreciation/enjoyment.
Setting of a heritage asset	The surroundings in which an asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Significance	The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting.
Site Allocations and Development Policies Document	Part of the Local Plan which will contain land allocations and detailed policies and proposals to deliver and guide the future use of that land.
Site of Biological Importance (SBI) / Local Wildlife Site (LWS)	Locally important sites for nature conservation adopted by local authorities for planning purposes. There is an ongoing programme to re-assess Sites of Biological Importance and once re-assessed these are subsequently designated as Local Wildlife Sites.
Site of Special Scientific Interest (SSSI)	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
Spatial Portrait	A description of the borough as a place to live, work and visit, including its key characteristics and features.
Special Areas of Conservation (SAC)	Areas given special protection under the European Union's Habitat Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.



Special Protection Areas (SPA)	Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European designated sites, classified under the Birds Directive.
Statement of Community Involvement (SCI)	This sets out the processes to be used by the Local Authority in involving the community in the preparation, alteration and continuing review of all Local Development Documents and development management decisions. The Statement of Community Involvement supports the Local Plan.
Strategic Site/Location	An important or essential site/area in relation to achieving the vision and strategic priorities of the Local Plan and which contributes to accommodating the sustainable development planned for over the local plan period.
Supplementary Planning Documents (SPD)	A Local Development Document that may cover a range of issues, thematic or site specific, and provides further detail of policies and proposals in a 'parent' Development Plan Document.
Sustainability Appraisal (SA)	An appraisal of the economic, environmental and social effects of a plan from the outset of the preparation process to allow decisions to be made that accord with sustainable development.
Sustainable Development	<p>A widely used definition drawn up by the World Commission on Environment and Development in 1987: "Development that meets the needs of the present without compromising the ability of future generations to meet their own needs."</p> <p>The government has set out four aims for sustainable development in its strategy 'A Better Quality of Life, a Strategy for Sustainable Development in the UK'. The four aims, to be achieved simultaneously are:</p> <ul style="list-style-type: none">• Social progress that recognises the needs of everyone;• Effective protection of the environment;• Prudent use of natural resources; and• Maintenance of high and stable levels of economic growth and employment.
Sustainable Drainage System (SuDS)	An approach to managing rainfall in development that replicates natural drainage, managing it close to where it falls, maximising infiltration and minimising surface run-off.
Town Centre	Includes a range of different-sized centres, including market and country towns, traditional suburban centres, and quite often, the principal centre(s) in a Local Authority's area.
Transport Assessment	An assessment of the availability of, and levels of access to, all forms of transportation. In relation to a proposed development it identifies what measures will be required to improve accessibility and safety for all modes of travel particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.
Travel Plan	A plan or long-term management strategy that aims to promote sustainable travel choices, for example, cycling, as an alternative to



single occupancy car journeys that may impact negatively on the environment, congestion and road safety. Travel Plans can be required when granting planning permission for new developments.

Tree Preservation Order	A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to a Tree Preservation Order may not normally be topped, lopped or felled without the consent of the local planning authority.
Viability Study	A report, including a financial appraisal, to establish the profit or loss arising from a proposed development. It will usually provide an analysis of both the figures inputted and output results together with other matters of relevance. An assessment will normally provide a judgement as to the profitability, or loss, of a development.
Waste Arising	The amount of waste generated in a given locality over a given period of time.
Waste Hierarchy	A framework for securing a sustainable approach to waste management.
Wildlife Corridor	Strips of land, for example along a hedgerow, conserved and managed for wildlife, usually linking more extensive wildlife habitats.
Windfall sites	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.
World Heritage Site	A place that is listed by the United Nations Educational, Scientific and Cultural Organisation as of special cultural or physical significance which the World Heritage Committee considers as having outstanding universal value.



Appendices



Appendix A: Proposed Growth Distribution

Proposed Housing Growth Distribution

A.1 The Tables below illustrate the proposed distribution of housing growth across Cheshire East as distributed across Principal Towns, Key Service Centres, Local Service Centres and Other Settlements and Rural Areas.

Principal Towns

Area	Expected Level of Development	Completions 01/04/10 - 31/03/16	Commitments 31/03/16 ⁽⁹⁹⁾	Local Plan Strategy Sites and Strategic Locations		Site Allocations	Total
Crewe	7700	907	1979	Central Crewe ⁽¹⁰⁰⁾	400	158	8189
				Basford East	850		
				Basford West	370		
				Leighton West	850		
				Leighton	500		
				Crewe Green	150		
				Sydney Road (including extended site)	525		
				South Cheshire Growth Village	650		
				The Shavington / Wybunbury Triangle	400		
				East Shavington	275		
				Broughton Road	175		
Crewe Subtotal	5145						
Macclesfield	4250	692	773	Central Macclesfield ⁽¹⁰⁰⁾	500	107	4322
				South Macclesfield Development Area	1050		
				Land at Congleton Road	300		
				Land East of Fence Avenue	250		
				Gaw End Lane	300		
				Land South of Chelford Road	200		
				Land between Chelford Road and Whirley Road	150		

99 Commitments, as of 31 March 2016, include sites that are subject to and awaiting s106 agreements but exclude applications on Strategic Sites. Further details are set out in para A.2

100 Central Crewe and Central Macclesfield include general brownfield allowance for existing urban areas and existing commitments are included.



Area	Expected Level of Development	Completions 01/04/10 - 31/03/16	Commitments 31/03/16 ⁽⁹⁹⁾	Local Plan Strategy Sites and Strategic Locations		Site Allocations	Total
				Macclesfield Subtotal	2750		
Principal Towns Total	11950	1599	2752	Total	7895	265	12511

Table A.1 Housing Distribution: Principal Towns

Key Service Centres

Area	Expected Level of Development	Completions 01/04/10 - 31/03/16	Commitments 31/03/16 ⁽⁹⁹⁾	Local Plan Strategy Sites and Strategic Locations		Site Allocations	Total
Alsager	2000	131	512	Former MMU Campus	400	107	2050
				Twyfords and Cardway	550		
				White Moss Quarry	350		
				Alsager Subtotal	1300		
Congleton	4150	638	975	Congleton Business Park Extension	625	0	4538
				Giantswood Lane to Manchester Road	500		
				Giantswood Lane South	150		
				Manchester Road to Macclesfield Road	450		
				Back Lane / Radnor Park	750		
				Tall Ash Farm	225		
				Lamberts Lane	225		
				Congleton Subtotal	2925		
Handforth (including North Cheshire Growth Village)	2200	70	323	Land between Clay Lane and Sagars Road	250	15	2158
				North Cheshire Growth Village	1500		
				Handforth Subtotal	1750		
Knutsford	950	33	45	Land North of Northwich Road	175	0	1003
				Land West of Manchester Road	75		
				Land East of Manchester Road	250		
				Parkgate Extension	200		

99 Commitments, as of 31 March 2016, include sites that are subject to and awaiting s106 agreements but exclude applications on Strategic Sites. Further details are set out in para A.2



Area	Expected Level of Development	Completions 01/04/10 - 31/03/16	Commitments 31/03/16 ⁽⁹⁹⁾	Local Plan Strategy Sites and Strategic Locations		Site Allocations	Total
				Land South of Longridge	225		
				Knutsford Subtotal	925		
Middlewich	1950	400	293	Glebe Farm	525	347	2000
				Brooks Lane Strategic Location	200		
				Land of Warmingham Lane (Phase 2)	235		
				Middlewich Subtotal	960		
Nantwich	2050	491	591	Kingsley Fields	1100	0	2182
				Nantwich Subtotal	1100		
Poynton	650	20	23	Land adjacent to Hazelbadge Road	150	200	693
				Land at Sprink Farm	150		
				Land South of Chester Road	150		
				Poynton Subtotal	450		
Sandbach	2750	693	1827	Land adjacent to J17 of M6, south east of Congleton Road	450	0	2970
				Sandbach Subtotal	450		
Wilmslow	900	97	305	Royal London	175	26	953
				Little Stanneylands	200		
				Heathfield Farm	150		
				Wilmslow Subtotal	525		
Key Service Centres Total	17600	2573	4984	Total	10385	695	18547

Table A.2 Housing Distribution: Key Service Centres

Local Service Centres

Area	Expected Level of Development	Completions 01/04/10 - 30/03/16	Commitments 30/03/16 ⁽⁹⁹⁾	Local Plan Strategy Sites and Strategic Locations	Site Allocations	Total
Local Service Centres	3500	568	2056	0	1125	3749

Table A.3 Housing Distribution: Local Service Centres



Other Settlements and Rural Areas

Area	Expected Level of Development	Completions 01/04/10 - 30/03/16	Commitments 30/03/16 ⁽⁹⁹⁾	Local Plan Strategy Sites and Strategic Locations	Site Allocations	Total	
Other Settlements and Rural Villages	2950	733	1120	Alderley Park Opportunity Site	275	1250	3378

Table A.4 Housing Distribution: Other Settlements and Rural Areas

Totals:

Area	Expected Level of Development	Completions 01/04/10 - 30/03/16	Commitments 30/03/16 ⁽⁹⁹⁾	Local Plan Strategy Sites and Strategic Locations	Site Allocations	Total
All areas	36000	5473	10822	18555	3335	38185

Table A.5 Housing Distribution: Totals

A.2 The following Strategic Sites have either been granted consent or are subject to outstanding s106 legal agreements (at 31 March 2016):

- LPS 2 Phase 1 Basford East (490 units - outline consent);
- LPS 2 Land at Basford East (325 units - awaiting s106);
- LPS 3 Land off Crewe Road, Basford West (370 units - under construction);
- LPS 7 (part) Sydney Road (240 units - outline consent);
- LPS 7 (part) Land south west of Thornyfields Farm (12 units - awaiting s106);
- LPS 9 Land South of Newcastle Road, Shavington & Wybunbury (360 units - under construction);
- LPS 10 Land to the east of Crewe Road, Shavington Cum Gresty (275 units - full consent);
- LPS 11 (part) Broughton Road (124 units - full consent).
- LPS 13 (part) Land southwest of Moss Lane, Macclesfield (150 units - awaiting s106);
- LPS 13 (part) Land off Congleton Road, Macclesfield (220 units - awaiting s106);
- LPS 20 Land at and adjacent to, White Moss Quarry, Butterson Lane, Barthomley, Crewe (350 units - outline consent);
- LPS 21 (part) Twyford's Bathrooms, Lawton Road, Alsager (335 units - outline consent);
- LPS 26 (part) Land between Black Firs Lane, Chelford Road & Holmes Chapel Road, Somerford (170 units - outline consent);
- LPS 28 Land Between Manchester Road and Giantswood Lane, Hulme Walfield, Congleton (96 units - outline consent);
- LPS 30 (part) Manchester Road to Macclesfield Road (94 units - outline consent, 45 and 49 units respectively);
- LPS 31 Tall Ash Farm, Congleton (236 units - awaiting s106);
- LPS 32 Land west of Goldfinch Close, Congleton (230 units - outline consent, however 2 parts of 38 units have full consent);
- LPS 37 Land North of Parkgate Industrial Estate, Knutsford (200 units - outline consent);
- LPS 42 Glebe Farm, Booth Lane, Middlewich (450 units - awaiting s106);
- LPS 46 Land at Kingsley Fields, Nantwich (1,100 units - outline consent);
- LPS 53 (part) Land Bounded by Old Mill Road & M6 Northbound Slip Road, Sandbach (250 units - outline consent); and
- LPS 53 (part) Land off Hawthorne Drive, Sandbach (50 units - full consent).



Proposed Employment Land Distribution

A.3 The Tables below illustrate the proposed distribution of employment land across Cheshire East as distributed across Principal Towns, Key Service Centres, Local Service Centres and Other Settlements and Rural Areas.

A.4 The figures for take-up between 2010 and 2013 are the gross take-up of new employment land for employment (B1, B2 and B8) uses. The take-up figures do not include redevelopment of existing employment sites for employment use or the losses of employment land to other uses.

A.5 The employment land supply is the amount of land available for new employment development. It includes sites with permission for employment development, sites under construction, existing employment allocations and new allocations in this Local Plan Strategy. It does not include permissions for redevelopment for employment uses where the site is already being used for employment. It does include permissions for changes of use from non-employment uses to employment uses, but does not include changes from one type of employment use to another. It also does not include sites that are classed as owner-expansion land as these are not generally available for development.

Principal Towns

Area	Expected Level of Development (ha)	Take-Up 01/04/10 - 31/03/13 (ha)	Supply 31/03/13 (ha)	Local Plan Strategy Sites and Strategic Locations (ha)		Site Allocations (ha)	Total
Crewe	65.00	0.04	13.81	Basford East	24.00	0.00	65.01
				Basford West	22.16		
				Leighton West	5.00		
				Crewe Total	51.16		
Macclesfield	20.00	0.16	3.01	South Macclesfield Development Area	5.00	1.83	20.00
				Land at Congleton Road	10.00		
				Macclesfield Total	15.00		
Principal Towns Total	85.00	0.20	16.82	Total	66.16	1.83	85.01

Table A.6 Employment Land Distribution: Principal Towns

Key Service Centres

Area	Expected Level of Development (ha)	Take-Up 01/04/10 - 31/03/13 (ha)	Supply 31/03/13 (ha)	Local Plan Strategy Sites and Strategic Locations (ha)		Site Allocations (ha)	Total
Alsager	40.00	0.12	0.00	Radway Green Brownfield ⁽¹⁰¹⁾	0.00	2.88	40.00
				Radway Green Extension	25.00		
				Radway Green North	12.00		
				Alsager Total	37.00		

101 Radway Green Brownfield is not counted as contributing to the employment requirement as it is an existing developed site



Area	Expected Level of Development (ha)	Take-Up 01/04/10-31/03/13 (ha)	Supply 31/03/13 (ha)	Local Plan Strategy Sites and Strategic Locations (ha)		Site Allocations (ha)	Total
Congleton	24.00	0.00	3.80	Back Lane / Radnor Park	7.10	0.10	24.00
				Congleton Business Park Extension	13.00		
				Congleton Total	20.10		
Handforth (including North Cheshire Growth Village)	22.00	0.00	9.72	North Cheshire Growth Village	12.00	0.28	22.00
Knutsford	15.00	0.01	0.00	Parkgate Extension	6.00	1.49	15.00
				Land west of Manchester Road	7.50		
				Knutsford Total	13.50		
Middlewich	75.00	0.47	8.98	Midpoint 18 ⁽¹⁰²⁾	70.00	0.00	79.45
Nantwich	3.00	0.11	0.07	Kingsley Fields	1.82	1.00	3.00
Poynton	10.00	0.00	0.30	Adlington Business Park Extension	9.92	0.00	10.22
Sandbach	20.00	0.03	0.00	Land adjacent to J17 of M6, south east of Congleton Road	20.00	0.00	20.03
Wilmslow	10.00	0.00	0.07	Royal London	5.00	0.00	11.37
				Wilmslow Business Park	6.30		
				Wilmslow Total	11.30		
Key Service Centres Total	219.00	0.74	22.94	Total	195.64	5.75	225.07

Table A.7 Employment Land Distribution: Key Service Centres

Local Service Centres

Area	Expected Level of Development (ha)	Take-Up 01/04/10 - 31/03/13 (ha)	Supply 31/03/13 (ha)	Local Plan Strategy Sites and Strategic Locations (ha)	Site Allocations (ha)	Total
Local Service Centres Total	7.00	0.09	3.35	0.00	3.56	7.00

Table A.8 Employment Land Distribution: Local Service Centres

102 For Midpoint 18 the overall site area is 121ha but the expectation is that up to 70ha will be developed over the plan period.



Other Settlements and Rural Areas

Area	Expected Level of Development (ha)	Take-Up 01/04/10 - 31/03/13 (ha)	Supply 31/03/13 (ha)	Local Plan Strategy Sites and Strategic Locations(ha)		Site Allocations (ha)	Total
Other Settlements and Rural Areas ⁽¹⁰³⁾	69.00	0.57	3.56	Alderley Park Opportunity Site ⁽¹⁰⁴⁾	0.00	4.00	69.13
				Wardle Employment Improvement Area	61.00		
				Other Settlements and Rural Area Total	61.00		

Table A.9 Employment Land Distribution: Other Settlements and Rural Areas

Totals:

Area	Expected Level of Development (ha)	Take-Up 01/04/10 - 31/03/13 (ha)	Supply 31/03/13 (ha)	Local Plan Strategy Sites and Strategic Locations(ha)	Site Allocations (ha)	Total
All areas	380.00	1.60	46.67	322.80	15.14	386.21

Table A.10 Employment Land Distribution: Totals

104 Alderley Park is not counted as contributing to the employment requirement as it is an existing development site in the Green Belt so whilst there is scope for redevelopment there is little scope for additional development over and above that already existing.

103 Includes Alderley Park Opportunity Site and Wardle Employment Improvement Area.



Appendix B: Saved Policies

B.1 Consideration has been given to the ‘saved’ policies in the Local Plans adopted by the former Boroughs / County Council (Congleton Borough Local Plan First Review, Borough of Crewe and Nantwich Replacement Local Plan 2011, Macclesfield Borough Local Plan, Cheshire Replacement Minerals Local Plan and the Cheshire Replacement Waste Local Plan). Where appropriate, ‘saved’ policies have been deleted to ensure no overlap with the policies contained in the Cheshire East Local Plan Strategy – Submission Version.

B.2 A list of previously adopted policies which the council is seeking to retain / replace is set out below. Policies that are retained will continue to be used in the determination of planning applications in the borough until superseded by the Site Allocations and Development Policies Document and the Minerals and Waste DPD.

B.3 Please note that non-saved policies will be removed from the Adopted Policies Map when published.

Congleton Borough Local Plan First Review (Adopted January 2005)

Existing Congleton Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy PS3: Settlement Hierarchy	Yes	Policy PG 2	Policy PG 2 presents an updated settlement hierarchy.
Policy PS4: Towns	No		
Policy PS5: Villages in the Open Countryside and Inset in the Green Belt	No		
Policy PS6: Settlements in the Open Countryside and the Green Belt	No		
Policy PS7: Green Belt	No		
Policy PS8: Open Countryside	No		
Policy PS9: Areas of Special County Value	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 Congleton Borough is shown as Areas of Special County Value in the proposals maps of the existing Congleton Local Plan.
Policy PS10: Jodrell Bank Radio Telescope Consultation Zone	No	Policy SE 14	Policy SE 14 addresses the Jodrell Bank Zone. Until defined on the Policies Map through the Site Allocations and Development Policies Document, the spatial extent of the Jodrell Bank Radio Telescope Consultation Zone in the former Congleton Borough is shown in the proposals maps of the existing Congleton Borough Local Plan.



Existing Congleton Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy PS12: Strategic Transport Corridors	No		
Policy GR1: New Development	Yes	Policies SD 1, SD 2, SE 1, SE 2, SE 4, SE 6, SC 2, SC 4, CO 4	Various policies address new development including the principles of sustainable development, design, open space and infrastructure provision etc.
Policy GR2: Design	Yes	Policies SE 1, SE 2, SE 3, SE 4, SE 6, SE 7, SE 8, SE 9	Policy SE 1 sets out a comprehensive approach to design. Additional policies deal with energy efficiency, the historic environment and environmental protection.
Policy GR3: Design	Yes	Policies SE 1, SE 2, SC 4, SE 6, CO 1	Relevant principles are set out with regard to design; appropriate use of land; dwelling mix; housing needs; open space; and accessibility.
Policy GR4: Landscaping	Yes	Policy SE 4	Superseded by Policy SE 4 which sets out the approach to landscape protection.
Policy GR5: Landscaping	Yes	Policy SE 4	Superseded by Policy SE 4 which sets out the approach to landscape protection.
Policy GR6: Amenity and Health	No		
Policy GR7: Amenity and Health	No		
Policy GR8: Amenity and Health	No		
Policy GR9: Accessibility, Servicing and Parking Provision (New Development)	No		
Policy GR10: Accessibility, Servicing and Parking Provision	No		
Policy GR11 Development Involving New Roads and other Transportation Projects	No		
Policy GR13: Public Transport Measures	No		
Policy GR14: Cycling Measures	No		
Policy GR15: Pedestrian Measures	No		
Policy GR16: Footpath, Bridleway and Cycleway Networks	No		
Policy GR17: Car Parking	No		
Policy GR18: Traffic Generation	No		
Policy GR19: Infrastructure	Yes	Policies IN 1 and IN 2	Policies IN 1 and IN 2 cover infrastructure requirements.
Policy GR20: Public Utilities	No		
Policy GR21: Flood Prevention	Yes	Policy SE 13	Superseded by Policy SE 13 which sets out flood prevention measure.



Existing Congleton Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy GR22: Open Space Provision	No		
Policy GR23: Provision of Services and Facilities	No		
Policy NR1: Trees and Woodlands	Yes	Policy SE 5	Superseded by Policy SE 5 which sets out protection for trees, hedgerows and woodland.
Policy NR2: Statutory Sites	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 statutory sites in the former Congleton Borough is shown in the proposals maps of the existing Congleton Local Plan.
Policy NR3: Habitats	No		
Policy NR4: Non-Statutory Sites	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 non-statutory sites in the former Congleton Borough is shown in the proposals maps of the existing Congleton Local Plan.
Policy NR5: Non-Statutory Sites	No		
Policy NR6: Reclamation of Land	No		
Policy NR9: Renewable Energy	Yes	Policy SE 8	Superseded by Policy SE 8 which sets out an updated policy.
Policy BH1: Parks and Gardens of Historic Interest	No		
Policy BH2: Statutory List of Buildings of Special Architectural or Historic Interest (Demolition)	No		
Policy BH3: Statutory List of Buildings of Special Architectural or Historic Interest (Change of Use/Conversion)	No		
Policy BH4: Statutory List of Buildings of Special Architectural or Historic Interest (Effect of Proposals)	No		
Policy BH5: Statutory List of Buildings of Special Architectural or Historic Interest	No		
Policy BH6: Non-statutory List of Buildings of Special Architectural or Historic Interest	Yes	Policy SE 7	Policy SE 7 sets out the approach to heritage assets, including designated and non-designated assets.
Policy BH7: Enabling Development	No		
Policy BH8: Conservation Areas	No		
Policy BH9: Conservation Areas	No		



Existing Congleton Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy BH10: Conservation Areas	No		
Policy BH13: New Agricultural Buildings	No		
Policy BH15: Conversion of Rural Buildings	No		
Policy BH16: The Residential Re-Use of Rural Buildings	No		
Policy E3: Employment Development in Towns	Yes	Policies SD 1, SD 2, EG 1, EG 5, SE 2	Policies set out the approach to sustainable development; the location of town centres uses; and making efficient use of land.
Policy E4: Employment Development in Villages	Yes	Policies SD 1, SD 2, PG 2, EG 1, EG 2, EG 5, SE 2.	Policies set out the approach to sustainable development; the location of town centre uses; the rural economy; and making efficient use of land.
Policy E5: Employment Development in the Open Countryside	Yes	Policies SD 1, SD 2, PG 2, PG 6, EG 1, EG 2, EG 5, SE 2.	Policies set out the approach to sustainable development; the location of town centre uses; the rural economy; open countryside; and making efficient use of land.
Policy E6: Employment Development in the Green Belt	Yes	Policies SD 1, SD 2, PG 2, PG 3, EG 1, EG 2, EG 5, SE 2.	Policies set out the approach to sustainable development; the location of town centre uses; the rural economy; Green Belt; and making efficient use of land.
Policy E8: Home-Based Businesses	No		
Policy E9: Royal Ordnance Factory, Radway Green	Yes	Policies LPS 23 and LPS 24	Superseded by Policies LPS 23 and LPS 24 Radway Green Brownfield and Extension.
Policy E10: Re-use or Redevelopment of Existing Employment Sites	Yes	Policy EG 3	Policy EG 3 updates the approach to be taken to existing employment sites.
Policy E11: Owner-specific Employment Sites	No		
Policy E12: Distribution and Storage Facilities	No		
Policy E13: Roadside Facilities	No		
Policy E14: Motorway Service Areas	No		
Policy E15: Heavy Goods Vehicle Parking	No		
Policy E16: Tourism and Visitor Development (Facilities and Attractions)	Yes	Policies SD 1, SD 2, PG 3, PG 6, EG 2, EG 4	Relevant principles are contained in policies addressing sustainable development; open countryside; Green Belt; the rural economy; and tourism.
Policy E17: Tourism and Visitor Development (Serviced Accommodation)	No		



Existing Congleton Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy E18: Tourism and Visitor Development (Camping and Caravanning Sites)	No		
Policy E19: Telecommunications	No		
Policy H1: Provision of New Housing Development	Yes	Policy PG 1	Policy PG 1 sets out the amount of land provided to accommodate the necessary number of homes throughout the plan period.
Policy H2: Provision of New Housing Development	Yes	Policy PG 2, PG 7	Policy PG 2 sets out the settlement hierarchy and Policy PG 7 addresses the spatial distribution of development across the borough.
Policy H3: Committed Housing Sites	No		
Policy H4: Residential Development in Towns	Yes	Policies SD 1, SD 2, SE 1, SE 2, SE 4, SC 4, CO 4.	Policies address windfall sites and the approach to be taken in evaluating applications for housing development including infrastructure; accessibility; and physical and environmental constraints.
Policy H5: Residential Development in Villages	Yes	Policies SD 1, SD 2, SE 1, SE 2, SE 4, SC 4, SC 6	Policies address windfall sites and the approach to be taken in evaluating applications for housing development including infrastructure; accessibility; rural exceptions for housing for local needs; and physical and environmental constraints.
Policy H6: Residential Development in the Open Countryside and the Green Belt	Yes	Policies PG 3, PG 6, SD 1, SD 2, SE 1, SE 2, SE 4, SC 4, SC 6	Policies address windfall sites and the approach to be taken in evaluating applications for housing development including infrastructure; accessibility; rural exceptions for housing for local needs; open countryside; Green Belt; and physical and environmental constraints.
Policy H7: Residential Caravans and Mobile Homes	No		
Policy H8: Gypsy Caravan Sites	Yes	Policy SC 7	Policy SC 7 sets out the approach to locating sites for gypsy and traveller and travelling showpeople, and addresses the level of need in the borough.
Policy H9: Additional Dwellings and Sub-divisions	No		
Policy H10: Additional Dwellings and Sub-divisions	No		
Policy H13: Affordable and Low-cost Housing	Yes	Policy SC 5	This policy addresses the provision of affordable housing.
Policy H14: Affordable and Low-cost Housing	Yes	Policy SC 6	This policy deals with rural exceptions housing to meet local needs.



Existing Congleton Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy H16: Extensions to Dwellings in the Open Countryside and Green Belt	No		
Policy H17: Extension of Residential Curtilages into the Open Countryside or Green Belt	No		
Policy H18: Dwellings Associated with Rural Enterprises	No		
Policy H19: Agricultural Occupancy Conditions	No		
Policy S1: Shopping Hierarchy	Yes	Policy EG 5	Policy EG 5 creates a new hierarchy of retail centres.
Policy S2: Shopping and Commercial Development Outside Town Centres	Yes	Policy EG 5	Policy EG 5 sets out the approach to town centre uses which cannot be accommodated in or adjacent to centres.
Policy S4: Principal Shopping Areas	No		
Policy S5: Other Town Centre Areas	No		
Policy S6: The Use of Upper Floors within Town Centres	No		
Policy S7: Shopping and Commercial Development in Villages	Yes	Policy EG 5	Policy EG 5 creates a new hierarchy of retail centres which replaces that in Policy S7.
Policy S8: Holmes Chapel	Yes	Policy EG 5	Policy EG 5 creates a new hierarchy of retail centres which replaces that in Policy S8.
Policy S9: Shopping and Commercial Development in the Open Countryside and Green Belt	Yes	Policies PG 3, PG 6, SD 1, SD 2, EG 2, EG 5	Relevant principles are covered in policies which address the hierarchy of retail centres; the rural economy; sustainable development; open countryside; and the Green Belt.
Policy S11: Shop Fronts and Security Shutters	No		
Policy S12: Security Shutters-Solid Lath	No		
Policy S13: Security Shutters-Lattice/Mesh Grilles	No		
Policy S14: Advertisements	No		
Policy S15: Advertisements in Conservation Areas	No		
Policy S16: Environmental Improvements and Traffic Management Measures	No		
Policy RC1: Recreation and Community Facilities Policies (General)	Yes	Policies SC 1, SC 3, SD 2 and SE 3	Covered by Local Plan Strategy policies on leisure and recreation; sustainable development; protection of countryside, landscape and geology.



Existing Congleton Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy RC2: Protected Areas of Open Space	No		
Policy RC3: Nuisance Sports	No		
Policy RC4: Countryside Recreation Facilities	No		
Policy RC5: Equestrian Facilities	No		
Policy RC6: Golf Courses and Driving Ranges	No		
Policy RC7: Water Based Activities	No		
Policy RC8: Canal/Riverside Recreational Developments	No		
Policy RC9: Canal/Riverside Recreational Developments (Mooring)	No		
Policy RC10: Outdoor Formal Recreational and Amenity Open Space Facilities	No		
Policy RC11: Indoor Recreational and Community Uses (General)	No		
Policy RC12: Retention of Existing Community Facilities	No		
Policy RC13: Day Nurseries	No		
Policy DP1: Employment Sites	No		
Policy DP2: Housing Sites	No		
Policy DP3: Mixed Use Sites	No		
Policy DP3A: Alsager Campus	Yes	Site LPS 22	The site allocation for the Former Manchester Metropolitan University Campus has been updated.
Policy DP4: Retail Sites	No		
Policy DP5: Recreation, Leisure and Community Use Sites	No		
Policy DP6: Treatment Facility	No		
Policy DP7: Development Requirements	No		
Policy DP8: Supplementary Planning Guidance	No		
Policy DP9: Transport Assessment	No		
Policy DP10: New Road Schemes	No		
Policy DP11: Transport Facilities	No		

Table B.1 Congleton Borough Local Plan Saved Policies to be Replaced



Borough Of Crewe And Nantwich Replacement Local Plan 2011 (Adopted February 2005)

Existing Crewe and Nantwich Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy NE1: Development in the Green Belt	No		
Policy NE2: Open Countryside	Yes	Policy PG 6	Policy PG 6 addresses the approach taken to the open countryside.
Policy NE3: 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 Borough of Crewe and Nantwich is shown as Areas of Special County Value in the proposals maps of the existing Crewe and Nantwich Local Plan.
Policy NE4: Green Gaps	No		
Policy NE5: Nature Conservation and Habitats	No	Policies SE 3, SE 4, SE 5, SE 6	These policies protect a range of habitats and landscapes. Until reviewed and updated through the production of a Site Allocations and Development Policies DPD, the spatial extent of these areas in the former Borough of Crewe and Nantwich is shown in the proposals maps of the existing Crewe and Nantwich Local Plan.
Policy NE6: Sites of International Importance for Nature Conservation	No	Policies SE 3, SE 4, SE 5, SE 6	These policies protect a range of habitats and landscapes. Until reviewed and updated through the production of a Site Allocations and Development Policies DPD, the spatial extent of these areas in the former Borough of Crewe and Nantwich is shown in the proposals maps of the existing Crewe and Nantwich Local Plan.
Policy NE7: Sites of National Importance for Nature Conservation	No	Policies SE 3, SE 4, SE 5, SE 6	These policies protect a range of habitats and landscapes. Until reviewed and updated through the production of a Site Allocations and Development Policies DPD, the spatial extent of these areas in the former Borough of Crewe and Nantwich is shown in the proposals maps of the existing Crewe and Nantwich Local Plan.
Policy NE8: Sites of Local Importance for Nature Conservation	No	Policies SE 3, SE 4, SE 5, SE 6	These policies protect a range of habitats and landscapes. Until reviewed and updated through the production of a Site Allocations and Development Policies DPD, the spatial extent of these areas in the former Borough of Crewe and Nantwich is shown in the proposals



Existing Crewe and Nantwich Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
			maps of the existing Crewe and Nantwich Local Plan.
Policy NE9: Protected Species	No	Policy SE 3	Policy SE 3 addresses biodiversity and the protection of species. Until reviewed and updated through the production of a Site Allocations and Development Policies DPD, the spatial extent of areas related to protected species in the former Borough of Crewe and Nantwich is shown in the proposals maps of the existing Crewe and Nantwich Local Plan.
Policy NE10: New Woodland Planting and Landscaping	No		
Policy NE11: River and Canal Corridors	No		
Policy NE12: Agricultural Land Quality	Yes	Policies SE 2, SE 4, SD 1 and SD 2	Superseded by Policies SE 2, SE 4, SD 1 and SD 2.
Policy NE13: Rural Diversification	No		
Policy NE14: Agricultural Buildings Requiring Planning Permission	No		
Policy NE15: Re-Use and Adaptation of a Rural Building for a Commercial, Industrial or Recreational Use	No		
Policy NE16: Re-Use and Adaptation of a Rural Building for Residential Use	No		
Policy NE17: Pollution Control	No		
Policy NE18: Telecommunications Development	No		
Policy NE19: Renewable Energy	Yes	Policies SE 8, SE 9	Policies SE 8 and SE 9 address low carbon energy and energy efficient development.
Policy NE20: Flood Prevention	No		
Policy NE21: New Development and Landfill Sites	No		
Policy BE1: Amenity	No		
Policy BE2: Design Standards	Yes	Policies SD 2 and SE 1	Policy SD 2 and SE 1 comprehensively address design and sustainable development.
Policy BE3: Access and Parking	No		
Policy BE4: Drainage, Utilities and Resources	No		
Policy BE5: Infrastructure	Yes	Policies IN 1, IN 2	These policies address the provision of infrastructure and developer contributions.
Policy BE6: Development on Potentially Contaminated Land	No		



Existing Crewe and Nantwich Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy BE7: Conservation Areas	No		
Policy BE8: Advertisements in Conservation Areas	No		
Policy BE9: Listed Buildings: Alterations and Extensions	No		
Policy BE10: Changes of Use for Listed Buildings	No		
Policy BE11: Demolition of Listed Buildings	No		
Policy BE12: Advertisements on Listed Buildings	No		
Policy BE13: Buildings of Local Interest	Yes	Policy SE 7	This policy sets out the approach to heritage assets, including designated and non-designated assets.
Policy BE14: Development Affecting Historic Parks and Gardens	No		
Policy BE15: Scheduled Ancient Monuments	No		
Policy BE16: Development and Archaeology	No		
Policy BE17: Historic Battlefields	No		
Policy BE18: Shop Fronts and Advertisements	No		
Policy BE19: Advertisements and Signs	No		
Policy BE20: Advance Directional Advertisements	No		
Policy BE21: Hazardous Installations	No		
Policy E1: Existing Employment Allocations	No		
Policy E2: New Employment Allocations	No		
Policy E3: Regional and Strategic Employment Allocations at Basford	Yes	Site Allocations	The Local Plan Strategy includes updated Site Allocations including those for employment use. (LPS 2 Basford East; LPS 3 Basford West).
Policy E4: Development on Existing Employment Areas	No		
Policy E5: Employment in Villages	Yes	Policy PG 7	Policy PG 7 sets out the spatial distribution of development across the borough, including the approach to be taken in the various centres.
Policy E6: Employment Development within Open Countryside	Yes	Policy PG 6, PG 7, EG 2	These policies set out the spatial distribution of development across the borough; and address the open countryside and the rural economy.



Existing Crewe and Nantwich Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy E7: Existing Employment Sites	Yes	Policy EG 3, SE 1	Policy EG 3 sets out the approach to existing and allocated employment sites. Policies on design and sustainable development are also relevant.
Policy RES1: Housing Allocations	Yes	Policy PG 1	Policy PG 1 sets out the overall supply of housing land required over the plan period.
Policy RES2: Unallocated Housing Sites	No		
Policy RES3: Housing Densities	Yes	Policies SD 1, SD 2, SE 1 and SE 2	These policies set out the approach to be taken to design and sustainable development, including density.
Policy RES4: Housing in Villages With Settlement Boundaries	No		
Policy RES5: Housing in the Open Countryside	No		
Policy RES6: Agricultural and Forestry Occupancy Conditions	No		
Policy RES7: Affordable Housing within the Settlement Boundaries of Nantwich and the Villages listed in Policy RES4	Yes	Policies PG 1, PG 7 and SC 5	Housing needs are set out in Policies PG 1; and their distribution in PG 7. Policy SC 5 deals with affordable homes.
Policy RES8: Affordable Housing in Rural Areas Outside Settlement Boundaries (Rural Exceptions Policy)	Yes	Policy SC 6	Policy SC 6 sets out the approach to rural exceptions housing for local needs.
Policy RES9: Houses in Multiple Occupation	No		
Policy RES10: Replacement Dwellings in the Open Countryside	No		
Policy RES11: Improvements and Alterations to Existing Dwellings	No		
Policy RES12: Living over the Shop	No		
Policy RES13: Sites for Gypsies and Travelling Showpeople	Yes	Policy SC 7	Policy SC 7 sets out the approach to locating sites for gypsies and travellers and travelling showpeople, and addresses the level of need in the borough.
Policy TRAN1: Public Transport	Yes	Policies CO 1, SD 1 and SD 2	Policy CO 1 deals with sustainable travel and transport; policies SD 1 and SD 2 cover sustainable development particularly environmental issues.
Policy TRAN2: Crewe Bus Station	No		
Policy TRAN3: Pedestrians	No		
Policy TRAN4: Access for the Disabled	No		
Policy TRAN5: Provision for Cyclists	No		
Policy TRAN6: Cycle Routes	No		
Policy TRAN7: Crewe Railway Station	No		



Existing Crewe and Nantwich Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy TRAN8: Existing Car Parks	No		
Policy TRAN9: Car Parking Standards	Yes	Policy CO 2 and Appendix C.	Policy CO 2 requires development proposals to adhere to the Cheshire East Parking Standards for Cars and Bicycles set out in Appendix C (Parking Standards).
Policy TRAN10: Trunk Roads	No		
Policy TRAN11: Non Trunk Roads	No		
Policy TRAN12: Roadside Facilities	No		
Policy RT1: Protection of Open Spaces with Recreational or Amenity Value	No		
Policy RT2: Equipped Children's Playgrounds	No		
Policy RT3: Provision of Recreational Open Space and Children's Playspace in New Housing Developments	No		
Policy RT5: Allotments	No		
Policy RT6: Recreational Uses in the Open Countryside	Yes	Policies PG 6, EG 4, SC 1, SC 2, SE 4, SE 6, SE 7, CO 1	Various policies address recreation uses (SC 1, SC 2, SE 6); the open countryside (PG 6); accessibility (CO 1); protection of landscape (SE 4), environmental and heritage assets (SE 7) and tourism (EG 4).
Policy RT7: Visitor Accommodation	Yes	Policy EG 4	Policy EG 4 addresses the provision of tourist accommodation.
Policy RT8: Promotion of Canals and Waterways	No		
Policy RT9: Footpaths and Bridleways	No		
Policy RT10: Touring Caravans and Camping Sites	No		
Policy RT11: Golf Courses	No		
Policy RT12: Nantwich Riverside	No		
Policy RT13: Leighton West Country Park	Yes	Site LPS 4 Leighton West, Crewe	Site LPS 4 Leighton West, Crewe supersedes this Policy.
Policy RT14: Nantwich Canal Basin	No		
Policy RT15: The Protection of Existing Indoor Leisure Facilities	Yes	Policy SC 1	Policy SC 1 sets out the criteria for protecting existing leisure facilities.
Policy RT16: Noise Generating Sports	No		
Policy RT17: Increasing Opportunities for Sport	No		
Policy S1: New Retail Development in Town Centres	No		



Existing Crewe and Nantwich Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy S2: Crewe Town Centre Primary Frontages	No		
Policy S3: Crewe Town Centre Secondary Frontages	No		
Policy S4: Nantwich Town Centre	No		
Policy S5: Welsh Row, Nantwich	No		
Policy S6: Sites Allocated for Retailing and/or Leisure/Entertainment Uses	No		
Policy S7: Cronkinson Farm District Shopping Centre	Yes		Development is complete.
Policy S8: Existing District and Local Shopping Centres	No		
Policy S9: Nantwich Road, Crewe	No		
Policy S10: Major Shopping Proposals	Yes	Policy EG 5	Policy EG 5 considers proposals for main town centre uses which cannot be accommodated in or adjacent to centres.
Policy S11: Leisure and Entertainment	Yes	Policy EG 5	Policy EG 5 considers proposals for main town centre uses which cannot be accommodated in or adjacent to centres. (Also policy SC 1 covers leisure).
Policy S12: Mixed Use Regeneration Areas	No		
Policy S13: Village Shops	No		
Policy CF1: Leighton Hospital	No		
Policy CF2: Community Facilities	Yes	Policy SC 1	Policy SC 1 covers leisure and recreation including community facilities.
Policy CF3: Retention of Community Facilities	No		

Table B.2 Borough of Crewe and Nantwich Local Plan Saved Policies to be Replaced



Macclesfield Borough Local Plan (Adopted January 2004)

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.
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



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
			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.



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
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		
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.



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
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.
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	The Local Plan Strategy includes policies addressing windfall sites and the approach to be taken in evaluating applications for housing development including infrastructure;



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
		12, SE 13, CO 1, CO 4	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		
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.



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
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		
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		



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
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		
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		



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy MTC27: River Bollin Recreational Route	No		
Policy WTC3: Kings Close Shopping Proposal	Yes		Site developed
Policy WTC4: Development in the Shopping Area	No		
Policy WTC5: Upper Floor Development	No		
Policy WTC6: Green Lane/Alderley Road Redevelopment Area	No		
Policy WTC7: Mixed Use Areas	No		
Policy WTC8: Housing and Community Uses	No		
Policy WTC9: Offices	No		
Policy WTC10: Environmental Improvement of Bank Square Area	No		
Policy WTC11: Pedestrian Priority Measures	No		
Policy WTC12: Car Parks	No		
Policy WTC13: Car Park Proposal - Spring Street	Yes		Area identified on Proposals Map has been developed.
Policy HDC1: Shopping Area	No		
Policy HDC2: Upper Floor Development	No		
Policy HDC3: Mixed Use Area	No		
Policy HDC4: Housing and Community Uses	No		
Policy HDC5: Office Development	No		
Policy HDC6: Car Parking	No		
Policy HDC7: Redevelopment of the Paddock	No		
Policy AEC1: Shopping Area	No		
Policy AEC3: Upper Floor Development	No		
Policy AEC4: Mixed Use Areas	No		
Policy AEC5: Office Development	No		
Policy AEC6: Housing Development	No		
Policy AEC7: Car Parking	No		
Policy KTC1: Conservation of Historic Character	No		
Policy KTC2: Design Guidance	No		
Policy KTC3: Design Guidance	No		
Policy KTC4: Design Guidance	No		



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy KTC5: Redevelopment Criteria for 'The Yards'	No		
Policy KTC6: Red Cow Yard	No		
Policy KTC8: Silk Mill Street	No		
Policy KTC9: Shopping Areas	No		
Policy KTC10: Shopping Area Development	No		
Policy KTC11: Upper Floor Development	No		
Policy KTC12: Housing and Community Uses	No		
Policy KTC13: Housing Development	No		
Policy KTC14: Mixed Use Areas	No		
Policy KTC16: Office Development	No		
Policy KTC17: King Street Link Road	No		
Policy KTC18: Pedestrian Priority Measures	No		
Policy KTC19: Car Parks	No		
Policy KTC20: Additional Car Parking	No		
Policy KTC21: Car Parking Provision	No		
Policy PDC1: Prime Shopping Area	No		
Policy PDC2: Development in the Prime Shopping Area	No		
Policy PDC3: Secondary Shopping Area	No		
Policy PDC4: Upper Floor Development	No		
Policy PDC5: Housing and Community Uses	No		
Policy PDC6: Office Development	No		
Policy PDC7: Car Parking	No		
Policy PDC8: Car Parking at Park Lane	No		
Policy IMP1: Development Sites	Yes	Policies 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,



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
			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		
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		
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 &



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
			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		
Policy DC49: Retail - Shop Front Security	No		



Existing Macclesfield Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
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		

Table B.3 Macclesfield Borough Local Plan Saved Policies to be Replaced



Cheshire Replacement Minerals Local Plan (Adopted June 1999)

Existing Minerals Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy 1: Sustainability	Yes	Policies SD 1, SD 2, SE 10	Policy SE 10 addresses minerals.
Policy 2: Need	No		
Policy 3: Aggregate Reserves	Yes	Policy SE 10	Policy SE 10 addresses minerals.
Policy 4: Alternative Sources of Aggregates	Yes	Policy SE 10	Policy SE 10 addresses minerals.
Policy 5: Safeguarding High Quality Mineral	Yes	Policy SE 10	Policy SE 10 addresses minerals.
Policy 6: Prior Extraction	No		
Policy 7: Mineral Consultation Areas	No		
Policy 8: Review	No		
Policy 9: Planning Applications	No		
Policy 10: Geological Content of Planning Applications	No		
Policy 11: Pre-Application Discussions	No		
Policy 12: Conditions	No		
Policy 13: Planning Obligations/Legal Agreements	No		
Policy 14: Areas of Special County Value (ASCV)	Yes	Policy SE 4	Policy SE 4 sets out the approach to development which may impact on the landscape.
Policy 15: Landscape	No		
Policy 16: Plant and Buildings	No		
Policy 17: Visual Amenity	No		
Policy 18: Jodrell Bank Zone	Yes	Policy SE 14	Policy SE 14 sets out the approach to development which may impact on Jodrell Bank.
Policy 19: Archaeology	Yes	Policy SE 7	Policy SE 7 addresses historic assets.
Policy 20: Archaeology	No		
Policy 21: Archaeology	No		
Policy 22: Nature Conservation	Yes	Policy SE 3	Policy SE 3 sets out the approach to development which may impact on geodiversity and biodiversity.
Policy 23: Nature Conservation	Yes	Policy SE 3	Policy SE 3 sets out the approach to development which may impact on geodiversity and biodiversity.
Policy 24: Built Heritage and Historic Environment	Yes	Policy SE 7	Policy SE 7 addresses historic assets.



Existing Minerals Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy 25: Groundwater/Surface Water/Flood Protection	No		
Policy 26: Noise	No		
Policy 27: Noise	No		
Policy 28: Dust	No		
Policy 29: Agricultural Land	Yes	Policies SD 2, SE 4	These policies update the approach to this issue.
Policy 30: Agricultural Land - Silica Sand	Yes	Policies SD 2, SE 4	These policies update the approach to this issue.
Policy 31: Cumulative Impact	No		
Policy 32: Advance Planting	No		
Policy 33: Public Rights of Way	No		
Policy 34: Highways	No		
Policy 35: Alternative Forms of Transport	Yes	Policy SE 10	Policy SE 10 addresses minerals.
Policy 36: Secondary Operations	No		
Policy 37: Hours of Operation	No		
Policy 38: Blasting	No		
Policy 39: Stability and Support	No		
Policy 40: Mine Waste Disposal	No		
Policy 41: Restoration	No		
Policy 42: Aftercare	No		
Policy 43: Liaison Committees	No		
Policy 44: Opencast Coal	No		
Policy 45: Sand and Gravel Landbank	Yes	Policy SE 10	Policy SE 10 addresses minerals.
Policy 46: Future Sand and Gravel Extraction	No		
Policy 47: Sand and Gravel Area of Search	No		
Policy 48: Hydrocarbons	No		
Policy 49: Peat	No		
Policy 50: Natural Brine Pumping	No		
Policy 51: Future Rock Salt Extraction	No		
Policy 52: Future Controlled Brine Extraction	No		
Policy 53: Crushed Rock Landbank	Yes	Policy SE 10	Policy SE 10 addresses minerals.
Policy 54: Future Silica Sand Extraction	No		

Table B.4 Cheshire Replacement Minerals Local Plan Saved Policies to be Replaced



Cheshire Replacement Waste Local Plan (Adopted July 2007)

Existing Waste Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy 1: Sustainable Waste Management	No		
Policy 2: The Need for Waste Management Facilities	No		
Policy 3: Phasing of Sites for Landfill/Landraise or Thermal Treatment	No		
Policy 4: Preferred Sites for Waste Management Facilities	No		
Policy 5: Other Sites for Waste Management Facilities	No		
Policy 6: Built Waste Management Facilities of a Natural/Regional Scale or a Sub Regional Strategic Basis	No		
Policy 7: Sites for Open Windrow Composting Facilities	No		
Policy 8: Wastewater Treatment Works	No		
Policy 9: Preferred Sites for Non-Hazardous Landfill/Landraise	No		
Policy 10: Minimising Waste during Construction and Development	No		
Policy 11: Development and Waste Recycling	No		
Policy 12: Impact of Development Proposals	No		
Policy 13: Areas of Special County Value	Yes	Policy SE 3	Policy SE 3 addresses impact on biodiversity and geodiversity.
Policy 14: Landscape	Yes	Policy SE 4	Policy SE 4 addresses impact on the landscape.
Policy 15: Green Belt	No		
Policy 16: Historic Environment	No		
Policy 17: Natural Environment	No		
Policy 18: Water Resource Protection and Flood Risk	No		
Policy 19: Agricultural Land Quality	Yes	Policies SD 2, SE 4	Policy SD 2 sets out the approach to achieving sustainable development; and Policy SE 4 seeks to protect the landscape.
Policy 20: Public Rights of Way	No		
Policy 21: Jodrell Bank	Yes	Policy SE 14	Policy SE 14 addresses impact on Jodrell Bank.
Policy 22: Aircraft Safety	No		
Policy 23: Noise	No		
Policy 24: Air Pollution - Air Emissions including Dust	No		



Existing Waste Local Plan Policy	Delete?	New Local Plan Strategy Policy	Reason
Policy 25: Litter	No		
Policy 26: Air Pollution - Odour	No		
Policy 27: Sustainable Transportation of Waste and Waste Derived Materials	No		
Policy 28: Highways	No		
Policy 29: Hours of Operation	No		
Policy 30: Hours of Operation for Household Waste and Recycling Centres	No		
Policy 31: Ancillary Development at a Landfill/Landraise Site and/or Open Windrow Composting Site	No		
Policy 32: Reclamation	No		
Policy 33: Liaison Committees	No		
Policy 34: Energy Recovery	No		
Policy 35: Underground Hazardous Waste Storage/Containment	No		
Policy 36: Design	Yes	Policies SD 2, SE 1	Policy SD 2 sets out the approach to achieving sustainable development; and Policy SE 1 addresses design.

Table B.5 Cheshire Replacement Waste Local Plan Saved Policies to be Replaced



Appendix C: Parking Standards

C.1 The following sets out the parking standards that the council applies to new developments. Table C.1 'Car Parking Standards' will only apply where there is clear and compelling justification that it is necessary to manage the road network. Reference should be made to the Cheshire East Parking Standards - Guidance Note (October 2012) or, if superseded, to the latest parking standards guidance.

C.2 Cheshire East Council will accept representations to vary from car parking standards on a site-by-site basis with reference to evidence obtained locally or from a suitable data source (e.g. TRICS) outlining predicted parking profiles that would allow departures from the Standards set out below.

C.3 Guidance provided from the National Planning Policy Framework has been used to develop these parking standards.

C.4 The parking standards that apply for residential dwelling houses are minimum standards and for all other uses the standards should be regarded as recommended levels. The parking provision will also take account of:

- Availability and cost of parking spaces on site and close by;
- How regular and frequent public transport is;
- How easy it is to access a site by safe walking and cycling routes;
- Operational needs of proposed developments; and
- Relationship between different land uses, such as how close housing is to employment, shops and leisure uses.

Car Parking Standards

Land Use Class	Land Use	Recommended Car Parking Standard
A1	Food Retail	1 per 14m ²
	Non Food Retail	1 per 20m ²
	Open Air Markets	3 spaces per vendor
	DIY Store	1 car space per 25 m ² / 1 lorry space per 500m ²
	Retail Parks	Individual assessment based against use-classes and location
A2	Financial and Professional services	1 per 30m ²
A3	Restaurants	1 per 5m ² per Public Floor Area (PFA) ⁽¹⁰⁵⁾
A4	Pubs	1 per 5m ² per PFA
A5	Fast Food Drive Through	1 per 7.5m ²
B1	Office / Light Industry	1 per 30m ²
B2	General Industry	First 235m ² - 1 per 30m ² , then 1 per 50m ²
B8	Storage and Distribution	Warehouse Storage -1 per 80m ² and 1 lorry space per 200m ²
		Warehouse Distribution - 1 per 60m ² and 1 lorry space per 200m ²

105 This should be adjusted appropriately depending on the location and the accessibility of the development.



Land Use Class	Land Use	Recommended Car Parking Standard
C1	Hotels and Motels	1 per bedroom ⁽¹⁰⁶⁾
C2	Hospitals	1 per 2 resident staff and 1 per 3 beds
	Sheltered Accommodation	Residents - 0.5 per unit and 1 per 3 units (for visitors) Staff - 1 per resident staff and 1 per 2 non-resident staff ⁽¹⁰⁷⁾
	Extra Care	Residents - 0.5 per unit and 1 per 3 units (for visitors) Staff - 1 per resident staff and 1 per 2 non-resident staff Facilities (open to non residents) 1 per 4m ² of floor space used for this purpose
	Residential Homes and Nursing Homes	Residents - 1 per 3 beds Staff - 1 per resident staff and 1 per 2 non resident staff
	Purpose built student accommodation	Residents - 1 space per 3 bedrooms Staff - 1 per resident staff and 1 per 2 non resident staff
C3 / C4	Dwelling Houses and Houses in Multiple Occupation ⁽¹⁰⁸⁾	Principal Towns and Key Service Centres: for 1 bedroom - 1 space per dwelling; for 2 bedrooms - 2 spaces per dwelling; for 3+ bedrooms - 2 spaces per dwelling Remainder of borough: for 1 bedroom - 1 space per dwelling; for 2/3 bedrooms - 2 spaces per dwelling; for 4/5+ bedrooms - 3 spaces per dwelling
D1	Medical and Health Facilities	1 per 2 staff and 4 per consulting room
	Creche, Day Nursery, Day Centre, Primary / Junior School	1 per staff and 3 additional spaces for visitors and safe picking up/ dropping off point
	Secondary Schools	1 per 2 staff and 5 spaces (less than 1200 students) or 10 spaces (more than 1200 students) and 1 per 10 sixth form students and safe picking up / dropping off point. Consider bus facilities, drop off / pick up
	Higher and Further Education	1 per 2 staff and 1 per 15 students
	Art Galleries, Museums and Libraries	1 per staff and 1 per 30m ² (PFA) or 1 per staff and 1 per 15m ² up to 300m ² (PFA) and 1 per 50m ² over 300m ² (PFA)
	Public or Exhibition Hall	1 per staff and 1 per 4m ² (PFA)
	Places of worship	1 per 5 seats
D2	Leisure	Individual assessment based on use - See Cheshire East Parking Standards Guidance Note for details and recommended standards for a variety of land uses
	Cinema	1 per staff and 2 for buses / coaches and 1 per 3 seats
Sui Generis	For example theatres	Individual assessment based on use - See Cheshire East Parking Standards Guidance Note for details and recommended standards for a variety of land uses

Table C.1 Car Parking Standards

- 106 Recommended standards should be reduced for hotels located in central and easily accessible locations. Floor space for associated facilities should be calculated separately e.g. Restaurant facilities will be covered by standards set out in A3. Dual-use coach / car bays with access tapers at each end. Adequate space must be included to embark / disembark and have a safe route to the hotel entrance.
- 107 Provide drop-off / pick up with easy access to the entrance for ambulances.
- 108 Negotiate by site on reduced provision.



Disabled Parking Requirements

Land Use Class	Land Use	Recommended Disabled Parking Standard
B1,B2 and B8	Employment	Min 1 space or 2% of overall requirement, whichever is greater.
A1, A2, A3,C1,C2,D1 and D2	Shopping, recreation, education, health and leisure, hotels, community halls and advice centres	Min 1 space or 6% of total capacity up to a total of 200 bays (whichever is greater) plus 4% of capacity above 200 bays. Allow spaces for larger special needs transport as appropriate. An additional 4-5% of provision of enlarged spaces to meet future needs at health / medical locations. Parent / infant parking to be provided at 6% of total capacity.
	Railway and other public car parks	Min 1 space per 55 of capacity up to 200 spaces plus 4% of spaces above 200 bays.
	Places of worship, crematoria and cemetery chapels	Min of 2 spaces or 6% of total as close as possible to the entrance. Larger bays to be provided for special needs transport.
	Housing	1 wider space for every dwelling provided to wheelchair standard. 1 wider space for every 10 spaces provided in parking areas separate from dwellings.
	Sheltered accommodation	Up to 10 spaces or garages 3 wider spaces or garages to be provided. Thereafter, 1 wider space or garage to be provided for every 4 additional spaces or garages.

Table C.2 Disabled Parking Requirements

Cycle Parking Requirements

Land Use Class	Land Use	Recommended Cycle Parking Standard
A1	Convenience retail	1 space per 125m ² < 1000m ² 1 space per 400m ² > 1000m ²
	Comparison retail	1 space per 300m ² < 1000m ² 1 space per 400m ² > 1000m ²
A2	Financial and Professional Services	1 space per 125m ² < 1000m ² 1 space per 400m ² > 1000m ²
A3	Restaurants and cafes	1 space per 18 covers
	Pubs, wine bars and private clubs	1 space per 100m ² drinking area
B1	Offices / flexible business use	1 space per 250m ² < 1000m ² 1 space per 400m ² > 1000m ²
B2 / B8	Industry and warehousing	1 space per 500m ² < 1000m ² 1 space per 400m ² > 1000m ²
C1	Hotels and guesthouses	Provision based on expected staff requirements
C2	Purpose-built student accommodation	1 space per 4 bedrooms
	Sheltered residential accommodation	1 space per 10 units
	Hospitals	1 space per 10 staff
C3	Flats and apartments	1 space per unit
D1	Higher and further education and schools	1 space per 10 staff and students
	Doctors, dentists and health centres	1 space per consulting room



Land Use Class	Land Use	Recommended Cycle Parking Standard
D2	Cinema, concert halls and conference centres	1 space per 50 seats

Table C.3 Cycle Parking Requirements

Size, Layout and Requirements for Bays and Garages

Type	Dimensions and Requirements
Size and Layout of Standard Parking Bays (including residential developments)	Standard parking bays are to be provided at a size of 4.8m x 2.5m. (This increase in width to cater for the increasing size of cars on the market).
	Good circulation around car parks is an important factor in ensuring the safety of pedestrians moving to and from their vehicles. As such aisle widths should be set at a minimum of 6.9m for two-way routes to allow for ease of movement to/from spaces without unnecessarily impeding pedestrians and other vehicles. For one-way routes the aisle width can be reduced to a minimum 6.0m.
Domestic Garage Dimensions	The recommended minimum clear internal dimensions for a domestic single garage are 2.7 metres x 5.5 metres.
	Developers should note that dimensions less than this will not necessarily be considered to qualify against the parking ratios for residential development.
Powered Two Wheeler	Provision should be made for the specific use of the motorcycle otherwise known as Powered Two Wheeler vehicle or PTWs, on all developments where there are 20 or more communal parking spaces. Minimum requirements are for the provision of one secure motorcycle space for car parks with up to 50 communal car spaces and 2% provision against car space numbers thereafter. The location of such facilities is an important factor, therefore the chosen area should be safe and secure, well lit and somewhere where there is good general surveillance. The space required for parking of a motorcycle is 3.0m x 1.5m, and multiples thereof, although it is not necessary or desirable to mark bays out individually.
Disabled Parking	Bays for drivers with disabilities should be 3.7m wide or alternatively should consist of two standard 2.5m bays with shared spaces of 1.2m in between bays. A 1.2m safety zone should be provided for boot access and cars with rear hoists. The 1.2m safety/unloading zone at the rear should not project into the 6.0m/6.9m aisle width for circulating traffic as this would expose disabled drivers to being reversed into in the safe zone. Parent/infant parking bays to be provided at the same dimensions without the safety zone at the boot access.

Table C.4 Size, Layout and Requirements for Bays and Garages



Appendix D: Evidence and Links

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Appendix E: Housing Trajectory

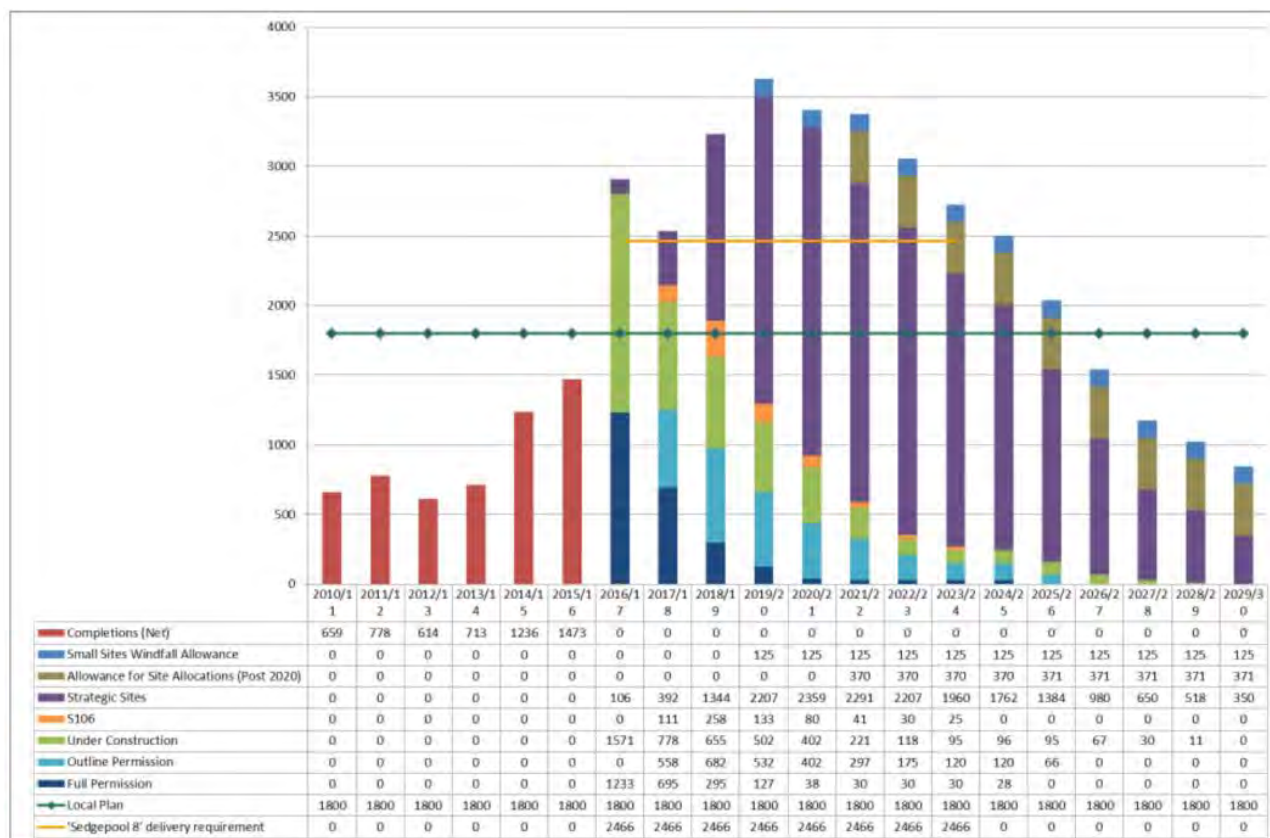


Figure E.1 Housing Trajectory with a Base Date of 31 March 2016

E.1 The housing trajectory for Cheshire East illustrates the expected delivery rate of new dwellings. It demonstrates how the proposed housing requirement of 36,000 new dwellings will be achieved, over the whole plan period.

E.2 The 'Local Plan' line in the trajectory represents the annualised average housing requirement of 1,800 dwellings for Cheshire East from 2010 to 2030, as set out in this document. The vertical bars show the number of dwellings that have been completed, the anticipated supply and the number of dwellings that are predicted to be built over the plan period.

E.3 From 01 April, 2010 to 31 March 2016, a total of 5,473 dwellings (net) have been constructed, including C2 uses, leaving 30,527 dwellings to be delivered over the remainder of the plan period.

E.4 The predicted delivery from specific sites comprises:

- Commitments (10,822); and
- Proposed Strategic Sites and Strategic Locations (18,555).

E.5 The contribution from these sources of supply total 34,850 dwellings, which reduces the remainder to be identified to 1,150 dwellings.

E.6 The 'Allowance for Site Allocations' bar represents the projected delivery from sites which are not formally identified at present but will be identified in the Site Allocations and Development Policies Document. This will allocate a further 3,335 over the plan period. For the purposes of this trajectory this contribution is spread equally over the plan period post 2020 (to allow for the timescales required for the preparation and adoption of this document).

E.7 The council has also sought to identify a 'small sites windfall allowance', which acknowledges that as well as those already identified sources of supply, there are likely to be sites (comprising 9 units or less) which have not previously been identified which may be brought forward for development.



The council has set this allowance at 125 dwellings per annum (excluding Crewe and Macclesfield given the provisions of LPS 1 and LPS 12) and commencing from 2019/20. This is based upon evidence of consistent housing delivery from this scale of sites since 2009/10 as detailed within the Housing Supply and Delivery Topic Paper (as at 31 March 2016). It has been set to take effect from 2019/20 as the council acknowledges that there are already a number of committed sites of 9 or less units, and this approach removes any potential for double counting than if we were to commence from the current year (2016/17). This equates to an additional 1,375 units added to the supply over the remainder of the plan period.

	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	Average (7 years)
Cheshire East	134	172	173	204	173	194	297	192
Crewe (LPS 1)	36	30	38	39	56	35	44	40
Macclesfield (LPS 12)	7	19	20	45	25	34	41	27
Cheshire East (excluding Crewe and Macclesfield)	91	123	115	120	92	125	212	125

Table E.1 Completions across Cheshire East on sites of 9 or fewer units, excluding residential gardens only

E.8 Altogether, this brings the predicted supply of housing to 39,560 dwellings, taking in to consideration those completions (as at 31 March 2016), commitments (as at 31 March 2016), allocations for Strategic Sites and Strategic Locations, site allocations in the SADPD and a small sites windfall allowance. This equates to almost 10% plan flexibility, which is comfortably above the 36,000 dwellings required. The contribution from each component of the housing supply is summarised in Table E.2 below.

Housing Land Supply at 31 March 2016	Net Dwellings
Net completions 01 April 2010 to 31 March 2016	5,473
Commitments (excluding commitments on strategic sites)	10,822
Contribution from strategic sites and strategic locations	18,555
Contribution to be made through the Site Allocations and Development Policies Document	3,335
Small sites windfall allowance	1,375
Total supply including flexibility	39,560

Table E.2 Housing supply at 31 March 2016

Five Year Housing Land Supply

E.9 The NPPF requires that councils identify a five-year supply of 'deliverable' housing land in their development plans, plus a 5% buffer to allow for choice and competition. Where there has been a record of persistent under delivery, local planning authorities should increase the buffer to 20% (moved forward from later in the plan period) to provide a reasonable prospect of achieving the planned supply and to ensure choice and competition in the market for land. In the context of Cheshire East, set against an annual target of 1,800 new dwellings per annum and applying a 20% buffer to the requirement only, would lead to a requirement of 10,800 new homes over the next 5 year period (2016/17 until 2020/21). However, there is also a shortfall which the council is seeking to address through the 'Cheshire East' methodology (Sedgepool 8), which apportions the previous under delivery over the first 8 years of the remainder of the plan period. This results in a delivery requirement of 2,466 dwellings per annum as shown on the 'Cheshire East' methodology (Sedgepool 8) delivery requirement line of figure E.1.



E.10 The sites identified in the Local Plan Strategy have been selected on the basis that they will make a significant contribution to meeting the housing needs of the area over the whole plan period and are economically viable in terms of deliverability. Moreover, they will significantly improve the supply of affordable, intermediate and market housing once the Local Plan Strategy is formally adopted. There will also be a greater range of sites identified in the Site Allocations and Development Policies DPD in due course.

E.11 The Local Plan Strategy and its associated trajectory sets out a comprehensive range of sites (committed or to be allocated) which all have a role in ensuring the council can demonstrate and maintain a 5 year supply. Each of the sites have been appraised in terms of their delivery potential over the first five years and remainder of the plan period and in the case of each of the Strategic Sites, there has been detailed discussions with the relevant landowners / site promoters to ensure that the timing and yield of development utilised is both robust and justifiable.

E.12 The range of sites outlined in the housing trajectory is considered capable of delivering 15,588 dwellings (including a small sites windfall allowance for years 4 and 5) over the next 5 years. Hence, using the 'Cheshire East' method (Sedgepool 8) and applying a 20% buffer, a 5.3 year supply of 'deliverable' housing land is currently available in Cheshire East.

Key Evidence:

- Housing Supply and Delivery Topic Paper
- Authority Monitoring Reports
- Strategic Housing Land Availability Assessment
- Strategic Housing Market Assessment
- CLG Household Projections
- Population Forecasting



Appendix F: The Local Plan for Cheshire East

What is the Local Plan?

F.1 The Local Plan, when it is fully adopted, will be the complete Development Plan for Cheshire East (replacing earlier Plans prepared by the former Districts and the County Council) and its policies will form the basis for planning decisions in the borough. The Local Plan will cover a range of matters including:

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

F.2 The Local Plan for Cheshire East will consist of three key documents. These are:

- The Local Plan Strategy, which sets out the vision, spatial strategy and strategic priorities for the development of Cheshire East for the period up to 2030. It will be used by everyone who wants to see how the borough will change and establish what new development is expected over the period to 2030. The document also identifies Local Plan Strategy Sites and Strategic Locations that will accommodate most of the development intended.
- The Local Plan Site Allocations and Development Policies document, which will allocate the remaining sites proposed for future development and provide detailed policies to be used when considering planning applications for new development across the borough.
- The Minerals and Waste Development Plan Document, which will set out policies for dealing with minerals and waste and identify specific sites for these purposes.

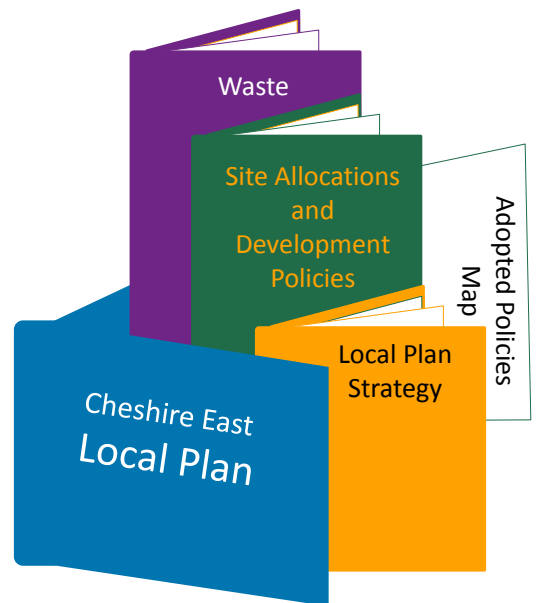


Figure F.1 Content of the Local Plan

F.3 The Local Plan will be supported by an Adopted Policies Map which will:

- Define development sites and Green Belt boundaries;
- Identify settlement boundaries;
- Show where different types of development will be permitted;
- Display environmental and heritage designations; and
- Show where policies will apply across the area.

F.4 The Local Plan will also be accompanied by an Infrastructure Delivery Plan which will identify:

- Future infrastructure needs and costs across the borough;
- The phasing and timing of infrastructure provision;
- Available funding sources; and
- The Infrastructure Providers.

F.5 Other documents that support the Local Plan are:

- A Local Development Scheme (LDS), which sets out the programme of the preparation of the Local Plan documents and Supplementary Planning Documents.



- A Statement of Community Involvement, which sets out how the council will involve the community and stakeholders in the preparation and review of the Local Plan, Supplementary Planning Documents and Development Management Decisions.
- A Monitoring Report, which assesses progress on the delivery of the Local Plan and its supporting documents and reviews the effectiveness of the Local Plan.

F.6 Further information on the Local Plan is available at: www.cheshireeast.gov.uk/localplan

Neighbourhood Planning and its relationship to the Local Plan

F.7 Cheshire East Council is committed to engaging local communities in the planning and development of their areas. Neighbourhood Planning is a way for local communities to shape the development of the area in which they live. The Localism Act 2011 promoted the concept of Neighbourhood Planning with the National Planning Policy Framework and Neighbourhood Planning (General) Regulations 2012 setting out the process, responsibilities and framework for those involved in the preparation of a Neighbourhood Plan and accompanying processes.

F.8 Crucially, a Neighbourhood Plan must generally conform with the strategic policies contained in the emerging Cheshire East Local Plan and contribute to the achievement of sustainable development. Neighbourhood Plans should not repeat the emerging Cheshire East Local Plan or the National Planning Policy Framework. A Neighbourhood Plan should be complementary and work alongside the Local Plan and will be expected to follow the overall scale, distribution and location of development outlined in it.

F.9 Further information on Neighbourhood Planning in Cheshire East can be viewed at: www.cheshireeast.gov.uk/neighbourhoodplanning

What is the Local Plan Strategy?

F.10 The Local Plan Strategy is the centrepiece of the Cheshire East Local Plan. It sets out the strategic priorities for the future development of the area together with a suite of planning policies and proposals designed to deliver sustainable development.

F.11 The Local Plan Strategy has been informed by:

- The involvement of key stakeholders and local communities, including consultation on:
 - Core Strategy Issues and Options Paper (Autumn 2010)
 - Place Shaping Consultation (Summer 2011)
 - Rural Issues Summary Document (Autumn 2011)
 - Minerals Issues Discussion Paper (Spring 2012)
 - Town Strategies Consultation (Spring and Summer 2012)
 - Development Strategy and Policy Principles Consultation (January / February 2013)
 - Possible Additional Sites Proposed by Developer and Land Interests (May 2013)
 - Pre-Submission Core Strategy Consultation (November / December 2013)
 - Submission Local Plan Strategy Consultation (March / April 2014)
 - Local Plan Strategy Proposed Changes Version (March / April 2016)
 - Proposed Main Modifications (February / March 2017)
- National and local planning policies, including:
 - The National Planning Policy Framework
 - The national imperative of economic growth and sustainable development
 - Local growth ambitions set out by the Local Economic Partnership
 - Other relevant plans, policies and strategies that relate to the borough
- Evidence from a number of studies about the borough, including



- Employment Land Study
 - Cheshire Retail Study Update
 - Strategic Housing Land Availability Assessment
 - Gypsy and Traveller Accommodation Assessment
 - Strategic Flood Risk Assessment
 - Open Space Assessment
 - Cheshire Landscape Character Assessment
 - Renewable Energy Policy Study
 - Green Infrastructure Framework
 - Green Infrastructure Action Plan for Crewe
 - Determining the Settlement Hierarchy Study
 - Population Projections and Forecasts
 - Infrastructure Planning
 - Monitoring Reports
 - Local Aggregate Assessment (Draft) and AWP Annual Monitoring Reports
 - Waste Needs Assessment
 - South Cheshire Sub-Regional Study
 - Local Plan Viability Assessment
 - Census 2011
 - New Green Belt and Strategic Open Gaps Study
 - Brownfield Assessment
 - Green Space Strategy
 - Cheshire East Housing Development Study
 - Alignment of Economic, Employment and Housing Strategy Report
 - Green Belt Assessment Update
- Recommendations from appraisals, assessments and consultation on:
 - Sustainability Appraisal of the objectives, strategy, policies and sites which highlighted potential conflicts or areas where the plan could be improved, and ensures that the plan accords with the principles of sustainable development. The Sustainability Appraisal includes a Equality Impact Assessment, Rural Impact Assessment and Health Impact Assessment
 - Habitats Regulations Assessment of the impact of the strategy and policies on the network of sites of European importance for nature conservation.

F.12 The Local Plan Strategy follows a consideration of a range of growth options and an assessment of all reasonable policy and site alternatives. It includes a number of Local Plan Strategy Sites and Strategic Locations. It also sets out a number of strategic policies that will be used to deliver sustainable development in the borough. The Local Plan Strategy is accompanied by an Infrastructure Delivery Plan which details what supporting infrastructure is required to deliver the Local Plan Strategy Sites and Strategic Locations in the borough.



Strategic policies contained within the Local Plan Strategy constitute the council's contribution towards the achievement of sustainable development in Cheshire East and are designed to be read together as a whole and applied as appropriate.

F.13 The Local Plan Strategy replaces a number of 'saved' policies from the Congleton Local Plan, the Crewe and Nantwich Local Plan, the Macclesfield Local Plan, the Cheshire Minerals Local Plan and the Cheshire Waste Local Plan. Appendix B sets out which policies are replaced and which policies continue to be retained.

F.14 The Proposals Maps attached to the Congleton Local Plan, the Crewe and Nantwich Local Plan, the Macclesfield Local Plan, the Cheshire Minerals Local Plan and the Cheshire Waste Local Plan are 'saved' for the purposes of determining planning applications.

F.15 The Site Allocations and Development Policies Development Plan Document and the Minerals and Waste Development Plan Document will include detailed Development Management Policies and an Adopted Policies Map which will replace the 'saved' policies from the Congleton Local Plan, Crewe and Nantwich Local Plan, Macclesfield Local Plan, Cheshire Minerals Local Plan and Cheshire Waste Local Plan.



Appendix G: Evolution of the Local Plan Strategy

G.1 There have been a number of stages in the development of the Local Plan Strategy. The consultation stages and associated evidence base collected to support the Local Plan Strategy has allowed the council to develop a greater understanding of the issues and opportunities that exist within Cheshire East. Responses received during each previous consultation stage have been considered and changes made to the overall approach to the Local Plan Strategy as and when considered appropriate. The key stages in the development of the Local Plan Strategy are set out in Figure G.1 below:



Figure G.1 Key Stages in the Development of the Local Plan Strategy

Core Strategy Issues and Options Paper (November / December 2010)

G.2 The Issues and Options Paper set out options for the overall strategy for the future of the borough and asked some fundamental questions about what Cheshire East should look like in 2030, how much growth should be included in the Local Plan Strategy and where, in a broad sense, the development should be located. The document set out a vision for the future of the borough and included a number of strategic priorities for consultation.

G.3 The Core Strategy Issues and Options Paper also identified a number of strategic level issues and options for the future development of the borough. The consultation on the Issues and Options



paper highlighted the need to provide a 'bottom up' understanding for the Principal Towns and Key Service Centres identified in the Determining the Settlement Hierarchy paper.

Place Shaping Consultation (Summer / Autumn 2011)

G.4 To better understand the issues in each of the settlements identified in the Determining the Settlement Hierarchy paper, a Snapshot Report was prepared for each Principal Town and Key Service Centre. The Snapshot Report provided information on housing, economy, town centre, transport, built and natural environment and community infrastructure in each town. The Snapshot Report and consultation provided a useful insight into the prominent planning issues in the Principal Towns and Key Service Centres and promoted an overall understanding of Cheshire East as a unified 'place'.

Rural Issues Consultation (October / November 2011)

G.5 A discussion paper on rural issues was prepared which set out the planning context, identified emerging government guidance and key challenges for the Local Plan Strategy to address. It included topics on the Rural Economy, Green Belt, Landscape Character, Biodiversity, Heritage, Renewable Energy, Rural Housing, Transport and Community Facilities. The consultation provided a greater understanding of planning issues in the rural areas of the borough.

Minerals Issues Consultation (March 2012)

G.6 The Minerals Issues Discussion Paper served to discuss the importance of mineral extraction in the borough. It gave an opportunity for those parties involved in minerals planning in Cheshire East to offer their views on how the Local Plan should approach key strategic minerals planning issues. There was also an opportunity to provide additional information on possible sites and areas of future mineral working and safeguarding.

Town Strategies (March 2012 - October 2012)

G.7 Following on from the Issues and Options and Place Shaping consultation, Town Strategies were prepared for Principal Towns and Key Service Centres in Cheshire East in workshop settings using Advisory Panels. These Advisory Panels formed in each town were made up of town councils (where applicable), community partnerships, local businesses and community groups. The draft Town Strategies were then consulted upon with local communities in each area.

G.8 The Town Strategies set out a vision for each town together with potential development opportunities and priorities for investment in infrastructure. They also covered other issues such as the future of each town centre.

G.9 The draft Town Strategies for Alsager, Congleton, Middlewich and Sandbach were prepared first, as part of a Neighbourhood Planning 'Frontrunner' project, with funding from the Department for Communities and Local Government. The strategies for Alsager, Middlewich, Congleton, Sandbach⁽¹⁰⁹⁾ and Wilmslow have been finalised following consultation and approval by their respective Town Councils. A similar tailored approach was then used in the preparation of each of the other Town Strategy documents. The draft Town Strategies for the remaining towns of Crewe, Macclesfield, Handforth, Knutsford, Nantwich and Poynton have been subject to consultation with local communities.

G.10 The Town Strategies for Alsager, Congleton, Middlewich, Sandbach and Wilmslow and the draft Town Strategies in Crewe, Macclesfield, Handforth, Knutsford, Nantwich and Poynton now form part of the evidence base for the Core Strategy.

Development Strategy and Policy Principles (January / February 2013)

G.11 The Development Strategy and Policy Principles consultation presented the council's preferred policy and site options and not favoured alternatives. The Development Strategy set out options for

109 Sandbach Town Council has agreed the Final Strategy with the exception of Development Options which have not been endorsed.



the overall number of homes and employment land that will be needed in Cheshire East over the next 17 years and proposed levels of development for each of our Principal Towns and Key Service Centres. It also set out the overall level of proposed development within Local Service Centres, other settlements and rural villages of the borough with alternative options.

Possible Additional Sites Proposed by Developer and Land Interests Consultation (May 2013)

G.12 Responses received to the Development Strategy revealed a number of other possible strategic sites that developer, landowners and others considered suitable for inclusion in the Local Plan Strategy. To ensure everyone had the opportunity to comment on these possible additional sites a further consultation stage was held on these parcels of land.

G.13 This consultation provided members of the public and other interested parties with a chance to have their say on the sites included in the document, prior to the council making a decision on whether any of the sites should be included in the Local Plan Strategy.

G.14 This consultation included a number of potential strategic sites submitted by developer and land interests that had not previously been subject to consultation during the evolution of the Local Plan Strategy.

Pre-Submission Core Strategy (November / December 2013)

G.15 The Pre-Submission Core Strategy set out the case for sustainable economic growth and was the first draft of the strategy that the council wished to adopt to deliver a vibrant sustainable community and for the management of development in Cheshire East up to 2030.

G.16 The consultation also included a 'Non-Preferred Sites' document which enabled further comment to be made on all sites considered in the Development Strategy and Potential Additional Sites Consultation to help make sure the final selection of sites are the most appropriate.

G.17 This consultation allowed interested parties a chance to have their say on the draft document prior to the council finalising the Local Plan Strategy - Submission Version.

Submission, Examination and Adoption (Spring 2014 - Summer 2017)

G.18 Following consultation, the Submission Local Plan Strategy was submitted to the Secretary of State in May 2014. Over the course of the examination, changes were proposed to the Submission document which resulted in further consultations on the Local Plan Strategy (Proposed Changes Version) in Spring 2016 and Proposed Main Modifications in Spring 2017.

G.19 The Local Plan Strategy was adopted on 27 July 2017.



Appendix H: Partners and Initiatives

H.1 The Local Plan Strategy is the spatial expression of the borough's priorities and development needs going forward. As a key council document, it provides the planning framework to support the priorities identified in other plans and programmes prepared by the council or in the wider sub-region.

Cheshire and Warrington Local Enterprise Partnership Business Plan (2012 - 2015)

H.2 The Cheshire and Warrington Local Enterprise Partnership ambition is for Cheshire and Warrington to be the best performing sub-regional economy outside of the South East. The LEP has produced a business plan with six strategic priorities, based upon:



- Skilled and productive workforce
- Business Investment
- Infrastructure and connectivity including bringing forward employment and residential sites
- Deregulation
- The Rural Economy
- Promoting Cheshire and Warrington

H.3 Since the development of this Business Plan, the government has invited LEPs to develop Strategic Economic Plans (SEP) for their sub-regions. These have a fundamentally different purpose to the Business Plan as they will form the basis for negotiations between the government and LEPs on allocations for more public sector funding for local projects and programmes which deliver economic growth. This funding will be through the Single Local Growth Fund, and the next round of European Structural and Investment funds.

H.4 The SEP is currently being developed ahead of a draft submission to government (October 2013), and will be informed by key policy frameworks, including the Local Plan Strategy and its key proposals to promote economic growth.

H.5 The Business Plan contains several transformational projects located in Cheshire East. These include maintaining Alderley Park as a global centre of research excellence and High Growth City, which is a longer-term plan for the super-growth of Crewe, delivered on the back of the announced key rail interchange on the new High Speed 2 railway route. High Growth City will initially focus on linking Crewe and Macclesfield by way of Congleton creating 'a corridor of opportunity'.

'Ambition for All' - the Sustainable Community Strategy 2010



H.6 The Local Plan Strategy will deliver the place shaping aspects and objectives of the Sustainable Community Strategy (SCS). It will also play a key role in delivering the council's corporate objectives and other relevant strategies prepared by Cheshire East Council and its partners.



H.7 'Ambition for All' is the Cheshire East Sustainable Community Strategy (2010) for the period 2010 to 2025. The purpose of the strategy is to set out how, over the 15 years, the Partnership for Action for Cheshire East (PACE) will seek to

ensure that Cheshire East continues to prosper. The activities outlined in the strategy are intended to improve the quality of life of all the people of Cheshire East and to contribute to the achievement of sustainable development through action to improve economic, social and environmental well-being across the area. The Strategy provides a high-level vision for Cheshire East centred around seven priorities for action, which are:



- Nurturing strong communities, including the delivery of services as locally as possible and ensuring that communities feel safe;
- Creating conditions for business growth, including making the most of our tourism, heritage and natural assets and ensuring there is a range of available high quality employment sites and premises in all parts of Cheshire East with good transport links, to attract new and expanding businesses;
- Unlocking the potential of our towns; this focuses firstly on the regeneration of Crewe including the redevelopment of the town centre and the provision of new homes and jobs. Secondly, on the revitalisation of Macclesfield, including improving the quality and choice of shops and services in the town centre and progressing the development of South Macclesfield; and thirdly, on retaining the vitality and viability of our market towns to ensure that they continue to deliver essential services, retail, leisure and employment opportunities;
- Supporting our children and young people;
- Ensuring a sustainable future by providing affordable and appropriate housing to meet future needs, by promoting energy efficiency and the use of renewable energy, by ensuring that all major developments are located with good access to local amenities, cycle and walking routes, by developing a green infrastructure plan to safeguard, manage and enhance our green assets, giving priority to the redevelopment of our vacant brownfield sites and by recognising the importance of mineral extraction to the local economy;
- Preparing for an increasingly older population including the provision of an adequate supply of suitable extra care housing; and
- Driving out the causes of poor health including investment in green infrastructure to encourage active and healthy lifestyle choices.

Local Area Partnerships

H.8 In 2009, Cheshire East Council established 7 Local Area Partnerships (LAPs), which bring local partner organisations together to improve services, influence decision making and empower communities, focusing on what really matters to local people. The LAPs produce annual Area Plans, which inform their work plans each year. The Area Plans focus on local issues that cannot be tackled by one organisation on its own, bringing together all those with an ability to make a difference. Priorities are identified by community led planning, partner agencies and local data.



H.9 Cheshire East Council and partners are currently developing a new approach to locality working, reviewing how the council and partners devolve and integrate a wide range of service delivery and activities and how the more resilient and self sufficient local communities are developed, which reduce unnecessary demands on public services. The new approach needs to balance citizens' rights and their responsibilities, along with ensuring that local needs, preferences and aspirations are met.

Cheshire East Council - Three Year Plan 2013 - 2016

H.10 The Cheshire East Council three year plan details the purpose of the council to serve the people of Cheshire East through fulfilling a community leadership role, ensuring quality and value in public services and safeguarding the most vulnerable in society.

H.11 The three year plan sets out 6 outcomes, including:

- Local communities as strong and supportive
- A strong and resilient economy
- People have the life skills and education they need to survive
- A green and sustainable place
- People live well and for longer
- Good place to live and work



Local Transport Plan



H.12 The Local Transport Plan (LTP) aims to capitalise on the strengths of the existing transport system in Cheshire East, including good transport links to major centres via the rail and motorway network.

H.13 The Plan identifies that good transport connections are integral to plans for economic growth and to protect our environment to ensure a sustainable future for all our residents and businesses. Following consultation, the priorities for the LTP are to ensure a sustainable future and to create the conditions for business growth. Future investment in transport will be directed towards the policies and interventions which support these priority areas to help grow the

economy and tackle carbon emissions.

All Change for Crewe 2010 - 2030

H.14 All Change for Crewe is an ambitious strategy to support Crewe's economic development over the 20 year period. The strategy intends that by 2030 Crewe will be:

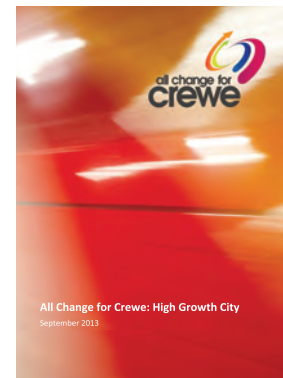
- a nationally significant economic centre with a total population in excess of 100,000 people (currently it has about 83,000);
- one of the leading centres for advanced engineering and manufacturing centres in England; and
- recognised as a sought-after place for people to live, work, put down roots and develop their talents.



H.15 In 2011, a business-led Partnership Board was established, with the support of the Council, to assist in shaping and driving the All Change for Crewe programme. It articulated its ambitions in the 2012 Prospectus for Crewe, which also identified key town centre development opportunities, resulting in significant interest from developers, investors and other partners.

High Growth City

H.16 The government's current plans for a High Speed Railway (HS2) include a route through Crewe Station, with a partial connection to the West Coast Mainline, have given added impetus for economic growth in Crewe, the rest of the sub-region and beyond. High Growth City is the programme that will deliver the ambitions of All Change for Crewe up to 2030. However, with the prospect still remaining of a HS2 Hub station at Crewe with a direct interchange, the prospects for super-charged growth beyond 2030 arise that will take the town forward from this point with even higher levels of growth. This could be focused around a new Central Business District at the HS2 Hub Station at Crewe.



Make it Macclesfield



H.17 Make it Macclesfield is a business-led initiative to make Macclesfield a place where people want to live, work and visit, which enhances their quality of life and life chances with a focus on improved economic prosperity and success, increased community cohesion and increased environmental sustainability.

H.18 Led through a Community Interest Company, it helps shape and deliver projects that enhance the assets of the town to deliver economic prosperity for everyone in the town. It focuses on economic development, town regeneration, visitor economy and communications.



H.19 Make It Macclesfield's aspirations and the range of development opportunities in the town are articulated in its Investment Prospectus and Business Plan.

Housing Strategy - Moving Forward 2011 - 2016

H.20 The Cheshire East Housing Strategy 'Moving Forward' 2011 - 2016 sets out the council's long term housing vision for the borough. The strategy has been developed at a time of significant change within the housing sector, with a move towards localism and the flexibility to make local decisions. These changes are identified as great opportunities for the authority to address housing at a local level, in order to create balanced and sustainable communities across Cheshire East.

H.21 The Strategy establishes five key objectives. These are: delivering market and affordable housing; making the best use of our existing stock; meeting the needs of our most vulnerable residents; meeting the needs of an ageing population; and investing in our neighbourhoods.

Vision and Strategy for Economic Growth: East Cheshire - Engine of the North

H.22 This high level vision, investment plan and economic strategy identified the role of the council in delivering economic growth through initiatives including the Local Plan Strategy as part of the Local Plan; place based initiatives; commissioning; investment; and the council's own assets, to enable the conditions for growth.

H.23 The three key elements of the strategy for growth are:

- Productive and competitive businesses - a focus on key assets, established and emerging sectors and image and identity
- New investment and business development - a focus on capacity, the package and the proposition
- Creating the conditions for sustainable growth - a focus on sustainable development, connectivity, housing and neighbourhoods, town centres and the rural and visitor offer.

Economic Development Strategy

H.24 The Cheshire East Economic Development Strategy sets out the council's understanding of the local economy and the key challenges ahead. It presents the council's economic development objectives at the strategic level and how these translate into our thematic and spatial priorities for the Borough. The principal focus is on three spatial priorities relating to Crewe, Macclesfield and our market towns and rural hinterlands.

Cheshire East Visitor Economy Strategy 2011

H.25 The Visitor Economy Strategy is a strategically important component of the council's economic development priorities. It is an important contributor to the economy of Cheshire East, contributing to local quality of life, and has a positive impact on decisions over business location and individual choices over where to live and work. The strategic framework outlines some of the issues and priorities that the Council must consider and resource, the opportunities to align the needs of residents and visitors and a model for partnership working to help realise the potential of Visitor Economy in Cheshire East.

H.26 The outcome targets we seek to achieve are:

- Develop a Visitor Economy with a value of £818m by 2015;
- Increase jobs directly related to the Visitor Economy by around 1,271 over the same period;
- Increase visitor numbers to Tatton to 1m by 2015; and
- Increase the number of businesses achieving quality accreditation.

Connecting Cheshire

H.27 This initiative has an objective to make Cheshire, Halton and Warrington one of the best connected regions in the Country in terms of





broadband and digital services, and to ensure businesses and citizens have the support and skills to exploit the benefits of faster services. The Connecting Cheshire Partnership is to deliver increased high speed broadband to a further 80,000 homes and businesses by 2015. The project is focused on achieving the objectives of economic growth and enabling communities through improved connectivity and infrastructure to create high growth businesses and social benefits, including technology to enable people to remain independent and in their own homes.

Ageing Well in Cheshire East Programme

H.28 The Ageing Well in Cheshire East Programme highlights that Cheshire East has the fastest growing ageing population in the North West; and that by 2033 more than 45% of our population will be over 50 years of age. It aims to make Cheshire East a better place to grow old. If the programme is successful then Cheshire East will see a fundamental cultural and organisational shift, so that over time:



- Older people will have more choice and control, can receive the help they need and are valued and respected within their communities.
- Public, private and voluntary sectors will work with communities to ensure that services, facilities and resources are accessible and able to meet demand.
- Services and support will be locally based, cost-effective and sustainable.

Cheshire Joint Municipal Waste Management Strategy 2007-2020

H.29 This strategy sets out how Cheshire's Local Authorities intend to reduce, recycle, recover and dispose of municipal waste between 2007 and 2020. It was prepared by the Cheshire Waste Partnership (a partnership between the former County Council and six former District Councils in Cheshire prior to local government reorganisation). The strategy details measurable objectives divided into key themes: waste reduction and re-use; recycling and composting; residual waste management; working together; promoting and delivering the strategy; and environmental protection and compliance. A reviewed Waste Strategy for Cheshire East has been scheduled.

Cheshire Region Local Nature Partnership Vision

H.30 The vision for this partnership, that includes the five local authority areas of Wirral, Halton, Warrington, Cheshire West and Chester and Cheshire East is for healthy, connected, productive landscape richer in biodiversity, where the natural environment is embedded in decision making, managed for wildlife, and supports healthier lifestyles and farming, creating attractive places and delivering sustainable economic growth.

Green Infrastructure Framework for North East Wales, Cheshire and the Wirral

H.31 This partnership of local authorities and environmental agencies was formed in 2010. It has a vision of how a healthy natural environment can help sustain economic growth and thriving communities. The Crewe Green Infrastructure Action Plan has been prepared under this Framework.

Rights of Way Improvement Plan

H.32 The Rights of Way Improvement Plan identifies:

- the extent to which the local rights of way network meets the present and future needs of the public;
- the opportunities provided by local rights of way for exercise and other forms of open-air recreation and the enjoyment of the local authority's area;
- the accessibility of local rights of way for blind or partially sighted persons and others with mobility problems; and
- identification of potential actions to manage and enhance the local rights of way network.