



Staffordshire Moorlands Local Plan

Site Allocations Topic Paper – Cheadle

June 2018

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Introduction



1 Introduction

1.1 The purpose of this Topic Paper is to set out the process which the Council has gone through in evaluating and selecting sites for allocation in the Submission Version Staffordshire Moorlands Local Plan. It brings together information relating to the evidence base, information for sites considered for allocation through the various stages of Plan preparation and details the steps of each consultation and the decision made regarding sites in order to demonstrate that the Council has undertaken a comprehensive and robust assessment and consultation on all suitable sites having regard to the evidence base.

1.2 The Paper covers the following allocations: residential, industrial/business, gypsy and travellers, open space and retail.

1.3 The Topic Paper is supported by the Site Proformas for the residential and employment allocations and the Consultation Statements.

1.4 The Site Proformas have been prepared for individual sites and provide details of the key issues affecting the site, a summary of the relevant information from the evidence base, summary of the responses and the Council response to the consultations and details of why sites were taken forward or dropped. There are site proformas for all sites in the Local Plan and the Omission sites (i.e. sites suggested for inclusion in the Submission Version Plan during the statutory period for representations).

1.5 The Consultation Statements provide details of the responses to each consultation stage and the Council's reply.

Cheadle



2 Cheadle

2.1 Cheadle is the smallest of the District's market towns and has suffered from under-investment in its infrastructure and town centre and a lack of housing opportunities. The Spatial Strategy identifies the town as an area for significant growth in order to expand its role as a service centre and market town. The proposed strategy for Cheadle therefore seeks to achieve this through a range of actions and measures as well as addressing a number of specific challenges which have been identified through consultation, the evidence base and the strategies and plans of other agencies and organisations.

2.2 One of the most significant challenges is identifying the need and viability of a link road to relieve through traffic in the town and provide improved access to existing and planned housing and employment areas. The Mobberley Strategic Development Area safeguards the route within the site as a section of the potential future link road and requires that access roads to serve the new development be of a sufficient design to facilitate it.

2.3 Whilst some junction improvements have been implemented, there remains scope for further improvements to address transport issues in the town. Assessments undertaken have identified potential improvements such as junction improvements, road widening, improved signage and highways management. The Council will work with partners, including Staffordshire County Council and developers to develop and implement the required improvements.

2.4 A further significant challenge is the need for more community facilities to serve a growing population. Staffordshire County Council has identified the need for a new primary school to serve the north of the town. Land for this school has been included within the Cheadle North Strategic Development Area and its location is supported by the County Council. An updated Playing Pitch Strategy and Open Space Study ensures the provision of facilities to meet the local needs of existing and future residents.

2.5 Housing requirements will be met through the identification of key clusters of development to the north and south of the town. Elsewhere, smaller housing allocations within the town will support the sustainable development of Cheadle.

2.6 All the Cheadle sites with the exception of the northern part of Cheadle North Strategic Development Area and the southern part of Mobberley Strategic Development Area are located within the existing town development boundary. Part of the Cheadle North Strategic Development Area was identified as a Broad Area for housing in the Core Strategy.

2.7 The southern section of the Mobberley Strategic Development Area is located in the Green Belt. This is supported by the Council's Green Belt Review as being suitable for release in exceptional circumstances. The need to provide vehicular access into the proposed Mobberley Strategic Development Area is considered to justify these exceptional circumstances.

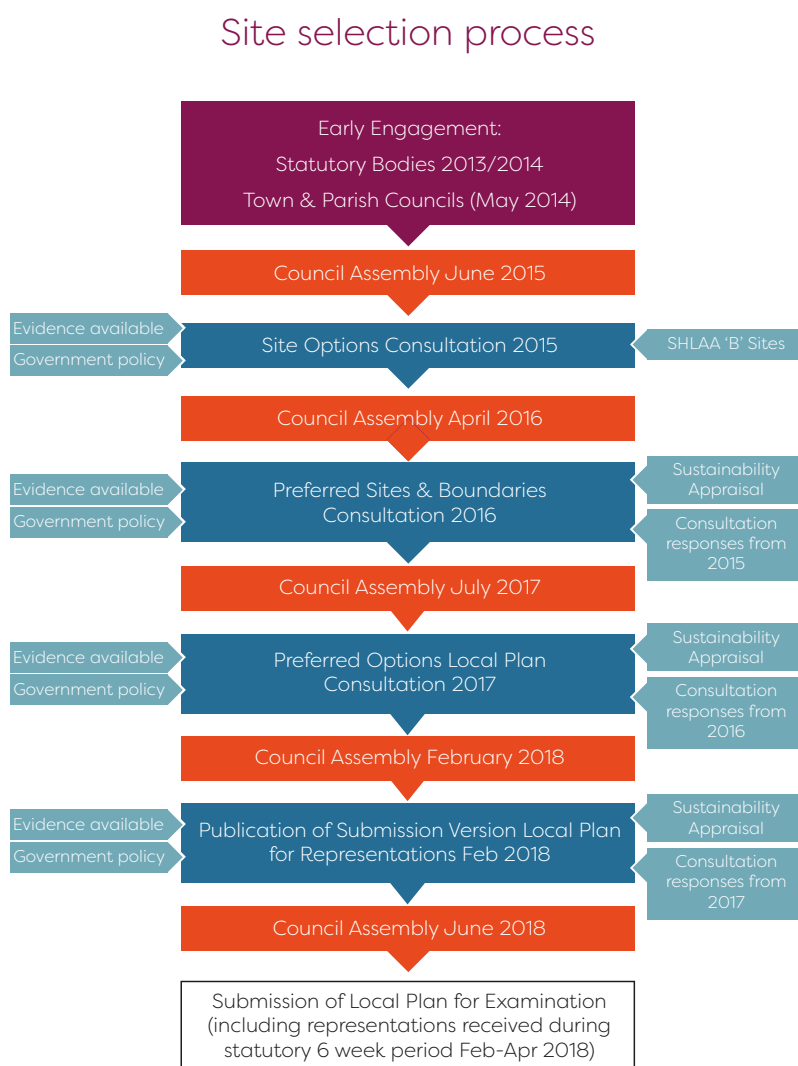
2.8 Employment provision will be met through the expansion of existing employment areas to the south of the town within the existing development boundary. This is considered to be the most sustainable location for employment development and will minimise the impact of development on the countryside and existing residential areas.

The Site Allocation Process



3 The Site Allocation Process

3.1 The Local Plan has undergone an extensive process of site selection and assessment during its preparation. Site selection has been informed by consultation responses from the public and stakeholders, information from the evidence, the Sustainability Appraisal and the historic, ecological, landscape characteristics and statutory designations within the area.



Picture 3.1 Site Selection Process Diagram

3.2 There were three key stages of public consultation to help identify sufficient land capable of being delivered for development and inform the Local Plan policies.

3.3 The purpose of the consultations was to invite comments on a range of potential sites to inform the Council decision on which sites to allocate for development in the Submission Version Local Plan. The consultations provided details of a number of sites across the District and also provided an opportunity for suggestions to be made for other sites which may not already have been considered. Sites were either taken forward to the next stage or dropped depending on the outcome of the consultations, information from the evidence base and any other relevant information at the time.

3.4 The Council carried out early engagement with key statutory bodies and Parish and Town Councils in 2013 and 2014 and undertook three consultations leading up to the publication of the submission version of the Local Plan:

- **Site Options consultation** 6 July - 14 September 2015
- **Preferred Options Sites and Boundaries consultation** - 28 April - 13 June 2016
- **Preferred Options consultation** 31 July - 22 September 2017

3.5 The site allocation process has also been informed by the consultation with specific statutory bodies and organisations and workshops with District Council and Parish Council members. The Duty to Cooperate Statement (examination library refs. 9.1 & 9.2) details the work undertaken under the Duty to Cooperate and includes Statements of Common Ground with other authorities.

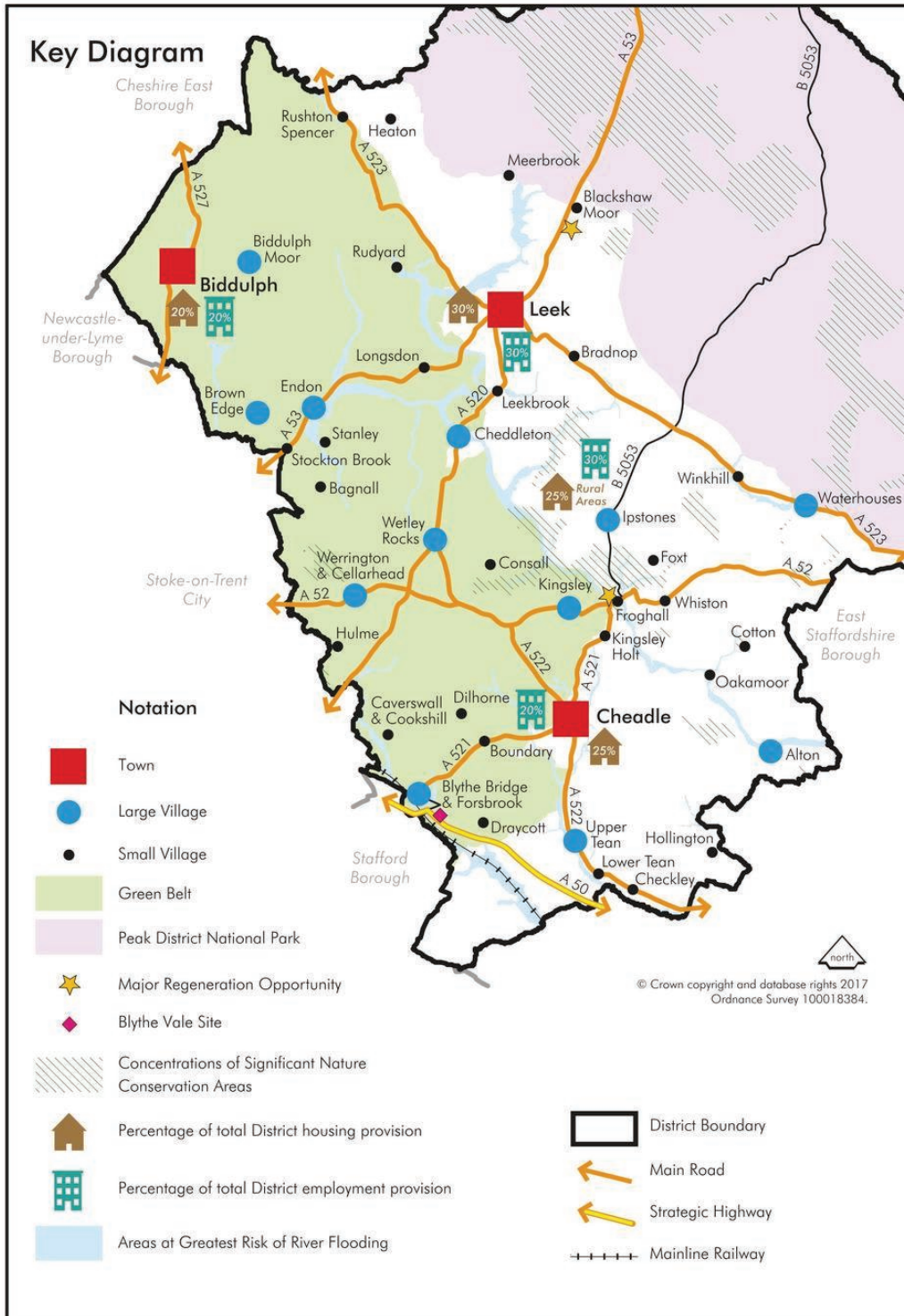
3.6 Comments raised by the public and stakeholders have been taken into account in appraising the sites and ultimately in arriving at the site allocations. Further details on the consultation process are set out in the Consultation Statements (examination library refs. 5.1 - 5.3).

3.7 European and National legislation requires local planning authorities to undertake a Strategic Environmental Assessment, Sustainability Appraisal and Appropriate Assessment under the Habitats Regulations to inform the decision making and ensure that sustainability and biodiversity objectives have been addressed. A Sustainability Appraisal has been prepared which has informed the selection of sites in the Local Plan (examination library refs. 6.1 - 6.7).

3.8 The Habitats Regulation Assessment (HRA) considers the impact of the Local Plan on sites designated under European legislation for their nature conservation value to determine whether or not significant effects are likely as a result of the Plan. A screening and appropriate assessment of the Local Plan was carried out. The HRA concluded that the Local Plan will not result in an adverse effect on the integrity of any European Site. Natural England agreed with the HRA's conclusions. (examination library refs. 7.1 - 7.3).

3.9 Staffordshire Moorlands is located in north-east Staffordshire and a third of the District lies inside the Peak Park - the Peak District National Park Authority represents the special interests of this park. The landscape is characterised by attractive countryside comprising of farmland, extensive woodland areas, natural grassland and moors interspersed by distinctive settlements. The District has a wealth of heritage assets and biological and

geological resources many of which are statutorily protected. A third of the rural area is covered by Green Belt. The site selection process had to take account of the sensitivity of the green belt and historic and nature conservation designations.



Picture 3.2

The Evidence Base

3.10 The Council aimed to ensure that the emerging Local Plan was based on adequate, up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the area. The evidence base provided information regarding the needs of the district in terms of housing, employment, retail, education and open space and information regarding the characteristics of the District.

3.11 A number of evidence based studies have been prepared to inform the Local Plan and selection of sites. These provide details of the level of development needed during the plan period, and an assessment of key constraints and information about the District:

3.12 The key documents from the evidence base are detailed below.

3.13 Strategic Housing Market Assessment (SHMA) (2014) (examination library ref. 27.1) - One of the key requirements for a Local Plan is identifying the housing requirement for the area through the Strategic Market Assessment and to provide adequate sites to accommodate this need. The SHMA provided a comprehensive assessment of housing in the District and looked at;

- defining the housing market area
- market signals and the current and future housing market
- an objective assessment of housing need and a recommendation of an OAN range
- affordable housing - need, supply and requirements
- key issues for future policy

3.14 The June 2014 SHMA projections indicated a need for housing between the range of 260 – 440 dwellings per annum (dpa). This study has been updated four times to take account of new information.

- **August 2014 Update** (examination library ref. 27.2); to take account of 2012 based sub national population projections. It gave an OAN of 210-430 dpa.
- **July 2015 Update** (examination library ref. 27.3); to take account of 2012 based sub national household projections and 2011 census data. It gave an OAN of 220-460 dpa.
- **January 2016 Update** (examination library ref. 27.4); to take account of 2014 mid year population estimates and case law relating to OAN. It gave an OAN of 250- 440 dpa.
- **February 2017 Update** (examination library refs. 27.5 & 27.6); updated the June 2014 SHMA and took account of the 2014 based sub national population projections and 2014 based household projections. It gave an OAN of 235-330 dpa.

3.15 Employment Land Study (July 2014) (examination library ref. 17.3) - The Study covers the period 2011-2031. It provided five scenarios based on different modelling approaches and concluded that Staffordshire Moorlands required between 25ha and 45ha of employment to meet employment land needs for the period 2011 to 2031. 35% for B1a/B1b office, 40% for B1c/B2 industrial and 25% for B8 storage and distribution.

- The Study was updated in **September 2014** (examination library ref. 17.4) to take account of the 2012 based sub national household projections. It found between 26.36ha to 38.81ha would be required to support 210- 430 homes per year.
- It was further updated **February 2017** (examination library ref. 17.5) to incorporate more recent data releases, to align with the updated SHMA and reflect the changing economic context post Brexit. It concluded that 13 to 27ha of additional employment land was required for the period 2016-2031.

3.16 Updated Gypsy and Traveller Needs Assessment (2015) (examination library ref. 18.2) - Assessed the need for the provision for sites (pitches) for gypsy travellers including transit pitches, and plots for travelling showpeople. It concluded there was a need for 6 residential pitches in Staffordshire Moorlands; zero transit pitches and zero plots for showpeople for the period 2014-2019. A further two residential pitches are estimated to be required beyond this to 2034.

3.17 Retail Study (October 2013) (examination library ref. 25.1) - The Study updated the 2008 Retail Study and looked at establishing the shopping and leisure patterns, town centre floorspace composition and assessed the future quantitative and qualitative needs of the District and provided strategic advice on development strategies for the town centres. It's key recommendations were provision of a new deep discount foodstore in Biddulph, discontinuing the use of secondary frontages and making some changes to the town centre boundaries.

- It was updated in **November 2017** (examination library ref. 25.3) to review the 200m² impact threshold recommended in the 2013 study. This review confirmed that the impact threshold is appropriate and informed by robust evidence.

3.18 Level 1 Strategic Flood Risk Assessment (SFRA) (2015) (examination library ref 28.1) - This provides an assessment of the extent and nature of the risk of flooding across the District. The Level 1 Strategic Flood Risk Assessment (SFRA) assesses and maps all forms of flood risk from groundwater, surface water, sewer and river sources. It also takes account of future climate change predictions.

3.19 Ecological Surveys 2010/2011 (Staffordshire Wildlife Trust) (examination library ref. 14.10) - provided a comprehensive ecological desk top study, and phase 1 habitat survey of areas considered for development ("broad areas") for Leek Biddulph and Cheadle in the emerging Core Strategy. Each record contained summary recommendations in the event of future development.

3.20 Ecological Study (Lockwood Hall) (2015) - (examination library refs. 14.2 - 14.6) Provided Extended Phase 1 habitat surveys for the majority of sites identified in the later 2015 Site Options consultation, evaluated the relative ecological importance of each site, then provided site recommendations and conclusions for surveys/actions prior to any subsequent development.

3.21 Extended Phase 1 Habitat Surveys and Local Wildlife Site (LWS) Assessments (Ecus) (August and November 2017) (examination library refs. 14.8 & 14.9). These studies provided Extended Phase 1 habitat surveys of potential site allocations in the 2016 Preferred Options (that had not already undergone assessment by Lockwood Hall); followed by assessment of all sites in the 2016 Preferred Options consultation for their

potential to be designated as local wildlife sites (**LWSs**) (ie Site of Biological Importance (SBI) or Biodiversity Alert Site (BAS)) according to criteria outlined in 'Guidelines for the selection of sites of county biological importance in Staffordshire' (Webb et al., 2014).

3.22 In addition **Ecus** conducted a **Preliminary Ecological appraisal** (including reptile and bat surveys) of the area covered by the Council's **Cornhill Regeneration Area illustrative Masterplan May 2016**. This was published in July 2017 (examination library ref. 14.7).

3.23 Cheadle Town Centre Transport Study 2015 (examination library ref. 31.6) assessed the characteristics of the existing highway network across the town and identified locations/routes that would be affected by additional housing and employment land provision and assessed what impacts the resultant traffic increases around the town might have on journey times, queuing and delay. It suggested further actions and mitigation measures which were considered in more detail in the **Phase 2 Assessment 2017** (examination library ref. 31.7).

3.24 Green Belt Review (2015) (examination library ref. 22.4) - The Study provided a strategic review of the Green Belt in the District and a more detailed site based assessment of sites included in the Site Options consultation with recommendations regarding the suitability of sites for release from the Green Belt. It concluded the general extent of the Green Belt should be retained but identified some small sites as suitable for release in exceptional circumstances through a Local Plan review as required by the NPPF.

- A number of additional sites were assessed in the **September 2016** (examination library ref. 22.6) and **April 2017** (examination library ref. 22.7) updates.

3.25 Strategic Housing Land Availability Assessment (SHLAA) 2015 (examination library refs. 26.1 - 26.4) - provided details of potentially deliverable sites.

3.26 Green Infrastructure Strategy 2018 (examination library ref. 22.10) identifies a network of strategic green infrastructure. The strategy seeks to create functional and physical connectivity between green spaces, as well as to identify opportunities to provide additional green routes and ecological networks.

3.27 The **Playing Pitch Assessment 2017** (examination library ref. 23.4) presents a supply and demand assessment of playing pitch and other sports facilities in accordance with Sport England's Playing Pitch Strategy Guidance. The resulting **Playing Pitch Strategy and Action Plan 2017** (examination library ref. 23.3) provides a strategic framework that ensures the provision of outdoor sports facilities meets the local needs of existing and future residents.

3.28 Open Space Study - Update Report 2017 (examination library ref. 23.1) provides detail with regard to what provision exists in the area, its distribution and general quality. The follow-on **Open Space Standards Paper 2017** (examination library ref. 23.2) identifies the deficiencies and surpluses in existing and future open space provision and sets provision standards focusing on quantity, quality and accessibility.

3.29 Local Plan and Site Allocations Viability Study 2018 (examination library ref. 24.1) provides an assessment of the overall viability of development in the District, considering the viability implications of emerging plan policies. It also provides a viability framework within which to consider the proposed site allocations. Ultimately the study provides conclusions about 'whole plan viability' and deliverability.

3.30 Development Capacity Study 2009 (updated in 2010/2011) (examination library refs. 21.1-21.6) Considers the capacity of settlements to support development in terms of availability of services and infrastructure. Stage 1 examined the level and capacity of existing infrastructure and facilities (including social, physical infrastructure) and accessibility. Stage 2 assesses the viability of development sites. Stage 3 appraises the potential impact of changes to the affordable housing targets.

3.31 The Infrastructure Delivery Plan Baseline Report (examination library ref 8.1) was published in 2016. The **Infrastructure Delivery Plan February 2018** (examination library ref. 8.2) considers current and future infrastructure requirements to support the planned growth in the Local Plan. Examines the quality and capacity of transport, education, utilities, telecommunications, flood risk and drainage, waste management, green infrastructure, sport leisure and recreation, health, emergency services and community and cultural provision.

3.32 Landscape and Settlement Character Assessment 2008. (examination library ref. 22.1) identified ten landscape character types across the District and set out the planning implications for development within each of them. Some landscape character types were deemed to be more sensitive to changes than others but the study did not quantify limits to development potential.

3.33 Landscape, Local Green Space and Heritage Impact Study 2016 (examination library ref. 22.5) - Assessed the landscape sensitivity of proposed development site allocations, assessed the potential heritage impacts of proposed development allocations and reviewed the existing Visual Open Space designations to consider sites against Local Green Space criteria.

- A number of additional sites were assessed in the **October 2017** update (examination library ref. 22.8).

3.34 Sustainability Appraisals (SA). This was an ongoing process through out the preparation of the Local Plan. The purpose of SA was to promote the objectives of sustainable development within planning policy by appraising the social, environmental and economic effects of a plan from the outset to ensure that sustainable development is treated in an integrated way in the preparation of the Plan.

- Sustainability Appraisal Scoping Report 2014 (examination library ref. 6.1)
- Interim Sustainability Appraisal Report 2016 (examination library ref. 6.2)
- Draft Sustainability Appraisal Report 2017 (examination library ref. 6.3)
- Submission Version Sustainability Appraisal Report February 2018 (examination library ref. 6.4)
- Final Sustainability Appraisal Report June 2018 (examination library ref. 6.5)

Habitats Regulations Assessment

- Habitats Regulations Assessment Local Plan Preferred Options July 2017 (examination library ref. 7.1)
- Habitats Regulations Assessment Local Plan Submission version February 2018 (examination library ref. 7.2)
- Habitats Regulations Assessment Local Plan Submission version Addendum June 2018 (examination library ref. 7.3)

Consultation Statements

3.35 Summarised the responses to the consultations:

3.36 Staffordshire Moorlands Local Plan Consultation Statement 2016 (Preferred Options and Boundaries) and 2015 Site Options) Submission Version February 2018 (examination library ref. 5.1);

3.37 Staffordshire Moorlands Local Plan Consultation Analysis Report (Preferred Options) 2017 consultation January 2018 (examination library ref. 5.2);

3.38 Staffordshire Moorlands Local Plan Consultation Analysis Report 2018 (examination library ref. 5.3).

The Strategic Housing Land Availability Assessment (SHLAA)



4 The Strategic Housing Land Availability Assessment (SHLAA)

4.1 The starting point in the site selection process was the SHLAA. The SHLAA Scoping Report was published for consultation in March 2007 and the SHLAA was first published in October 2012. It was updated in July 2015 to support the Site Options consultation 2015.

4.2 The SHLAA provides details of potential deliverable housing sites in Staffordshire Moorlands and forms an important part of the evidence base. (It contained a database of over 2000 sites in 2015 - the number of sites will vary over time as the database is kept under review). Sites were assessed against a range of factors. All sites were mapped and an initial assessment was made of each site in terms of:

- **Availability** - is the site available for development?
- **Suitability** - based on the type of land, planning policy designations, planning status of the site, its use, surrounding land uses and characteristics, identifiable physical constraints and environmental and sustainability impacts.
- **Viability** - based on cost assumptions and development site values based on development assumptions.

4.3 The sites were classified as being either:

- **Deliverable (A site)** - Sites with planning permission and a reasonable prospect housing will be delivered in 5 years.
- **Developable (B site)** - Developable within 15 years in a suitable location and viable with no known significant constraints.
- **Undevelopable (C site)** - No or limited development potential (Unavailable and / or, unsuitable and / or, unviable).

4.4 The SHLAA included settlements based on the settlement hierarchy in the adopted Core Strategy and included the towns, larger and smaller villages. It also included committed and potential development areas outside of the settlements including land within the Green Belt.

4.5 The SHLAA (July 2015) found:

- A supply of land for 2,628 homes within the next five years (based on completions and commitments) - 80% on brownfield, conversion or partial brownfield sites and 81% within the urban area.
- A potential supply of land for 11,406 homes within six to fifteen years - 14% on brownfield, conversion or partial brownfield sites and 24% in urban areas
- A total potential supply of land for 14,029 homes

4.6 The SHLAA compared the potential supply of housing land against the housing requirement and spatial distribution set out in the Core Strategy. It found that there was more than double the supply of potential housing sites to meet the 6000 (300 per year) housing requirement in the Core Strategy.

Area	Amount	Required Provision	Completions and Commitments	Additional Developable Large SHLAA sites	Total Potential Supply
Leek	30%	1,800	1,090	2,716	3,806
Biddulph	20%	1,200	386	1,710	2,096
Cheadle	22%	1,320	285	3,428	3,713
Rural Areas	28%	1,680	862	3,552	4,414
Total		6,000	2,623	11,406	14,029

Table 4.1 SHLAA potential land supply and Core Strategy requirements

4.7 However it is important to acknowledge that these findings did not take account of policy constraints such as Green Belt and it is for the Local Plan to determine which sites are most suitable to meet the District's housing needs through the Local Plan preparation process i.e. the results of consultation and balancing the evidence base. The SHLAA is a broad brush approach which provides a general overview of potential development capacity in the District and a starting point for site selection. More detailed information regarding sites became available during the Plan preparation which further informed site selection.

Gypsy and Travellers



5 Gypsy and Travellers

Identification of Potential Allocations

5.1 In response to para 17 NPPF/para 10 Planning Policy for Traveller Sites(PPTS), the Council has undertaken the following:

5.2 In February 2011 the Council published a Gypsy and Traveller 'Issues and Options' paper which sought stakeholder views on both the best methodological approach at identifying future traveller sites; and sought suggestions for actual sites. These, alongside other possible options throughout the District generated by officers or suggested by Council Members, underwent a series of appraisals to assess their general suitability against sustainable development; including an assessment against the locational criteria of Core Strategy Policy H3; additionally site options were assessed as part of the sustainability appraisal of the Local Plan. These included consideration of site availability where landowner position was known. Contact was made with owners of potentially suitable sites but no willing land owners were identified.

5.3 2015 Site Options consultation

5.4 During the preparation of the Local Plan since 2014, the Council has conducted a number of public consultations where suggestions for alternative sites for different land uses have been entertained, including a 2015 Site Options 'Call for Sites'. These also provided an opportunity for landowners of existing 'options' to confirm their position. The Derbyshire Gypsy Liaison Group responded to the 2015 consultation on behalf of a site in Checkley with the owners proposing this for allocation. This site has subsequently been granted permanent planning permission (at that time it only enjoyed temporary permission).

5.5 2016 Preferred Option Sites and Boundaries Consultation

5.6 Having reviewed site suitability and potential availability, the Council decided that out of the site options deemed 'deliverable' – to proceed with a single traveller site at Blythe Bridge ("TR002") as a proposed allocation in the subsequent 2016 Preferred Options Sites and Boundaries public consultation. OANs for traveller pitches can be satisfied on one or more sites and this site was deemed capable of accommodating at least eight residential pitches ie meeting the GTAA needs of the whole District. Although the site falls within the Green Belt, it abuts the Blythe Bridge boundary; and the Green Belt Review recommended that the site had limited contribution to NPPF Green Belt purposes, and it could be considered for release under Exceptional Circumstances (accompanied by extension of the Village Boundary).

5.7 The owners of suggested site TR002 Blythe Bridge responded to the 2016 Preferred Options Sites and Boundaries public consultation to clarify that their site was not in fact available for traveller use. No further sites were suggested by landowners during this consultation (the Derbyshire Gypsy Liaison Group repeated their 2015 representation).

5.8 Public Sector Land

5.9 Since 2016 the Council has explored whether public sector bodies (including SMDC, SCC, DCLG, and Government Property database) had any suitable landholdings that may be available, either within or adjacent to the District. After excluding sites that were practically unsuitable or too small (eg public parks, road verges, railway sidings etc), and sites known to be unavailable, this elicited a small number of extra SMDC-owned sites in the District that

were also appraised against Policy H3 criteria. These included small pockets of industrial land within Leekbrook industrial estate affected by floodzone 2 or 3; and land at Wetley Moor SSSI in the Green Belt. Neither of these were considered suitable (and upon investigation, were not available), so were not taken forward into the submission version Local Plan. These can be viewed (TR035 and TR036) in the Assessment of Sites Against Policy H3 Criteria spreadsheet (Appendix 1).

5.10 As part of its Duty to Cooperate under the Localism Act the Council investigated with neighbouring authorities (party to the Joint Gypsy and Traveller Needs Assessment) the scope for provision of some/all of SMDC's residual requirement within neighbouring authorities. This did not elicit any positive responses, given the stages of preparation of adjacent authorities' Local Plans.

5.11 In April 2017 the Council's Executive Director wrote to the Head of Property at SCC to ascertain whether the County had any landholdings that would be available for this purpose. This did not elicit a positive response.

5.12 Given the relatively modest residual pitch requirement for the Staffordshire Moorlands; the retained criteria-based policy for determining applications, and the extensive efforts made by the Council in finding alternative sites, the Council considers that it has made every effort in meeting its traveller accommodation OAN for the District as per para 17 NPPF and para 10 etc PPTS.

Site Options Consultation 2015



6 Site Options Consultation 2015

Early Engagement with Statutory Bodies

6.1 In 2013 and 2014, the Council held informal consultation with key statutory bodies to seek initial views on the suitability of a number of sites for development and whether they considered there to be any issues which would affect their delivery. The Council used the information gathered to inform the selection of 'options' for each settlement.

Early Engagement with Parish and Town Councils

6.2 Prior to the Site Options Consultation, the Council undertook early engagement with Town and Parish Councils within the Staffordshire Moorlands Planning Area in May and June 2014. All Parish and Town Councils were invited to attend a Special Meeting of the Parish Assembly on 8th May 2014 and 46 Councillors attended.

6.3 At the meeting Councillors requested copies of the maps and other site information to allow for further opportunities to discuss the draft proposals at an early stage with the rest of their Parish / Town Council. Consequently, a pack of information was sent out to each Parish and Town Council (stating its confidential nature) including:

- A letter asking Parish Councils to make general comments about the sites, (not if they should or should not be developed);
- Background information - the stage in the Local Plan production process, requirements, process for site selection and individual site sheets; and
- Map of their Parish indicating potential sites, development boundary, green spaces, flood risk, TPOs, Nature conservation sites, Conservation area and any major commitments.

6.4 Comments received were considered and reported to the LDF Working Party along with the notes and comments from the Council Assembly Workshop on the 8th May 2014.

Site Options Consultation 2015

6.5 The Site Options consultation was carried out from 6th July to 14th September 2015. The consultation was approved by Council Assembly on 15th June 2015. It sought views on a number of key issues:

- site options for housing, employment and mixed use
- development/infill boundaries for the towns and villages listed in the Core Strategy
- open space
- draft town centre boundaries and primary and secondary shopping frontages (towns)
- broad policy areas for review
- a call for sites for all land uses

- comments on the Strategic Housing Land Availability Assessment (SHLAA)
- changes to the Statement of Community Involvement 2014.

6.6 The consultation was supported by documents in the evidence base that were available at the time which were as follows:

- Strategic Housing Market Assessment (SHMA) (2014)
- Employment Land Study (2014)
- Retail Study (2013)
- Strategic Housing Land Availability Assessment (SHLAA) (2015)

6.7 At the time of the Site Options consultation the Council was also in the process of working on and commissioning additional evidence to support the Local Plan as follows:

- Updated Gypsy and Traveller Needs Assessment
- Level 1 Strategic Flood Risk Assessment (SFRA)
- Ecological Study
- Cheadle Transportation Study
- Green Belt Review
- SHMA Update July 2015
- Sustainability Appraisal Report July 2016

Residential Allocations

6.8 The proposed residential sites were taken from the SHLAA and included all B sites – ie sites categorised as being developable within 15 years in a suitable location and viable with no significant constraints.

6.9 The Site Options consultation provided details of potential residential sites in the towns, larger villages and the smaller villages. It included a large number of sites in the green belt. An indicative requirement was given for each settlement based on the Spatial distribution of development set out in Policy SS3 of the Core Strategy, population and facilities of the settlement and amount of potential sites identified in the SHLAA.

6.10 Consulting on site options was a key stage in the preparation of the new Local Plan. The Site Options consultation involved inviting comments on a large number of potential housing sites. A 'call for sites' was also part of this consultation where suggested sites could be put forward for consideration. Comments were also invited on the published SHLAA, allowing parties to identify any corrections / inaccuracies in the data held.

6.11 The number of sites included in the consultation gave a wide choice regarding the location of future development and it was emphasised in consultation material that not all the sites included in this consultation were needed meet the District's requirements and that the list would be refined following the consultation. The responses to the consultation together with the information from the evidence base, the findings of the Sustainability Appraisal and any other relevant information informed the selection of sites for the Preferred Options Sites and Boundaries consultation.

Post-Consultation Councillor Workshops

6.12 The responses to the consultation and an assessment of the sites were considered at member workshops in December 2015. New sites suggested in response to the consultation were also considered.

6.13 At each workshop, Councillors were provided with a set of tables - one for each settlement which contained a potential allocation in the Site Options Consultation.

6.14 The tables contained the following information:

- site reference number;
- capacity of site;
- a summary of key issues arising from the site options consultation;
- a summary from the Sustainability Appraisal;
- officer comments taking account of key issues from the evidence base; and
- a draft officer recommendation for consideration.

6.15 The draft recommendation for each site was colour coded as follows:

- **Green** – considered by officers to be suitable as a draft Potential Option Site. Few or no potential issues identified at this stage.
- **Amber** – considered by officers to be suitable as a draft Reserve Site. Some issues may need resolving but may be still be suitable to meet identified need.
- **Red** – considered by officers to be a constrained site. The site may be unavailable, or there may be significant issues around flood risk, highways etc or it is anticipated that there is sufficient capacity identified on existing sites with planning permission and/or the green/amber sites identified offer better potential.
- **White** – Recommended by officers as infill. It was considered that some sites within the development or infill boundary could come forward as infill sites and therefore it is unnecessary to allocate them. It will be necessary to include these sites in a windfall allowance so that they still count towards the overall housing requirement.

6.16 Maps with the colour coded sites were also available at the workshops. As a result of the site options consultation and the Green Belt Review the Council assessed some additional sites that were considered to have potential. They were referred to as 'ADD sites'.

6.17 The sites were assessed with regard to the responses received from both the public and statutory bodies/stakeholders as well as information from the evidence base including the Sustainability Appraisal. At this time, the results of the Council's Green Belt Review were available (it was published in November 2015). The assessment took account of the findings and a number of sites were dropped as the Green Belt Review found them to be unsuitable for release from the Green Belt. The NPPF gives a high level of protection to the Green Belt so the recommendations of the Green Belt Review were a key factor in site selection. The Council made a balanced judgement based on the information available at that time.

6.18 If a land owner stated that their land was unavailable for development then it was automatically excluded from the process as the Council did not intend to compulsory purchase any sites to allocate in the Local Plan. The site selection process evolved at each stage as new or updated evidence was produced or other factors became known (like availability of land).

6.19 A number of additional residential sites were suggested during the consultation, none of these were considered suitable for designating as additional housing sites either due to their size, location or development constraints. These are detailed in the Consultation Statement (document ref).

6.20 The table below lists each site, its classification and which sites were taken forward to the Preferred Options Sites and Boundaries consultation.

Site	Dwellings	Designation	RAG	RAG classification	Sustainability Appraisal April 2016	Included in Preferred Options Sites & Boundaries
CHEADLE						
CH002a	26	In development boundary	Green	Green	The proposed delivery of circa 26 dwellings is considered to have a significant positive effect, as could the site's proximity to health care services and facilities and areas of existing employment. Similarly, the site's distance away from historic assets is likely to have a positive effect. However, the site is within flood zone 2 and 3 which is likely to have a significant negative effect, as could the development of grade 3 ALC land and the site's proximity to designated assets.	Yes. In settlement boundary, sustainable location and land available.
CH002b		In development boundary	Green	Green	The proposed delivery of circa 42 dwellings is considered to have a significant positive effect, as could the site's proximity to services and facilities and areas of existing employment. Similarly, the site's distance away from historic assets is likely to have a positive effect. However, the site's proximity to a designated asset and the development of grade 3 ALC land is likely to have a significant negative effect.	Yes. In settlement boundary, sustainable location and land available.
CH003	55	In development boundary	White	White	The proposed delivery of circa 55 dwellings is considered to have a significant positive effect, as could the site's proximity to areas of existing employment. Similarly, the site's distance away from historic assets is likely to have a positive effect. However, the site is within a flood zone which is likely to have a significant negative effect. The development of greenfield, grade 4 ALC land is assessed as having a negative effect, as could the site's regional ecological importance.	Site has planning permission
CH004	45	In development boundary	Green	Green	The proposed delivery of circa 45 dwellings is considered to have a significant positive effect. Similarly, the site's distance away from historic assets is likely to have a positive effect as could the accessibility to services, facilities and areas of existing employment. However, the development of greenfield, grade 3 ALC land is assessed as having	Yes. In settlement boundary, sustainable location and land available.

Site	Dwellings	Designation RAG	RAG classification	Sustainability Appraisal April 2016	Included in Preferred Options Sites & Boundaries
CH006	45	In development boundary	White	<p>a significant negative effect. The district ecological importance of the site is likely to have a negative effect.</p> <p>The proposed delivery of circa 45 dwellings is considered to have a significant positive effect, as could the site's accessibility to areas of existing employment. Similarly, the site's distance away from historic assets is likely to have a positive effect as could the accessibility to services and facilities. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as could the site's location within a flood zone and proximity to a designated asset.</p>	<p>Planning permission granted.</p>
CH009	16	In development boundary	Green	<p>The site's accessibility to services, facilities and areas of existing employment is considered to have a significant positive effect. Similarly, the proposed delivery of circa 16 dwellings is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as could the site's proximity to designated assets. The site's proximity to historic assets is likely to have a negative effect.</p>	<p>Yes. In settlement boundary and sustainable location.</p>
CH013	50	In development boundary	Green (planning permission pending)	<p>The proposed delivery of circa 50 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect. However, the development of greenfield, grade 4 ALC land is assessed as having a negative effect, as could the district ecological importance of the site and its proximity to historic assets.</p>	<p>Yes. In settlement boundary, sustainable location and land available.</p>
CH015	32	In development boundary	Green	<p>The proposed delivery of circa 32 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect, as could the development of brownfield land. However, the district ecological</p>	<p>Yes. In settlement boundary, sustainable location and land available.</p>

Site	Dwellings	Designation RAG	RAG classification	Sustainability Appraisal April 2016	Included in Preferred Options Sites & Boundaries
CH020	42	In development boundary.	Green	<p>importance of the site and its proximity to a LNR, candidate AQMA and historic assets is likely to have a negative effect.</p> <p>The proposed delivery of circa 42 dwellings is considered to have a significant positive effect, as could the site's proximity to areas of existing employment. Similarly, the site's accessibility to services and facilities is likely to have a positive effect, as could its location away from historic assets. However, the site is within a flood zone which is likely to have a significant negative effect. The district ecological importance of the site is likely to have a negative effect.</p>	Yes. In settlement boundary and sustainable location.
CH024	45	In development boundary	Green	<p>The proposed delivery of circa 45 dwellings is considered to have a significant positive effect, as could the site's proximity to areas of existing employment. Similarly, the site's accessibility to services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The district ecological importance of the site, its location near to a LNR, and its proximity to heritage assets is assessed as a negative effect.</p>	Yes. In settlement boundary, sustainable location and land available.
CH001	240	In development boundary	Green	<p>The proposed delivery of circa 240 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect. Similarly, the site's location away from historic assets is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect.</p>	Yes. Located in settlement boundary and identified in Core Strategy for housing. Sustainable location and available.
CH085a	120	In development boundary	Green	<p>The proposed delivery of circa 120 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect, as could the site's location away from historic assets. However, the development of</p>	Yes. In settlement boundary, sustainable location on the edge of the settlement and land available.

Site	Dwellings	Designation RAG	RAG classification	Sustainability Appraisal April 2016	Included in Preferred Options Sites & Boundaries
CH085b	70	In development boundary	Green	<p>greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the site's location within flood zone 2 and 3. The site's district ecological importance is likely to have a negative effect.</p> <p>The proposed delivery of circa 70 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to health care services and facilities and areas of existing employment is likely to have a positive effect, as could the site's location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the site's location within flood zone 2 and 3.</p>	<p>Yes. In settlement boundary, sustainable location on the edge of the settlement and land available.</p>
CH085c	125	In development boundary	Green	<p>The proposed delivery of circa 125 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility areas of existing employment is likely to have a positive effect, as could the site's location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect.</p>	<p>Yes. In settlement boundary, sustainable location on the edge of the settlement and land available.</p>
CH085d	95	In development boundary	Green	<p>The proposed delivery of circa 95 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to health care services and facilities and areas of existing employment is likely to have a positive effect, as could the site's location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the site's location within flood zone 2 and 3. The site's district ecological importance and proximity to historic assets is likely to have a negative effect.</p>	<p>Yes. In settlement boundary, sustainable location on the edge of the settlement and land available.</p>
CH073a	90	Outside development boundary	Red	<p>The proposed delivery of circa 90 dwellings is considered to have a significant positive effect, as could the accessibility to areas of existing employment. Similarly, the site's accessibility to</p>	<p>No. Outside development boundary and visually prominent. Close to Hales Hall listed building. Not adjacent to settlement and other alternative sites available within development boundary.</p>

Site	Dwellings	Designation RAG	RAG classification	Sustainability Appraisal April 2016	Included in Preferred Options Sites & Boundaries
CH073b	114	Outside development boundary	Amber	<p>services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The district ecological importance of the site and its location near to a LNR and historic assets is likely to have a negative effect.</p> <p>The proposed delivery of circa 114 dwellings is considered to have a significant positive effect, as could the accessibility to areas of existing employment. Similarly, the site's accessibility to services and facilities is likely to have a positive effect as could its location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as could the site's proximity to designated assets.No. Outside development boundary and visually prominent. Close to Hales Hall listed building. Not adjacent to settlement and other alternative sites available within development boundary.</p>	No. Outside development boundary and visually prominent. Other alternative sites available within development boundary.
CH073c	90	Outside development boundary	Amber	<p>The proposed delivery of circa 90 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services and facilities is likely to have a positive effect as could its location away from historic assets. However, the development of greenfield, grade 3 ALC land and proximity to designated assets is assessed as having a significant negative effect. The site's inaccessibility to areas of existing employment is likely to have a negative effect.</p>	No. Outside development boundary and visually prominent. Not adjacent to settlement and other alternative sites available within development boundary.
CH073d	77	Outside development boundary	Amber	<p>The proposed delivery of circa 77 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect as could its location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The site's location near to a LNR is likely to have a negative effect.</p>	No. Outside development boundary and visually prominent. Not adjacent to settlement and other alternative sites available within development boundary.

Site	Dwellings	Designation RAG	RAG classification	Sustainability Appraisal April 2016	Included in Preferred Options Sites & Boundaries
CH073e	140	Outside development boundary	Amber	The proposed delivery of circa 140 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services and facilities is likely to have a positive effect as could its location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the remote nature of this site within the open countryside. The site's inaccessibility to areas of existing employment and proximity to designated assets is likely to have a negative effect.	No. Outside development boundary and visually prominent. Not adjacent to settlement and other alternative sites available within development boundary.
CH075a	50	Outside development boundary	Amber	The proposed delivery of circa 50 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect as could its location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as could the site's location near to a LNR.	No. Outside development boundary and landscape impact. Other alternative sites available within development boundary.
CH075b	60	Outside development boundary	Amber	The proposed delivery of circa 60 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services and facilities is likely to have a positive effect as could its location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as could the site's proximity to designated assets. The site's inaccessibility to areas of existing employment is likely to have a negative effect.	No. Outside development boundary and landscape impact. Not adjacent to settlement and other alternative sites available within development boundary.
CH075c	125	Outside development boundary	Amber	The proposed delivery of circa 125 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land and the site's proximity to designated assets is assessed as having a significant negative effect. The site's inaccessibility to areas of existing employment is likely to have a negative effect.	No. Outside development boundary and landscape impact. Not adjacent to settlement and other alternative sites available within development boundary.

Site	Dwellings	Designation RAG	RAG classification	Sustainability Appraisal April 2016	Included in Preferred Options Sites & Boundaries
CH075d	45	Outside development boundary	Amber	The proposed delivery of circa 45 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land and proximity to designated assets is assessed as having a significant negative effect.	No. Outside development boundary, isolated site with not direct access. Other alternative sites available within development boundary.
CH076a	100	Outside development boundary	Amber	The proposed delivery of circa 100 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the site's location within flood zone 2 and 3. The site's location near to designated and historic assets and the inaccessibility of areas of existing employment is likely to have a negative effect.	No. Outside development boundary and landscape impact. Other alternative sites available within development boundary.
CH076b	110	Outside development boundary	Amber	The proposed delivery of circa 110 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the site's location within flood zone 2 and 3. The site's location near to a LNR and historic assets is likely to have a negative effect, as could the inaccessibility of areas of existing employment.	No. Outside development boundary and landscape impact. Not adjacent to settlement and other alternative sites available within development boundary.
CH077a	100	Outside development boundary	Red	The proposed delivery of circa 100 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the site's location within flood zone 2 and 3 and proximity to historic assets. Additionally, the site has regional ecological importance and could be	No. Outside development boundary and landscape impact. Close to listed building and other alternative sites available within development boundary.

Site	Dwellings	Designation RAG	RAG classification	Sustainability Appraisal April 2016	Included in Preferred Options Sites & Boundaries
CH077b	105	Outside development boundary	Red	<p>classed as an SBI which has a significant negative effect. The inaccessibility of areas of existing employment is likely to have a negative effect.</p> <p>The proposed delivery of circa 105 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to health care services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the site's location within flood zone 2 and 3. Additionally, the site has regional ecological importance and could be classed as an SBI which has a significant negative effect. The site's location near to historic assets is likely to have a negative effect, as could the inaccessibility of areas of existing employment.</p>	No. Outside development boundary and landscape impact. Close to listed building and SBI. Not adjacent to settlement and other alternative sites available within development boundary.
CH080	80	Outside development boundary	Amber	<p>The proposed delivery of circa 80 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to health care services and facilities and areas of existing employment is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the site's location within flood zone 2 and 3. The site's location near to a LNR and historic assets is likely to have a negative effect.</p>	No. Outside development boundary and landscape impact. Not adjacent to settlement and other alternative sites available within development boundary.
CH081	110	Outside development boundary	Amber	<p>The proposed delivery of circa 110 dwellings is considered to have a significant positive effect, as could the site's proximity to areas of existing employment. Similarly, the site's accessibility to health care services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the site's location near to a LNR and historic assets and its district ecological importance is likely to have a negative effect.</p>	No. Outside development boundary and other alternative sites available within development boundary.

Site	Dwellings	Designation RAG	RAG classification	Sustainability Appraisal April 2016	Included in Preferred Options Sites & Boundaries
CH093	165	Outside development boundary Green Belt	Amber (with small section incorporated within CH085d = Green)	The proposed delivery of circa 165 dwellings is considered to have a significant positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the site's location within flood zone 2 and 3. The site's proximity to historic assets is likely to have a negative effect, as could the inaccessibility of areas of existing employment.	No. Within Green Belt. Green Belt Review considers that the site could be considered for release if exceptional circumstances exist. Landscape impact and not directly adjacent to settlement edge. Other alternative sites available within development boundary.
CH121	38	Outside development boundary	Amber	The proposed delivery of circa 38 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect, as could the site's location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The site's district ecological importance and proximity to a LNR is likely to have a negative effect.	No. Outside development boundary and landscape impact. Other alternative sites available within development boundary. Land availability unknown.
CH122	22	Outside development boundary	Amber	The proposed delivery of circa 22 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect, as could the site's location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The site's district ecological importance and proximity to a LNR is likely to have a negative effect.	No. Outside development boundary and landscape impact. No direct access to site. Other alternative sites available within development boundary. Land availability unknown.
CH128	28	Outside development boundary Green Belt	Green	The proposed delivery of circa 28 dwellings and accessibility to areas of existing employment is considered to have a significant positive effect. Similarly, the site's accessibility to services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The site's proximity to a historic assets is likely to have a negative effect.	Yes. Green Belt Review considers that the site could be considered for release if exceptional circumstances exist. Site would provide access to sites CH085a-d and a potential link road between the A521 and the A522 Tean Road.

Site	Dwellings	Designation RAG	RAG classification	Sustainability Appraisal April 2016	Included in Preferred Options Sites & Boundaries
CH129	120	Outside development boundary	Amber	The proposed delivery of circa 120 dwellings is considered to have a significant positive effect, as could the accessibility to areas of existing employment. Similarly, the site's accessibility to services and facilities and distance away from historic assets is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The site's proximity to a LNR and district ecological importance is likely to have a negative effect.	No. Outside development boundary and landscape impact. Other alternative sites available within development boundary.
CH132	130	Outside development boundary	Green	The proposed delivery of circa 130 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to areas of existing employment and distance away from historic assets is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as could the site's location within flood zone 2 and 3. The site's proximity to two LNRs and district ecological importance is likely to have a negative effect.	Yes. Land is adjacent to CH001 which is identified in the adopted Core Strategy for housing. The site is in the same ownership and could deliver infrastructure benefits including the delivery of a new Primary School.
CH134a	150	Outside development boundary Green Belt	Red	The proposed delivery of circa 150 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect, as could its location away from historic assets. However, the development of greenfield, grade 3 ALC land and the remote nature of the site is assessed as having a significant negative effect, as could the site's location within flood zone 2 and 3.	No. Outside development boundary and Green Belt. Other alternative non-Green Belt sites available.
CH134b	150	Outside development boundary Green Belt	Red	The proposed delivery of circa 150 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect, as could its location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having	No. Outside development boundary and Green Belt. Other alternative non-Green Belt sites available.

Site	Dwellings	Designation RAG	RAG classification	Sustainability Appraisal April 2016	Included in Preferred Options Sites & Boundaries
CH135a	160	Outside development boundary Green Belt	Red	<p>a significant negative effect, as could the site's location within flood zone 2 and 3. The site's proximity to a LNR is likely to have a negative effect.</p> <p>The proposed delivery of circa 160 dwellings is considered to have a significant positive effect, as could its proximity to areas of existing employment. Similarly, the site's accessibility to services and facilities is likely to have a positive effect, as could its location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as could the site's location within flood zone 2 and 3.</p>	No. Outside development boundary and Green Belt. Other alternative non-Green Belt sites available.
CH135b	110	Outside development boundary Green Belt	Red	<p>The proposed delivery of circa 110 dwellings is considered to have a significant positive effect, as its proximity to areas of existing employment. Similarly, the site's accessibility to services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The site's proximity to historic assets is likely to have a negative effect.</p>	No. Outside development boundary and Green Belt. Other alternative non-Green Belt sites available.
CH135c	130	Outside development boundary Green Belt	Red	<p>The proposed delivery of circa 130 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect, as could its location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as could the site's location within flood zone 2 and 3.</p>	No. Outside development boundary and Green Belt. Other alternative non-Green Belt sites available.

Site	Dwellings	Designation RAG	RAG classification	Sustainability Appraisal April 2016	Included in Preferred Options Sites & Boundaries
CH1165	26	Outside development boundary Green Belt	Red	The proposed delivery of circa 26 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The site's proximity to historic assets is likely to have a negative effect.	No. Outside development boundary and Green Belt. Other alternative non-Green Belt sites available.

Table 6.1

6.21 A number of additional residential sites were suggested during the consultation. None of these were considered suitable for designating as additional housing sites either due to their size, location or development constraints. These are detailed in the Consultation Statement.

Employment Allocations

6.22 In the same way as housing allocations, employment and mixed use allocations were considered at Member workshops and included on the 'Red Amber Green' (RAG) Tables published as background information to the committee papers for Council Assembly held in April 2016. The table below summarises this and indicates which sites were taken forward to the Preferred Options Sites and Boundaries consultation in 2016.

Site	Size of Site & Dwellings (if mixed-use)	Designation RAG	RAG classification	Sustainability Appraisal April 2016	Included in Preferred Options Sites and Boundaries
Plus CS Broad Area EM1 - CH127	4.27	In development boundary	Green	The development of new employment premises should have a significant positive effect upon the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. Similarly, the accessibility of other services and facilities and its location away from historic assets is likely to have a positive effect. However, the development of greenfield, grade 4 ALC land is likely to have a negative effect as could the district ecological importance of the site.	Yes
Plus CS Broad Area EM2 CH019	3.32	In development boundary	Green	The development of new employment premises should have a significant positive effect upon the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. Similarly, the low ecological importance of the site, the development of brownfield land and its location away from historic assets is likely to have a positive effect.	Yes
CH143	1.27	In development boundary	White	The development of new employment premises should have a significant positive effect upon the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. Similarly, its location away from historic assets is likely to have a positive effect as could its accessibility to services and facilities. However, the development of greenfield, grade 4 ALC land is likely to have a negative effect as could the regional ecological importance of the site.	No Planning permission granted. March 2016
CH094	2.03	Outside development boundary Green Belt	Red	The development of new employment premises should have a significant positive effect on the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. Similarly, site's location away from historic assets is likely to have a positive effect. However, the development of greenfield, grade 4 ALC land and the site's ecological value is likely to have a negative effect.	No. Outside development boundary and Green Belt. Other alternative non-Green Belt sites available.
CH136	1.30	Outside development boundary Green Belt	Amber	The development of new employment premises should have a significant positive effect on the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. Similarly, site's location away from historic assets is likely to have a positive effect. However, the development of greenfield, grade 4 ALC land and the site's ecological value is likely to have a negative effect.	No. Outside development boundary and Green Belt. Other alternative non-Green Belt sites available.

Table 6.3

Open Space and Visual Open Space

6.23 All types of open space, playing pitches and areas of visual open space were combined to form an 'open space' layer which was shown on the maps in the Site Options Consultation Booklet. All open space and playing pitches were included from the Council's sports and open space database. Areas of Visual Open Space were those designated in the 1998 Local Plan. Comments were invited.

Retail Requirements

6.24 The Council's Retail Study, published in 2013 recommended that no convenience allocations were needed in Cheadle. They pointed out that all existing stores were in sustainable locations and that identifying a site in a sequentially inferior location was likely to be detrimental to the town centre due to loss of linked trips.

6.25 The study also advised that there is no need for the Council to proactively plan for new comparison retail development in the early to mid-period of the emerging Local Plan.

Cheadle Town Centre Boundary

6.26 National Planning Policy Guidance (NPPF) requires the Council to support its town centres, ensuring their vitality. One of the ways of achieving this is to adopt a 'town centres first' approach to new development proposals which are classed as town centre uses e.g. retail, cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling, theatres and museums. In particular, applicants for retail schemes outside town centres are required to demonstrate that their proposal cannot be accommodated within or closer to the town centre.

6.27 A separate map showing a draft Cheadle Town Centre Boundary containing areas predominantly occupied by main town centre uses was included in the consultation booklet. It should be emphasised that the town centre boundary is a planning policy tool only and may not constitute the whole town centre as far as residents would consider (refer to Policies TCR1, TCR2 and TCR3 of the Submission Version Local Plan for details of policy measures proposed in the defined town centre area).

6.28 The Council's Retail Study (2013) suggested an indicative town centre boundary for Cheadle for consideration by the Council.

6.29 This boundary was amended for the 2015 Site Options Consultation Document. It was refined by the regeneration team then agreed at Council Assembly in June 2015. Amendments were made in the following places:

- Tape Street – exclusion of Council car park and properties fronting Tape Street.
- Market Place – inclusion of units fronting Market Place.
- Chapel Street / High Street – boundary drawn tighter to rear of properties.

6.30 The reason these amendments were considered appropriate was to allow for more flexibility on land uses in these areas. The retail industry is undergoing significant change to reflect how customers now shop and many are reducing the number of high street shops as a result of higher levels of customers shopping online. This trend is likely to continue and

it is important that planning policy offers a degree of flexibility on proposals for changes of land use in more peripheral parts of the town centre where a focus on retail may no longer be realistic.

Primary & Secondary Frontages

6.31 Primary frontages are intended to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.

6.32 Draft Primary and Secondary frontages for Cheadle were included on the town centre map and comments were invited.

Consultation Responses

6.33 There was a high level of response to the consultation from the local residents, developers/agents and other statutory bodies - 5500 responses were received. Details of the comments made and Council response can be found in the consultation statement.

6.34 The Council Assembly meeting on 13th April 2016 considered the responses to the Site Options consultation, the evidence base and approved the sites to form the basis of the Preferred Options Sites and Boundaries consultation.

Preferred Options Sites and Boundaries consultation 2016



7 Preferred Options Sites and Boundaries consultation 2016

7.1 The Preferred Options Sites and Boundaries 2016 consultation was approved by Council Assembly on 13th April 2016, the housing and employment land development requirements were approved by Council Assembly on 2nd March 2016. The consultation was carried out from 28th April to 13th June 2016. It sought views on:

- Development requirements
- Green Belt boundary
- Housing allocations
- Employment allocations
- Mixed use allocations
- Retail allocations, town centre boundaries and retail frontages
- Open space designations
- Settlement and infill boundaries
- Gypsy & traveller allocation
- Areas for potential infrastructure improvements

7.2 It did not include details of proposed policies. These were included in the following consultation in 2017.

7.3 The content of this consultation document was informed by evidence available at the time, Government Policy, the Sustainability Appraisal and the consultation responses received during the 2015 consultation. The document was accompanied by an Initial Sustainability Appraisal and was supported by documents from the evidence base (detailed above). New evidence that had been completed since the Site Options consultation relevant to the establishment of preferred sites and boundaries included the Green Belt Review, the Gypsy and Travellers Needs Assessment and the Cheadle Transport Study.

Appraisal of the Alternative Development Approaches for Cheadle

7.4 The Initial Sustainability Appraisal also considered the impact of the following alternative development approaches for Cheadle:

- Northern Focus
- South Western Focus
- Scattered Approach

Options proposed for dismissal	Rationale
<p>Option 1: Northern focus</p>	<p>The option could be expected to:</p> <ul style="list-style-type: none"> ● Make a significant contribution to meeting the housing needs of the whole community; ● Provide opportunity for delivering a new school in the north of the town where educational facilities are currently lacking; and ● Deliver new development within 500m of a bus stop and largely within 1,200m of the town centre, providing good access to services and facilities. <p>However the the cumulative impacts of development could result in:</p> <ul style="list-style-type: none"> ● Disturbance of habitats (and their connectedness) and of protected species that could not be reasonably mitigated; ● Harm or loss to the significance of designated heritage assets that could not be reasonably mitigated; and ● An increase in the risk of flooding. <p>The option would not be expected to help deliver the southern link road.</p>
<p>Option 2: South western focus</p>	<p>The option could be expected to:</p> <ul style="list-style-type: none"> ● Make a significant contribution to meeting the housing needs of the whole community; ● Provide opportunity to deliver the southern link road; and ● Deliver new development within 500m of a bus stop and largely within 1,200m of the town centre, providing good access to services and facilities. <p>However the the cumulative impacts of development could result in:</p> <ul style="list-style-type: none"> ● Additional town centre congestion from focusing journeys to school in one part of the town; ● Disturbance of habitats (and their connectedness) and of protected species that could not be reasonably mitigated (the effects are less significant than under option 1); ● Harm or loss to the significance of designated heritage assets that could not be reasonably mitigated; ● Requirement to consider release of sites from the Green Belt; and ● An increase in the risk of flooding (the effects are less significant than under option 1). <p>The option would not be expected to help spread location of key sites (such as a new school) to the north of the town.</p>

Options proposed for dismissal	Rationale
Option 3: Scattered approach	<p>The option could be expected to:</p> <ul style="list-style-type: none"> ● Make a significant contribution to meeting the housing needs of the whole community; ● Provide opportunity for delivering a new school in the north of the town where educational facilities are currently lacking; and ● Deliver new development within 500m of a bus stop and largely within 1,200m of the town centre, providing good access to services and facilities. <p>However the the cumulative impacts of development could result in:</p> <ul style="list-style-type: none"> ● Town centre congestion from journeys to school arising from small scale extension to the south west where existing schools are located; ● Disturbance of habitats (and their connectedness) and of protected species that could not be reasonably mitigated (the effects are less significant than under option 1); ● Harm or loss to the significance of designated heritage assets that could not be reasonably mitigated; ● Negative impact on the landscape setting to the settlement; ● Requirement to consider release of a site from the Green Belt; and ● An increase in the risk of flooding (the effects are less significant than under option 1). <p>The option would not be expected to help deliver the southern link road.</p>

Table 7.1

7.5 Following further work undertaken since April 2016, a fourth alternative development approach was identified and considered, designed to build on the strengths of the three options previously proposed, whilst minimising the cumulative impacts of development in each case - see preferred options 2017.

Residential Allocations

7.6 The SHMA had been updated in July 2015 to reflect the 2012 sub national CLG household projections and the 2011 census data and in January 2016 to take account of the 2014 mid year estimates and relevant case law relating to the derivation of housing need. The updated SHMA identified a need for between 250 - 440 homes per year across the District over the period 2012 to 2031.

7.7 The top of the range related to the level of housing growth required to support potential employment growth, the middle of the range would support the retention of existing jobs, whilst the bottom would not support job growth and would likely lead to a decline in jobs due to the decline in working age population.

7.8 On the basis of the evidence at the time the Preferred Options Sites and Boundaries consultation proposed an annual housing requirement of 320 per year, this would support job stabilisation and included an additional 10% to support affordable housing.

7.9 This level of housing growth was considered to:

- Fully meets demographic housing needs;
- Help to address the affordable housing need;
- Likely to help sustain a modest increase in jobs;
- Be aspirational but realistic as required by the NPPF taking account of the historic average delivery rate of 195 homes per year;
- Be deliverable in terms of the supply of suitable land, the scope to release land from the Green Belt and infrastructure capacity;
- Be less likely to give rise to significant landscape impacts, including on the setting of the Peak District national Park;
- Provide a balanced range of social, economic and environmental effects inline with the Sustainability Appraisal and Council's Corporate Plan 2015-2019.

7.10 Policy SS3 of the Core Strategy detailed the spatial distribution of housing and employment development across the District. The Preferred Options Sites and Boundaries consultation carried this forward as there was no evidence to indicate this approach should be changed.

7.11 The proposed development approach was to focus development in the market towns Leek, Biddulph and Cheadle and the larger villages and allow for limited development of the other settlements to meet local needs to support sustainable communities and help bring forward regeneration opportunities.

7.12 The spatial distribution of the residential allocations gave Cheadle 22% distribution. Taking into the completions and commitments that had occurred since April 2012, the consultation sought to support the delivery of 4158 homes up to 2031 of which 1029 were in Cheadle. New allocations in Cheadle would provide 983 dwellings, there was a small sites allowance for infill of 150 (equating to 10 dwellings per annum) and a slippage allowance of 103 dwellings (10%). Giving a total provision of 1030.

Area	Amount	Net residual requirement
Leek	30%	1016
Biddulph	20%	885
Cheadle	22%	1029
Rural Areas	28%	1228
Total	100%	4158

Table 7.2 Residual housing requirement (Preferred Options Sites & Boundaries consultation 2016)

7.13 The Core Strategy policy SS5b committed the Council to undertake a comprehensive review of the Green Belt around Biddulph to determine the potential for development sites to help to meet requirements. The Council therefore commissioned the Green Belt Review Study 2015 of the whole District to consider the scope to release land from Green Belt by appraising against the five purposes of the Green Belt set out in the NPPF. The study concluded that the general extent of the Green Belt should be retained but identified several areas which it considered were suitable for release in exceptional circumstances through a Local Plan review. These were in Biddulph, Cheadle, Blythe Bridge and Forsbrook, Endon, Cheddleton and clusters elsewhere in the District.

7.14 The consultation therefore proposed a limited area south of Cheadle in the Green Belt (site CH128 and a small part of CH085d) which the Study identified as being suitable for release in exceptional circumstances. It was considered the need to provide vehicular access into the proposed Mobberley Farm housing allocation area justified exceptional circumstances.

7.15 The table below shows the residential allocations and details which ones were carried forward to the Preferred Options 2017 consultation.

Site	Dwellings	Designation	Sustainability Appraisal Report July 2017	Included in Preferred Options consultation 2017
Cheadle				
CH001	240	In development boundary	The proposed delivery of circa 240 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect. Similarly, the site's location away from historic assets is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect.	Yes
CH002A	26	In development boundary	The proposed delivery of circa 26 dwellings is considered to have a significant positive effect, as could the site's proximity to health care services and facilities and areas of existing employment. Similarly, the site's distance away from historic assets is likely to have a positive effect. However, the site is partly within flood zone 2 and 3 which is likely to have a significant negative effect, as could the development of grade 3 ALC land and the site's proximity to designated assets.	Yes
CH002B	42	In development boundary	The proposed delivery of circa 42 dwellings is considered to have a significant positive effect, as could the site's proximity to services and facilities and areas of existing employment. Similarly, the site's distance away from historic assets is likely to have a positive effect. However, the site's proximity to a designated asset and the development of grade 3 ALC land is likely to have a significant negative effect.	Yes
CH004	45	In development boundary	The proposed delivery of circa 45 dwellings is considered to have a significant positive effect. Similarly, the site's distance away from historic assets is likely to have a positive effect as could the accessibility to services, facilities and areas of existing employment. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The ecological value of the site is likely to have a negative effect.	Yes
CH009	16	In development boundary	The site's accessibility to services, facilities and areas of existing employment is considered to have a significant positive effect. Similarly, the proposed delivery of circa 16 dwellings is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as	No. Landowner intent unknown. Site is within

Staffordshire Moorlands Local Plan Topic Paper - Site Allocations Cheadle

Site	Dwellings	Designation	Sustainability Appraisal Report July 2017	Included in Preferred Options consultation 2017
			having a significant negative effect, as could the site's proximity to designated assets. The site's proximity to historic assets is likely to have a negative effect.	development boundary so could come forward as a windfall site.
CH013	50	In development boundary	The proposed delivery of circa 50 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect. However, the development of greenfield, grade 4 ALC land is assessed as having a negative effect, as could the ecological value of the site and its proximity to historic assets.	Yes
CH015	32	In development boundary	The proposed delivery of circa 32 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect, as could the development of brownfield land. However, the ecological value of the site and its proximity to a LNR, candidate AQMA and historic assets is likely to have a negative effect.	Yes
CH020	42	In development boundary	The proposed delivery of circa 42 dwellings is considered to have a significant positive effect, as could the site's proximity to areas of existing employment. Similarly, the site's accessibility to services and facilities is likely to have a positive effect, as could its location away from historic assets. However, the site is partly within a flood zone which is likely to have a significant negative effect. The ecological value of the site is likely to have a negative effect.	Yes
CH024	45	In development boundary	The proposed delivery of circa 45 dwellings is considered to have a significant positive effect, as could the site's proximity to areas of existing employment. Similarly, the site's accessibility to services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as is its partial location within a flood zone. The ecological value of the site, its location near to a LNR, and its proximity to heritage assets are also assessed as negative effects.	Yes
CH132 (in conjunction with CH001 & school)	80	Outside development boundary	The proposed delivery of circa 80 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to areas of existing employment and distance away from historic assets is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as could the site's partial location within flood zone 2 and 3. The site's proximity to two Local Nature Reserves and ecological value is likely to have a negative effect.	Yes
CH085A	120	In development boundary	The proposed delivery of circa 150 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect, as could the site's location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could part of the site's location within flood zone 2. The site's ecological value is likely to have a negative effect.	Yes
CH085B	70	In development boundary	The proposed delivery of circa 80 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to health care services and facilities and areas of existing employment is likely to have a positive effect, as could the site's location away from historic assets. However,	Yes

Site	Dwellings	Designation	Sustainability Appraisal Report July 2017	Included in Preferred Options consultation 2017
			the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could part of the site's location within flood zone 2 and 3.	
CH085C	125	In development boundary	The proposed delivery of circa 150 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility areas of existing employment is likely to have a positive effect, as could the site's location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect.	Yes
CH085D (with section of former boundary of CH093)	95	Most of site within development boundary. Small section within Green Belt	The proposed delivery of circa 115 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to health care services and facilities and areas of existing employment is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The site's ecological value and proximity to historic assets are likely to have a negative effect.	Yes
CH128	20	Green Belt	The proposed delivery of circa 28 dwellings and accessibility to areas of existing employment is considered to have a significant positive effect. Similarly, the site's accessibility to services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The site's proximity to a historic assets is likely to have a negative effect.	Yes

Table 7.3 Residential Allocations Cheadle 2016

7.16 A number of additional residential sites were suggested during the consultation, none of these were considered suitable for designating as additional housing sites either due to their size, location or development constraints. These are detailed in the Consultation Statement (document ref).

Employment and Mixed Use Allocations

7.17 An employment land requirement of approximately 35 ha (gross) to support the preferred level of housing growth was included in the Preferred Sites and Boundaries Consultation Document. This level of employment growth represents an uplift from the 33.5 ha recommended to support the Core Strategy housing requirement of 300 homes per year. Once completions and commitments up to 2014/15 were taken into account this left a the net requirement of 19.46 ha. Note: this does not include the mixed use employment site at Blythe Vale which is considered separately as it responded to regional (not District) employment needs in the Core Strategy and was taken forward as a regional scale employment site in the Local Plan.

7.18 Policy SS3 of the Core Strategy sets out the broad spatial distribution for employment and the Preferred Options Sites and Boundaries consultation carried forward this distribution.

Area	Amount
Leek	30%
Biddulph	20%
Cheadle	20%

Area	Amount
Rural Areas	30%

Table 7.4

7.19 For Cheadle this amounts to approximately 3.12ha of new employment land. Potential allocations consulted on in 2016 are shown in the table below.

Site	Size of site & dwellings (if mixed use)	Designation	Sustainability Appraisal Report July 2017	Included in Preferred Options consultation 2017
Broad Area EM1	4.27	In development boundary	The development of new employment premises should have a significant positive effect upon the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. Similarly, the accessibility of other services and facilities and its location away from historic assets is likely to have a positive effect. However, the development of greenfield, grade 4 ALC land and its partial location within a flood zone are likely to have a negative effect as could the ecological value of the site.	Yes
Broad Area EM2	3.32	In development boundary	The development of new employment premises should have a significant positive effect upon the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. Similarly, the low ecological value of the site, the development of brownfield land and its location away from historic assets is likely to have a positive effect	No. Already in partial use by existing commercial operators. Council.

Table 7.5

Education

7.20 The NPPF requires the Council to consider infrastructure capacity necessary to support the proposals in the Local Plan. Staffordshire County Council identified the need for a new primary school to serve the north of the town.

Retail

7.21 Following on from amendments made as a result of the 2015 consultation, the 2016 Preferred Options Sites and Boundaries consultation included a revised Cheadle Town Centre Map showing a town centre boundary and a primary and secondary frontage. At this stage, no comments on the Cheadle Town Centre boundary amendments or the primary and secondary frontages resulting in further changes were received.

7.22 There was a change made prior to the Preferred Options 2017 consultation regarding secondary frontages. It was recommended (and subsequently agreed at Council Assembly on 12th July 2017) that secondary frontages should not be included in the Local Plan going forward. The reason for this was that the vitality and viability of town centres is very dependent on the state of the economy as well as constantly changing technology and trends. A flexible approach to town centre uses in areas peripheral to the primary shopping frontage was considered to be appropriate and with this in mind alongside the suggestion in the Council's Retail Study that secondary frontages are not required they were removed from the plan. The Council's retail consultants pointed out that given recently published new guidance supporting the temporary re-use of existing units within town centre locations to non-retailing activities (i.e. residential or wider commercial uses) secondary frontages were not required.

Open space and Visual Open Space

7.23 Areas of public open space and visual open space were shown separately on the maps in the Preferred Options Sites and Boundaries Consultation Booklet. All open space and playing pitches were included from the Council's sports and open space database. Areas of Visual Open Space were those designated in the 1998 Local Plan. Comments were invited.

Consultation Responses

7.24 There was a very high level of response to the consultation from the local residents, developers/agents and other statutory bodies. 8600 responses were received. Details of the comments made and Council response can be found in the consultation statement.

Preferred Options Consultation 2017



8 Preferred Options Consultation 2017

8.1 The Preferred Options 2017 consultation took place from the 31st July to 22nd September 2017. It was the preferred options Local Plan and sought views on proposed policies, sites and boundaries.

8.2 It was a full draft of the Local Plan, seeking views on proposed policies, sites and boundaries. It comprised of the following:

- A portrait of Staffordshire Moorlands - a description of the District
- The Challenges - a summary of the key challenges facing the District
- The Vision - detailing what the Staffordshire Moorlands will be like in 2031
- Aims and Objectives - stating what the Local Plan is proposing to achieve
- A Spatial Strategy and Strategic Policies - setting out the over-arching strategy and policies for the District
- Development Management Policies - setting out specific measures to manage development
- Strategic Development Site Policies - specific policy to guide the development of strategic sites
- Implementation and Monitoring - a framework for how the plan will be implemented and monitored
- Maps - for Leek, Biddulph, Cheadle and the rural areas which identify proposed sites and boundaries.

8.3 The consultation took place from the 31st July to 22nd September 2017.

8.4 It was accompanied by a Sustainability Appraisal and a Habitats Regulations Assessment of the Preferred Options sites.

8.5 The content of the plan was informed by evidence available at the time, Government Policy, the Sustainability Appraisal and the consultation responses received during the 2016 consultation. A number of new evidence base documents were completed since the preferred sites and boundaries consultation relevant to the establishment of Preferred Options Sites. They included the:

- SHMA update 2017;
- Employment Land Study Update 2017;
- Extended Phase 1 Habitat Surveys and Local Wildlife Site (LWS) Assessments 2017;
- Cheadle Transport Study Phase 2 Assessment 2017;
- Green Belt Review Updates 2016 and 2017;

- Green Infrastructure Strategy 2018;
- Playing Pitch Assessment, Playing Pitch Strategy and Action Plan, Open Space Study - Update Report, Open Space Standards Paper 2017
- Infrastructure Delivery Plan Baseline Report 2016;
- Landscape, Local Green Space and Heritage Impact Study 2016.

Appraisal of the Alternative Development Approaches for Cheadle

8.6 Following further sustainability appraisal work undertaken since April 2016, a fourth alternative development approach was identified and considered, designed to build on the strengths of the three options previously proposed, whilst minimising the cumulative impacts of development identified in each case.

- Option 4: North-South Clusters with small sites scattered around the town.

Recommended preferred option - July 2017

8.7 Development approach option recommended to be taken forward.

Option recommended to take forward	Rationale
<p>Option 4: North-south clusters with small sites scattered through the town</p>	<p>The option could be expected to:</p> <ul style="list-style-type: none"> • Make a significant contribution to meeting the housing needs of the whole community; • Provide opportunity for delivering a new school in the north of the town where educational facilities are currently lacking; • Help avoid additional town centre congestion by spreading journeys to school across both the northern and southern areas of the town; • Provide opportunity to deliver the southern link road if required; • Deliver new development within 500m of a bus stop and largely within 1,200m of the town centre, providing good access to services and facilities; <p>However the the cumulative impacts of development could result in:</p> <ul style="list-style-type: none"> • An increase in the risk of flooding (the effects are less significant than under all other options identified). • Disturbance of habitats (and their connectedness) and of protected species that could not be reasonably mitigated (the effects are less significant than all other options identified) however it is recommended that strategic development site policies require master-planning growth that may impact on the Cecilly Brook Local Nature Reserve in order to manage impact on the LNR and enable achievement of Water Framework Directive objectives; • Negative effects on landscape character (however reasonable mitigation measures have been identified);

Option recommended to take forward	Rationale
	<ul style="list-style-type: none"> ● Harm or loss to the significance of designated heritage assets (however reasonable mitigation measures have been identified); and ● Requirement to consider Green Belt release if exceptional circumstances can be demonstrated

Table 8.1

Mitigation measures proposed

8.8 The SA recommended that the Local Plan policies for strategic development sites in Cheadle should require:

- mitigation measures identified in the Council's Landscape, Local Green Space and Heritage Impact Study (August 2016).
- master-planning growth that may impact on the Cecilly Brook Local Nature Reserve in order to manage impact on the Green Infrastructure Network and the LNR to ensure that Local Plan policy requirements can be met for minimising impacts on biodiversity (and providing net gains in biodiversity where possible); and establishing coherent ecological networks that are more resilient to current and future pressures; as well as enabling water quality improvements in line with the Water Framework Directive objectives.

8.9 In addition to the above the following measures for the sites affected had been introduced:

- the boundaries of submission version allocated sites affected have been pulled back to exclude flood zones 2 or 3; and
- exceptional circumstances have been given to justify Green Belt release.

Residential Allocations

8.10 The SHMA was updated in 2017 to take account of the 2014 based Sub national population projections and the 2014 based household projections. It concluded that the housing need of the District was within the range of 235-330.

8.11 The Preferred Options Local Plan proposed a figure of 320 dwellings per year to meet the objectively assessed needs of the area. It was considered that the proposed provision would:

- fully meet demographic housing needs;
- help support an increase in jobs;
- help address affordable housing needs;

- the figure was aspirational but realistic in line with the NPPF given the historic average delivery rate of 320 per year;
- Is deliverable in terms of the supply of suitable land and is not considered to cause significant landscape impacts; and
- provides a balanced range of social, economic and environmental effects inline with the Sustainability Appraisal.

8.12 The spatial distribution of the residential allocations was broadly in accord with Policy SS3 of the Core Strategy. It was modified slightly to reflect new evidence, feedback and emerging Government policy and regulations. Key changes included;

- Amendments to the Preferred Options sites;
- A new approach to support limited infill in the Rural Areas (Policies SS8 Larger Villages Areas Strategy, SS99 Smaller Villages Areas Strategy, and H1 New Housing Development allowed for limited development in defined circumstances, and where appropriate in accordance with national Green Belt policy within or adjoining the larger village boundary or in smaller villages;
- An adjustment to the Spatial Strategy to decrease the Rural Areas housing distribution by 3% to 25% and a corresponding increase in Cheadle's distributions 3% to 25%.

8.13 Taking into the completions and commitments that had occurred since the start date of the Local Plan 2012 the consultation sought to support the delivery of 3859 homes up to 2031 of which 1166 were in Cheadle.

Area	Amount	Net Requirement
Leek	30%	1015
Biddulph	20%	885
Cheadle	25%	1166
Rural Areas	25%	793
Total	100%	3859

Table 8.2 Spatial Distribution of Housing (Preferred Options consultation 2017)

8.14 At this stage the Plan focused allocations in a reduced number of settlements to minimise the release of Green Belt land in line with the NPPF and recently published Housing White Paper Fixing our broken housing market (February 2017).

8.15 The NPPF specifies that the Green Belt is of great importance in order to prevent urban sprawl by keeping land permanently open; the essential characteristics of the Green Belts are their openness and permanence. The NPPF is clear that "once established Green Belt boundaries should only be altered in exceptional circumstances through the preparation or review of a Local Plan (paragraph 83) However it does not specify what exceptional circumstances are.

8.16 The Government sought to clarify this in the Housing White Paper which reiterated the the Government's commitment to maintaining the existing strong protections for the Green Belt and clarified that Green Belt boundaries should only be amended in exceptional circumstances when it can be demonstrated that all other reasonable options for meeting identified housing requirement shave been fully examined. This includes:

- making effective use of suitable brownfield sites and estate regeneration;
- consider potential of land which is currently underused including surplus public sector land where appropriate;
- optimising density;
- exploring whether other authorities can help meet the housing requirement ;
- Impact of removing land from the Green Belt should be offset.

8.17 Green Belt is a significant constraint for many of the Rural Areas villages as it can only be released in exceptional circumstances. The distribution of development now proposed in the Local Plan enables the housing requirement to be met without significant Green Belt release. Cheadle's share of the District's housing requirement has risen from the 22% previously put forward in the Core Strategy to reflect the availability of suitable sites outside of the Green Belt.

Housing Allocations

8.18 In Cheadle the consultation proposed 3 strategic site allocations, Cheadle North Strategic Development Area, Cecilly Brook Strategic Development Area and Mobberley Strategic Development Area. These 3 Strategic Development Areas grouped a number of sites in the same area.

8.19 4 other sites smaller sites were proposed within the urban area with the capacity of around 50 dwellings or less. All the Cheadle sites with the exception of the northern part of Cheadle North and the southern part of Mobberley Area are within the existing town development boundary. The southern section of the Mobberley Area is also located in the Green Belt.

8.20 Both the Cheadle North Strategic Development Area and the Mobberley Strategic Development Area would deliver infrastructure benefits. A new Primary School in Cheadle North and a section of a future potential link road within the Mobberley Strategic Development Area.

Housing Allocation (SHLAA ref) Policy	Designation	Included in Submission version Local Plan
Cheadle North Strategic Development Area (CH001 & CH132) Policy H2 & DSC 1	Part within town boundary / part countryside	Yes
Cecilly Brook Strategic Development Area (CH002a, CH002b, CH024) Policy H2 & DSC 2	Within town boundary	Yes

Housing Allocation (SHLAA ref) Policy	Designation	Included in Submission version Local Plan
Land to the rear of Froghall Road (CH004) Policy H2	Within town boundary	Yes
Land to the rear of the Birches (CH013) Policy H2	Within town boundary	Yes
Stoddards Depot, Leek Road (CH015) Policy H2	Within town boundary	Yes
Land north of the Green (CH020) Policy H2	Within town boundary	Yes
Mobberley Strategic Development Area (CH085A, CH085B, CH085C, CH085D, CH128) Policy H2 & DSC 3	Majority within town boundary / remainder Green Belt	Yes

Table 8.3

Employment and Mixed Use Allocations

8.21 An employment land requirement of approximately 27 ha gross to support the preferred level of housing growth was included in the Preferred Options Local Plan. Note this does not include the mixed use employment site at Blythe Vale which is considered separately as it responded to regional (not District) employment needs in the Core Strategy and was taken forward as a regional scale employment site in the Local Plan.

8.22 Policy SS3 of the Preferred Options Local Plan sets out the broad spatial distribution for employment and the amount and location of employment land (including employment land within mixed use sites) broadly reflected this distribution. The sites from the 2016 Preferred Options Sites and Boundaries consultation were retained aside from one of the Cheadle sites (Cheadle EM2), and the Cresswell rural site (8.58 ha); however the latter already enjoyed outline industrial consent. The remaining sites were considered sufficient to satisfy the 27 ha requirement.

Employment Allocation	Designation	Included in Submission version Local Plan
Land off New Haden Road (EM1) Policy E2 & DSC 4	Within town boundary	Yes

Table 8.4

Highways Issues

Traffic Congestion in the Town Centre

8.23 The Cheadle Town Centre Phase 2 Study (2017) identifies the likely impacts of the housing and employment Preferred Options sites on the surrounding highway network. By 2031 the study predicts queuing and delays in certain locations, in part due to 17 years of potential traffic growth which is compounded by the additional trips generated by new housing and employment. There is limited scope to change junction characteristics to improve network capacity within the Town Centre due to its historically confined road structure. The study recommends a package of mitigation measures in order to provide additional capacity onto the overall network. Mitigation measures include junction and lane improvements, new sites having good access to public transport provision, measures to encourage walking and cycling to reduce short trips, improved HGV signage and new parking bays along High Street.

8.24 In Cheadle a new Primary School is required to cater for the quantum of new housing proposed. The proposed allocation of land to the north for a school, Policy DSC1 Cheadle North Strategic Development Area, is supported by Staffordshire County Council because it provides for an improved distribution of provision. Furthermore, over time the new school to the north may also pull in children from existing residential areas to the north of the town which may aid in lessening the impact of primary school based trips through the town centre in morning peak hour.

Potential SW Link Road

8.25 The Cheadle Area Strategy (Local Plan Policy SS7) seeks to address traffic related issues in the town centre by working with partners to develop and implement transport improvements and by safeguarding the route of a potential future link road. The Cheadle Town Centre Phase 2 Study (2017) considers the potential SW link road. The provision of a link road would allow a percentage of predicted trips from the Mobberley Strategic Development Area to traverse Brookhouse Way / A521 opposed to solely the A522, however the level of trips which would use the A521 from this area would have a minimal effect in improving congestion within Cheadle Town Centre.

8.26 Although the Cheadle Study considers that the potential future link road would not be a solution on its own, it considers that further connections to a link road around the town would potentially offer a longer term solution beyond the Plan period providing a more suitable alternative. It states 'the rationale being that additional highway infrastructure could be funded by the developer, as specified as part of the development. This could be implemented so that over a period of time, such roads would connect, forming an Outer Distributor Road

network around Cheadle which could reduce vehicle throughput and congestion in the town centre'. The safeguarding of the potential future link road as part of the Mobberley Strategic Development Area would therefore form part of the first phase of this 'Outer Distributor Road'.

8.27 The Mobberley Strategic Development Area Policy DSC 3 requires that the construction of development access roads along the safeguarded route for a potential future link road should be of sufficient design standard to facilitate a link road. The viability of the site was considered in the Local Plan and Site Allocations Viability Study which concludes that the site is viable and can support the construction of access roads to meet the requirements of the policy as well as affordable housing and other contributions.

Local Green Space and Open Space

8.28 The Landscape and Local Green Space and Heritage Impact Study (2016) reviewed the 'Visual Open Space' designation used in the 1998 Local Plan and recommends that in order to be NPPF compliant, a new 'Local Green Space' (LGS) designation would be appropriate. Each of the Visual Open Space sites have been re-assessed using the criteria for LGS and included as an allocation in the Preferred Options Local Plan. All sites are included on the policies maps and a full list included in the Appendix.

8.29 Sports facilities and other open spaces are identified on the Preferred Options policies maps as 'open space'. Details regarding open space provision are also included within the specific Strategic Development Site Policies. It referenced updated work being undertaken on open space and sports facilities which would feed into the Submission Version Local Plan.

Consultation Responses

8.30 The level of response to this consultation from the local residents, developers/agents and other statutory bodies was significant with over 2600 responses received. Details of the comments made and Council response can be found in the consultation statement.

The Allocated Sites



9 The Allocated Sites

Local Plan Allocated Sites

9.1 Site Proformas are included for the following residential sites:

CH001

Cheadle

CH001 Land to the south of Donkey Lane

Local Plan Process

- SHLAA form submitted
- Identified in the Core Strategy (SS5c) as a broad location for housing (Area 1)
- Included in the options consultation July 2015
- Included in the Preferred Options consultation April 2016
- Included in the Preferred Options Local Plan July 2017 as part of 'Cheadle North Strategic Development Area'
- Included in the Submission Version Local Plan February 2018 as part of 'Cheadle North Strategic Development Area'

Current Position

Site taken forward into the Submission Version Local Plan due to:

- Site to be developed as strategic residential scheme in conjunction with CH132 and include land for a new primary school and open space to serve the north of the town.
- Site within current development boundary and identified in the Core Strategy for residential development.
- Support from agent.
- Hybrid planning application by Persimmon Homes (North West) Ltd seeking 1) full permission for 125 dwellings and access to proposed primary school and 2) outline permission for up to 175 dwellings and primary school with multi-use games area, with all matters reserved. Application reference SMD/2018/0180 submitted April 2018. Status pending decision (June 2018).

Key Issues

- Should be developed in conjunction with site CH132 which includes land for a new Primary School.
- Cecilly Brook holds a strong isolated population of water voles. As a protected species their habitat must be maintained.
- Two disused mine shafts / mining legacy.
- Small edge area previously within Flood Zones 2 & 3 been excluded from site – but could form part of open space / surface water mitigation.
- Moderate likelihood that the site could be agricultural Class 3a – best and most versatile.
- Traffic congestion in the town centre.

Site Information

Greenfield/ brownfield	Built up area boundary/countryside	Est. housing capacity	Area (ha)	Ownership status	Site details
Greenfield	Within development boundary	240 (based on 35 dwellings per hectare - gross density)	6.9	Site promoted by agent on behalf Mosaic and supports allocation.	<ul style="list-style-type: none"> • Relatively flat land • Well related to existing settlement • Delivery of new Primary School • Eastern edge adjacent to Cecilly Brook within flood risk excluded from

Cheadle

CH001 Land to the south of Donkey Lane

					site area. <ul style="list-style-type: none"> • Two disused mine shafts. • Access via existing estate or directly off Froghall Road.
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Evidence Base

Local Plan and Site Allocations Viability Study (May 2018)

The results of the viability assessments for this site shows that at 33% affordable housing the surplus generated would be in the region of £90 per sqm. The level of surplus would be sufficient to meet the costs of education contributions and the Optional Technical Standards M4(2) and remain viable.

As the policy relating to this site has a requirement for part of the allocation to be provided for educational purposes to facilitate the construction of a new primary school and community playing pitches it has assumed that the developer will be compensated for this land by a commensurate reduction in the level of planning obligations and/or policy requirements from the site.

Local Plan Housing Trajectory (June 2018)

The site is in the housing trajectory (included within DSC1) to begin within five years and complete by 2026 (2019/20 – 2025/26).

Extended Phase 1 Habitat Survey 2015 (FID 140)

Conclusion

The site has low potential to support protected species as the habitats are species poor and fairly poorly connected to other more biodiverse habitats, therefore the site is attributed low ecological importance.

The following surveys/ actions are therefore recommended prior to any potential development works being carried out:

- Vegetation removal at the appropriate time of year

Local Wildlife Assessment (ECUS, 2017)

Ecus Ltd conducted Local Wildlife Site (LWS) Assessment of the site in 2017 in order to establish potential SBI/BAS status against Staffordshire Wildlife Trust criteria. It concluded that the site generally has some ecological value in its potential to support protected species. The scattered trees are considered to be of nature conservation value at district level.

The following surveys/ actions are therefore recommended in order to establish SBI/ BAS status:

- Tree survey of scattered trees
- Bat roost check in buildings and trees

Landscape & Settlement Character Assessment 2008

Not within important landscape setting to the settlement.

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CH001 Land to the south of Donkey Lane

Landscape, Local Green Space and Heritage Impact Study (August 2016)

Landscape Assessment

Large site located to the north of the settlement, east of Froghall Road. The site is enclosed by existing development to the north, west and south, and is open to the east. Therefore the site forms a large gap in existing development within Cheadle. The western extent of the site is enclosed with low visual prominence. Visual prominence increases to the east as the site becomes more open, and slopes down to Cecily Brook. If the site were to be developed, development should be limited to the higher ground in this section of the site, adjacent to existing development on Weaver Close. The eastern corner of the site should be retained as open space in order to reduce the visual prominence of the development, and allow a vegetated settlement edge to be created.

Site is of medium landscape sensitivity. Site-specific landscape mitigation measures could include setting development back from the lower ground in the eastern corner of the site and advanced planting on the eastern boundary.

Heritage Assessment

There are no designated heritage assets within the 400m buffer. Development would be highly unlikely to adversely affect the HLC zone CHECZ 3 (Historic Environment Character Assessment 2010).

Site suitable for development in heritage terms.

Level 1 SFRA (October 2015)

Site located in Flood Zone 1 – low probability. Small edge area previously within Flood Zones 2 & 3 been excluded from site. Site therefore meets the sequential test.

Best and Most Versatile Land (Natural England dataset)

Data supplied by Natural England indicates that there is a moderate likelihood that the land is best and most versatile land i.e. Class 3a.

Minerals

Small section of the site is in Mineral Safeguarding Area for Bedrock Sand. Whole site is in Mineral Safeguarding Area for Coal and Fireclay. Any application should be accompanied by a Mineral Safeguarding Statement.

Staffordshire Minerals Planning Authority: No comment.

Cheadle Town Centre Phase 2 Study (2017)

The Phase 2 Study predicts that in 2031 general traffic growth plus additional trips generated by new housing and employment development will cause increased queuing and delays. There is limited scope to change junction characteristics due to the historically confined road structure, however the study recommends a package of mitigation measures which could provide some additional capacity to the overall network.

Sustainability Appraisal

Sustainability Appraisal Report June 2018

The proposed delivery of circa 240 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect. Similarly, the site's location away from historic assets is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect.

Cheadle

CH001 Land to the south of Donkey Lane

Initial HRA Screening

No Likely Significant Effects (LSEs) have been identified in relation to the preferred option site allocations in Cheadle.

Consultations

Options Consultation July 2015

Statutory bodies/stakeholders

SCC Highways: This proposed housing site can be served by existing vehicular accesses from Cheltenham Avenue and Ayr Road given their existing geometry and nos. of dwellings currently served by these two roads. Pedestrian connections should be made to the residential area to the north.

Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.

Environment Agency - Cecilly Brook holds a strong isolated population of water voles. As a protected species their habitat must be maintained with no development creating direct or indirect impacts to impinge movement and expansion of the population along the riparian corridor.

Leek and Moorlands Historic Building Trust - The road frontage of CH001 affects the setting of Woodhead Yard, an undesignated heritage asset . Development should be set back from the road frontage to allow views and retain the form and layout of this unusual group.

Historic England: Made no comments on individual sites recommended that a heritage impact assessment of sites is carried out.

Coal Authority: Staffordshire Moorlands is an area where there have been significant coal mining activities which have left a legacy. Recommend that sites are assessed to determine if there coal related hazards which require remediation and the likely impact on mineral resources. Previous coal workings do not prevent development of sites and therefore do not wish to recommend any sites are excluded from assessment on mining legacy grounds.

Developer/Agent

RPS Supports allocation. Is promoting site and CH132 for development. Will provide access to CH132. Have produced a masterplan for the sites which includes:

- land for a new primary school
- new area of public open space & allotments
- play area
- SUDS
- Improvements to local highways network
- Landscaping
- 33% affordable housing (subject to viability)

Public response

15 objections, 1 support

Issues raised:

Objections

- Infrastructure – Schools – Schools are overcrowded. Schools would be outside Cheadle.

Cheadle

CH001 Land to the south of Donkey Lane

- Infrastructure - Traffic / Transport – Traffic is terrible in Cheadle. Road congestion. Existing high levels of traffic. Traffic from JCB. Results of Cheadle traffic survey not available. Infrastructure – Other – No infrastructure or amenities in Cheadle. GPs & dentists full.
- Landscape
- Nature Conservation _ Impact on wildlife. Habitat survey 2001 is out of date.
- Flood Risk – Potential flooding.
- Amenity (e.g. noise, privacy, loss of light) Impact on existing residents.
- Scale of development – Number too high. Site too large.
- Listed Building / Conservation Area – Increase in traffic will potentially damage St Giles Church.
- Government Policy
- Other Loss of open green space. Should build on brownfield. Least sustainable site. Mining workings on site. Lack of employment. Public right of way crosses site. Are suitable brownfield sites in Stoke. No employment.

Support

- Other Listed as a potential housing site for years. Good bus route to Leek Stoke .Used for grazing not dairy.
- Site is identified in the Core Strategy

Council response –

- The Highway Authority has not raised any issues which would prevent the development of this site. Pedestrian routes and links need to be maintained.
- The site has been included in the Council's Landscape and Settlement Character Assessment. It concludes that the land is not significant in landscape terms. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. A small section to the east of the site is located in Flood Zone 3 – High probability and will need to be incorporated into uses other than housing i.e. open space.
- Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.
- The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed.
- Cecilly Brook has water voles which are a protected species. Environment Agency comments are noted and advice should be included in any detailed Ecological Study.
- The site is not located within the Conservation Area and there are no listed buildings within the site. The road frontage to the site affects the setting of Woodhead Yard, which is an undesignated heritage asset. Development should be set back from the road frontage to allow views and retain the form and layout of this unusual group. Former mid-19th century historic tramline crosses site and should be reflected in the site layout. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward.

Cheadle

CH001 Land to the south of Donkey Lane

- The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward.
- A Masterplan has been submitted by the developer for the proposed development of the site (CH001 & CH132) which indicates land for a primary school.
- The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known.
- New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas.
- Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.
- This area has already been identified as an appropriate area for housing in the adopted Core Strategy (Area 1) and is well related to the existing settlement.
- There are not enough brownfield sites within Cheadle to accommodate the level of housing it needs.
- The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs.
- There are former mineral workings on the site. The Coal Authority have confirmed that this would not prevent development from taking place. Investigative work will take place in these areas prior to the commencement of any development.
- Employment site options are also proposed in Cheadle to provide opportunities for local businesses and jobs

Preferred Options Consultation April 2016

SCC Highways: Appropriately designed accesses would accommodate 240 + 80 + School. This number would require at least 2 accesses. A new access off Froghall Road would be preferable with secondary accesses through the existing estate. If the 80 units were separate, they could be served off a single point.

No specific access arrangements identified although could be accessed via an improved Donkey Lane? Access onto A521 would require assessment. Consideration should be given to providing cycle route facilities to access the town centre. Traffic impacts on the Tape Street corridor and town centre traffic flows would require assessment, including key junctions. The presence of a school within the new residential development would contain trips, allowing them to be made sustainably and there is the potential for some existing school journeys currently being made to the town to be reassigned.

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CH001 Land to the south of Donkey Lane

Cheadle Town Service 123 serves Ness Grove close to the site hourly between 09:30 and 13:30. Services 32/32A operate every 20-30 minutes along the A521 Froghall Road between Hanley and Cheadle. Service 30 (from 12th June 2016) operates every 2 hours along Froghall Road between Leek and Cheadle.

SCC Education: In Cheadle we acknowledge the allocation of a site for a new Primary School. The proposed location will provide for a good spread of provision across the town.

Future Need: Cheadle Town Requirement (based on the assumptions outlined in SCC report)

Primary School Provision

- The number of new homes planned for this school planning area indicate that education contributions will be required to fund additional primary school places at an existing or new school to mitigate the impact of local developments. At least an additional 1FE of primary school provision will be required in Cheadle Town during the Local Plan period to take into account the number of dwellings proposed over the duration of the Local Plan. We note that land to the east of the town (CH132) indicates an approximate location for a new/extended school and we ask that this land continues to be safeguarded.

High School Provision

- The High Schools in this School Place Planning Area are projected to have limited capacity to accommodate any children generated from housing allocated in this area, if the level of housing development is consistent with the estimated housing need. However, the allocation of housing sites, including windfall and small sites will continue to be monitored to ensure that there continues to be a sufficient supply of High School places in the town.

There is a small site allowance of 150 dwellings during the Local Plan period in Cheadle Town. As the location of these sites are not yet known the impact of these developments on school places will continue to be monitored as specific sites come forward and may result in additional school places required.

Please note that the allocation of housing in the rural area, including the small site allowance of 570 dwellings which has yet to be allocated, will have an impact on High School places in Cheadle Town, if those pupils attending school in the larger villages go on to attend High School in Cheadle Town.

LLFA: FRA required, consult SCC. Surface water flooding shown on site. May need modelling. Please put developer in contact with SCC as early as possible.

Coal Authority: Welcome the fact that the site assessment documents covering the site options does identify ground instability arising from mining legacy and as such The Coal Authority supports the broad approach taken to site selection. We have no views on the actual sites chosen as this is a matter for local determination following consideration of all relevant factors.

Latest Coal Authority data 27/04/2016. Majority development low risk area, rest development high risk area (includes area around mineshafts).

SMDC Environmental Health: Significant/ some constraints on residential development including 2 possible coal shafts in central part of the site and part of the site in flood zone.

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CH001 Land to the south of Donkey Lane

RPS Planning & Development on behalf of Mosaic Estates: Support

This site was allocated in the Council's 2014 Core Strategy as the principal strategic residential land for Cheadle. Mosaic made a response to the July 2015 early Site Allocations consultation indicating that this site is indeed sustainable as part of the growth of Cheadle and deliverable within the Council's plan period. Though this position remains unchanged and the site is already allocated for around 240 dwellings, there have been a number of responses to the site as part of the previous consultation, which does seem at odds with the status of the allocation. To avoid this confusion, it would be beneficial for future consultation documents to present the site differently, making a clear distinction between what is already allocated and which sites are being proposed for allocation by the Council. Whilst it is accepted that the site is already allocated, the following observations are made in response to the previous consultation comments: Natural England has commented in respect of a requirement for a Landscape and Visual Impact Assessment (LVIA). It is noted that as part of the evidence base supporting the 2014 Core Strategy, the Council submitted evidence of landscape character and impact which was sufficient for the site to be allocated. In addition, RPS submitted evidence to the Council in May 2014 demonstrating how the site could be delivered. This evidence included an assessment of visual impact as part of an overall strategy for development. Comments were received from the Leek and Moorlands Historic Buildings Trust relating to the setting of Woodhead Heart. The comments pertain to the siting and layout of the allocation, set against Woodhead Heart, an undesignated heritage site. Whilst this site has no formal designated status, it is considered that future development on this site would respond to the local setting in an appropriate and sympathetic way. The Council's own comments from the Sustainability Appraisal offer largely supportive comments on the sustainability of the site. There are however negative comments linked to the Grade 3 Agricultural Land Classification of the site. The Council has not defined whether this is Grade 3a or Grade 3b land, taking a broad brush approach to the assessment. In either case, Grade 3a represents only marginally better quality land than 3b, which is not recognised as 'best and most versatile', along with categories Grade 1 and Grade 2. It appears that the assessment of significant negative effect is, in this regard, an inappropriate conclusion.

Issues raised - public responses:

- Need for new housing
- Amenity issues
- Highways and access
- Traffic in town centre
- Previously found unsound by planning inspector
- Landscape and heritage impact
- Mining legacy
- Lack of employment opportunities
- Plenty of empty properties / houses for sale
- Flood Risk / surface water flooding
- Pedestrian routes / open space
- Cecilly Brook / nature conservation issues
- No need for housing following Thorley Drive permission
- Need for a new school
- Viability of the site
- Capacity of site
- Lack of infrastructure to accommodate new housing
- Inadequate consultation
- Agricultural Land Classification

Cheadle

CH001 Land to the south of Donkey Lane

Council response –

- This site is identified in the adopted Core Strategy as being suitable for housing, however, Policy SS5c states that sites will be identified and phased through the Site Allocations DPD. It is not therefore allocated at this stage.
- The Landscape, Local Green Space and Heritage Impact Study (2016) has considered the site and suggests some site-specific landscape mitigation measures. There are not considered to be any heritage impacts associated with the development of the site.
- The land is Agricultural Class 3 Good to Moderate. Data supplied by Natural England indicates that there is a moderate likelihood that the land is best and most versatile land i.e. Class 3a. The Sustainability Appraisal will be updated to reflect the most up to date evidence base.
- The National Planning Policy Framework requires that local planning authorities identify the objectively assessed need for housing in their areas, and that Local Plans translate those needs into land provision targets. The Council has prepared a Strategic Housing Market Assessment to assess the district's full housing needs, including affordable housing, whilst taking into account migration and demographic change. There are not enough brownfield sites within Cheadle to accommodate the level of housing it needs.
- Amenity issues and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received, and residents will have the opportunity to comment on the content of that application.
- The Highway Authority has not raised any issues which would prevent the development of this site.
- Traffic – The highways authority has confirmed that appropriately designed accesses would accommodate 240 + 80 + school. This number would require at least 2 accesses. A new access off Froghall Road would be preferable with secondary accesses through the existing estate. Pedestrian connections should be made to the residential area to the north.
- The Cheadle Town Centre Phase 2 Study (2017) identifies the likely impacts of the housing and employment Preferred Options sites on the surrounding highway network. By 2031 the study predicts queuing and delays in certain locations, in part due to 17 years of potential traffic growth which is compounded by the additional trips generated by new housing and employment. There is limited scope to change junction characteristics to improve network capacity within the Town Centre due to its historically confined road structure. The study recommends a package of mitigation measures in order to provide additional capacity onto the overall network. Mitigation measures include junction and lane improvements, new sites having good access to public transport provision, measures to encourage walking and cycling to reduce short trips, improved HGV signage and new parking bays along High Street.
- CH001 has already been identified as an appropriate area for housing in the adopted Core Strategy and is well related to the existing settlement.
- Employment site options are also proposed in Cheadle to provide opportunities for local businesses and jobs.
- There are former mineral workings on the site. The Coal Authority have confirmed that this would not prevent development from taking place. Investigative work will take place in these areas prior to the commencement of any development.
- The Strategic Housing Market Assessment (SHMA) makes an allowance for empty properties / houses that are for sale.
- The Council has completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which have been used to inform the site selection process. The site is within Flood Zone 1 – Low probability, however a small section located to the east of the site is located in Flood Zone 3 – High probability. This could be incorporated open space. Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.

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CH001 Land to the south of Donkey Lane

- New housing schemes will need to incorporate areas of open space and landscaping, and also maintain existing pedestrian links as well as the consideration of new links.
- The site is adjacent to the Cecilly Brook Local Nature Reserve and there is an isolated population of water voles (protected species) Natural England have advised that a buffer along the watercourse would be required.
- The Thorley Drive planning permission can be taken into account as a housing commitment once the final decision notice has been issued. Housing commitments form part of the supply of new housing and will be deducted from the required provision for Cheadle.
- Based on the anticipated number of new dwellings in Cheadle, Staffordshire County Council have indicated that a new Primary School will be required. The existing schools are located in the SW area of Cheadle, close to the town centre. There are benefits in locating a new school to the north of Cheadle to serve new and existing housing to the north of the town and could reduce school generated traffic in the town centre.
- The Council is undertaking Local Plan viability work which will consider the viability of preferred option sites.
- Site CH001 is located within the existing town boundary. It is estimated that the site could accommodate approximately 240 dwellings based on 35 dwellings per hectare.
- National planning guidance states that the Council should assess the quality and capacity of infrastructure to meet forecast demands. An Infrastructure Delivery Plan is being prepared which will identify the infrastructure necessary to support the Local Plan proposals. It builds on the findings of the Development Capacity Study for the Core Strategy. Consultation and work with infrastructure providers is ongoing and their feedback will inform the Infrastructure Delivery Plan and the Local Plan.
- The consultation was widely publicised and included a flyer being sent to all households and businesses in the District through Royal Mail. High levels of responses have been received by the Council from Cheadle residents which suggests that a significant number of residents knew about the consultation.

Preferred Options Local Plan July 2017

Statutory bodies/stakeholders (Comments relate to Cheadle North Strategic Development Area as a whole):

Natural England - Previously raised concerns over the proximity of the Cecilly Brook Nature Reserve to these allocations and note that this has been taken into account within the policy wording including a requirement for a masterplan which shows how biodiversity impacts can be minimised and net gains achieved.

Council Response

Comments noted.

Environment Agency – The edge of Sites CH001 and CH132 are adjacent to Flood Zones 2 and 3 of an ordinary watercourse. The policy should detail how a flood risk assessment will be required in order to determine the level of risk from river flooding as well as the management of surface water taking account of climate change. The sites are large enough for any flood risk to be managed through site layout and design, therefore the Environment Agency has no objection to this allocation.

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CH001 Land to the south of Donkey Lane

Council Response

Amend Policy DSC1 to reflect the above comments.

Heritage England – Paragraph 9.66 states that the site is not within the 'immediate setting of the asset' and that screening would be appropriate. However, we are not told what the significance of the asset is and how this may be impacted as a result of the proposed development.

Council Response

Amend the wording to reference the mitigation measures specified i.e. including screening of the north-eastern boundary' as set out in the Council's Landscape, Local Green Space and Heritage Impact Study.

Severn Trent: Sewerage Comments

Known Network Constraints - The development is proposed in the north of Cheadle at the upstream end of the catchment. There are a number of hydraulic flooding incidents recorded downstream of the development that could be exacerbated by the new development. Due to the large number of dwellings in this development downstream assets QUEEN STREET/OAKAMoor ROAD (Combined Sewer Overflow) 1km, CHEADLE - TEAN ROAD (Combined Sewer Overflow) 2.5km could be impacted by extra flows created by new development. Alternatively, if the development was to be connected on Wetherby Close or Cheltenham Avenue then CHEADLE - QUEEN ST/OAKAMoor RD (Combined Sewer Overflow) should not be affected as the flows would join downstream of this CSO. However, the flows would impact CHEADLE - BEDBROOK FARM (Sewage Pumping Station) and CHEADLE - BEDBROOK FARM (Sewage Pumping Station). Further modelling is required to ascertain the effects of this development.

Assumed Connectivity - There is a surface water system approximately 100m south east of the site comprising of 375mm and 600mm pipes. Due to change in elevation, the development will require a pumped connection. The outfall for the surface system is an unnamed watercourse.

Surface Water Disposal - There is a surface water system approximately 100m south east of the site comprising of 375mm and 600mm pipes. Due to change in elevation, the development will require a pumped connection. The outfall for the surface system is an unnamed watercourse.

Potential impact on sewerage infrastructure - Medium (subject to hydraulic modelling).

Council Response

Comments noted

Staffordshire County Council - This policy makes provision for 'a new County Primary School (approximately 2Ha) and associated public open space', which is broadly supported.

- However, Staffordshire County Council (SCC) are aware that there may be a desire on behalf of SMDC's leisure services to incorporate some community sporting use into the school site.
- In principle this is acceptable and combining the school site requirement with the leisure requirement may result in a smaller land take than were they to be considered separately.
- SCC will need to understand what the potential community use may be so that they can ensure the site is of an appropriate size to deliver the curriculum and also provide community use outside school hours.

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CH001 Land to the south of Donkey Lane

- SCC will also need to assess whether the school design should include any additional facilities associated with community use and how these would be funded. SCC therefore request a meeting to discuss further and determine what is appropriate and deliverable and how that should be framed in policy.

Council Response

Amend Policy DSC2 to state that the new County Primary School and school/community playing pitches will amount to approximately 2ha.

Developer/Agent/Owner

Persimmon Homes - Persimmon Homes support this allocation as deliverable under the terms of Paragraph 14 of the NPPF in that it is capable of contributing to the 5 year supply of housing land.

- The first phase of development will be on land already within the urban area and identified within the adopted Core Strategy as a Broad Location for housing. The site as a whole is outside of the Green Belt and well related to the urban form of Cheadle. Much of the site is surrounded by existing built development and the corridor of Cecilly Brook defines the eastern boundary. The Council's Landscape Character Assessment shows that the site is not affected by landscape constraints. The north eastern boundary adjoins open countryside, and here a landscape buffer will be created to reinforce the existing hedge line.
- Persimmon Homes have commissioned an Ecological Assessment and an interim report was received in August 2017. The primary ecological interest is within the corridor of the brook and here an 8m corridor will be retained to protect the habitats of water vole. There are opportunities to enhance biodiversity elsewhere within the site, including infill planting within retained hedgerows.
- Built development will take place entirely within Flood Zone 1 and so the site is sequentially preferred for development in accordance with the approach set out in the NPPF.
- As with much of Cheadle, the site is affected by a coal mining legacy. However, investigations indicate that the majority of the site is little affected. Development will be restricted in the immediate vicinity of the two mine shafts which are present, at which remediation will be required. The route of the former mine tramway is of some interest in heritage terms, and is incorporated in an existing footpath which will be retained. Otherwise there is a listed farmhouse beyond the north east site boundary which will be little affected with a reinforced landscaped belt.
- In relation to Policy SS7, Cheadle is a relatively compact settlement and this is a site which will be accessible to the town centre by means other than the private car. Whilst a site-specific Transport Assessment is underway, there is no suggestion that the development of the site requires significant highways infrastructure.
- The provision of a primary school within the site will satisfy the needs of new residents in the form of a sustainable mixed-use extension, but also serve a wider role within Cheadle, as supported under Policy SS7. the provision of this balance of land uses will minimise journey lengths for education, so complying with paragraph 37 of the NPPF.
- A Masterplan is being developed as part of the pre-application process and will clarify the net developable area.
- Suggests that Paragraph 9.76 is amended to state that the development area is within Flood Zone 1, rather than the site as a whole.
- It should be recognised that the proposed school is not simply to serve the proposed development but has a wider benefit in meeting the needs of northern Cheadle and surrounding areas and will reduce traffic movements within the town centre.
- As set out in Paragraph 173 of NPPF, it is important that the scale of obligations and policy burdens is not such that viability is threatened. Subject to the agreement on the form and

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CH001 Land to the south of Donkey Lane

extent of developer contributions, this will impose abnormal costs on the housing development. There are also abnormal costs from remediation of the coal mining shafts. The policy should therefore clarify that developer contributions at this site are subject to viability.

- Similarly, Persimmon Homes accept the desirability of some level of affordable housing at the site, notwithstanding the Council's identified wider strategic priority to re-balance the housing market with more aspirational properties. However, this is an additional cost to factor into the viability equation.
- Persimmon Homes are happy to engage with the Council as the Local Plan progresses. They are happy to share technical reports with the Council.

Response

- Support noted.
- The Council is undertaking Local Plan viability work which will consider the viability of proposed housing allocations.
- Agreed that an amendment can be made to paragraph 9.70 to clarify that the development area is within Flood Zone 1.

Public Response: 21 comments – 3 support, 14 object and 5 general.

Main Issues Raised:

Support:

- Allocation is deliverable in accordance with Paragraph 14 of the NPFF.
- Site is unaffected by landscape, flooding constraints and there are opportunities to enhance biodiversity in the area.

Objection:

- Development proposals are located in the Green Belt and there are brownfields sites available that would be better suited for development.
- Insufficient infrastructure, particularly road infrastructure, is in place to accommodate new development.
- Number of allocated houses is too many for one area.
- Insufficient infrastructure in place e.g. roads to accommodate proposed housing.
- The level and scale of development proposed in CH001 and CH132 would mean compromising road, health, and safety issues, and will not provide Cheadle with an integrated and sustainable development plan.
- The school would be better placed in a more central location rather than in an area with poor road access and situated on an outer peninsular of the town, away from the majority of existing homes.
- Highways department has raised issues regarding access in relation to CH001 and CH132.
- Area susceptible to flooding due to Cecilly Mills Brook.
- Policy involves developing on Greenfield land and Grade 3 ALC.
- Development could harm population of water voles on land adjacent to Cecilly Mills.

Council Response to all Issues Raised:

ISSUE	RESPONSE
Overall housing numbers for Cheadle	25% of the District's housing requirement is to be met in Cheadle. Cheadle's share has risen from the 22% previously put forward in the Core Strategy to reflect the availability of suitable development sites outside of the Green Belt.

Cheadle

CH001 Land to the south of Donkey Lane

ISSUE	RESPONSE
No need for new houses – plenty empty or for sale	The Strategic Housing Market Assessment (SHMA) assesses the local housing market and provides an assessment of need. This factors in vacant properties and houses for sale.
Previous comments been ignored	Previous objections to this site have been taken into account.
Consultation	All the consultation details were included on the Council's website.
Liaise with neighbouring LPAs such as Stoke	National planning guidance states that the Council should seek to meet the development needs of their area. Housing allocations are needed to ensure the Districts housing requirement is met.
Housing should reflect employment allocations	Policy SS7 seeks to create employment growth in Cheadle and increase the diversity of employment opportunities. Employment land is also proposed at New Haden Road in Cheadle.
Delivery of Site	The site is in one ownership and its allocation is supported by the landowner.
Lack of infrastructure to support new housing	National planning guidance states that the Council should assess the quality and capacity of infrastructure to meet forecast demands. An Infrastructure Delivery Plan is being prepared which will identify the infrastructure necessary to support the Local Plan proposals. Consultation and work with infrastructure providers is ongoing and their feedback will inform the Infrastructure Delivery Plan and the Local Plan.
Highways and Access	The Highway Authority has not raised any issues which would prevent the development of this site. The highways authority has confirmed that appropriately designed accesses would accommodate 240 + 80 + school. This number would require at least 2 accesses. A new access off Froghall Road would be preferable with secondary accesses through the existing estate. Pedestrian connections should be made to the residential area to the north.
Cheadle Transport Study	The Cheadle Town Centre Phase 2 Study (2017) identifies the likely impacts of the housing and employment Preferred Options sites on the surrounding highway network. By 2031 the study predicts queuing and delays in certain locations, in part due to 17 years of potential traffic growth which is compounded by the additional trips generated by new housing and employment. There is limited scope to change junction characteristics to improve network capacity within the Town Centre due to its historically confined road structure. The study recommends a package of mitigation measures in order to provide additional capacity onto the overall network. Mitigation measures include junction and lane improvements, new sites having good access to public transport provision, measures to encourage walking and cycling to reduce short trips, improved HGV signage and new parking bays along High Street.
Former Minerals	There are former mineral workings on the site. The Coal Authority have confirmed that this would not prevent development from taking place. Policy DSC1 requires detailed investigation work in relation to the mining legacy of the site.

Cheadle

CH001 Land to the south of Donkey Lane

ISSUE	RESPONSE
Flood Risk and Water Voles	Policy DSC1 requires a site specific flood risk assessment and early discussions with the Lead Local Flood Authority. It also requires consideration of the growth that may impact on the Cecilly Brook Local Nature Reserve (LNR). No objections have been raised by the Environment Agency or Natural England.
Location of new school	Staffordshire County Council support the location of the proposed new school as it provides for an improved distribution of education provision. They also state that over time the new school to the north may also pull in children from existing residential areas to the north of the town which may aid in lessening the impact of primary school based trips through the town centre in morning peak hour. No housing allocations are proposed to the east of Cheadle and therefore it is not the most sustainable location for a new school. Land off Churchill Road is considered to be a more suitable location for housing.
Scale of Development	There are infrastructure benefits arising from allocating a larger area for residential development, such as highway improvements, affordable housing and community facilities such as public open space.
Greenfield / ALC Class 3	The Sustainability Appraisal takes into account Best and Most Versatile Land data provided by Natural England.
Other sites more sustainable / previous consideration in Core Strategy	Policy DSC1 covers a small part of previous 'broad Area 2' which was considered during the Core Strategy examination. A large proportion of 'broad area 2' was located to the east of the Cecilly Brook and extended to the east into the open countryside. During the consideration of 'broad Area 2' the Inspector raised concerns regarding evidence in the Sustainability Appraisal (SA) which did not justify the 'broad area' particularly as the County Council could not confirm at that stage that a new school would be needed. An updated SA has been undertaken which looks in more detail at individual allocations rather than a broad brush approach taken to the previous 'broad areas. It considers that development of this site would have a significant positive effect.
Masterplanning / issues around crime	Policy DSC1 requires comprehensive master planning for the whole site which includes consideration of outcomes of the Council's Green Infrastructure Plan and mitigation measures identified in the Council's Landscape, Local Green Space and Heritage Impact Study as well as provision of open space. Policy DC 1 sets out the design considerations that the Council expects new development to meet which includes designing out crime initiatives and the principles of active design.
Ecology	Policy DSC1 requires that surveys and actions recommended by the Extended Phase 1 Habitat Survey and Local Wildlife Assessment are undertaken.
Impact on landscape need for	Policy DSC1 requires mitigation measures identified in the Council's Landscape, Local Green Space and Heritage Impact

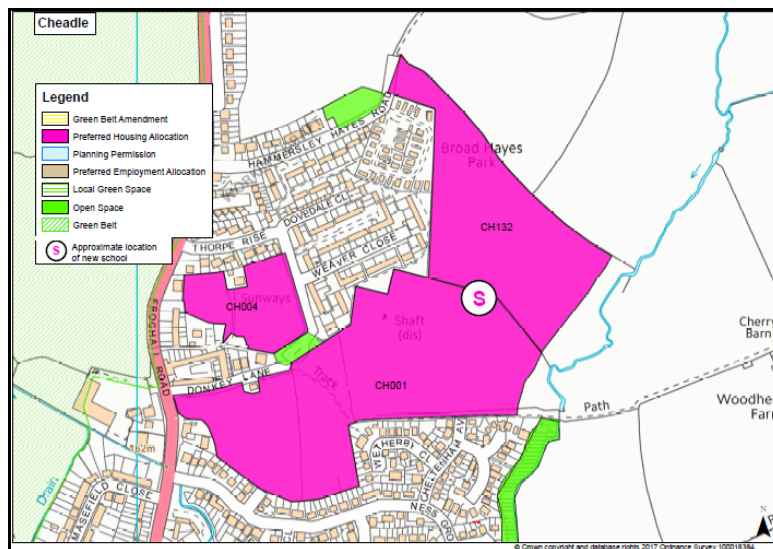
Cheadle

CH001 Land to the south of Donkey Lane

ISSUE	RESPONSE
open space	Study. It has not identified the site as being suitable for designation as Local Greenspace (which replaces Visual Open Space designations). Policy DSC1 also requires that public open space is incorporated into the development.
Pedestrian links	The site is in private ownership however Policy DSC1 requires pedestrian connections should be made the residential areas surrounding the site. Agree that an amendment could be added to the final bullet to read 'Public footpaths crossing the site will need to be retained and pedestrian connections....'
Develop near JCB instead	The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and the Housing White Paper reiterates this commitment.
Develop on Brownfield sites instead	The Council has included viable and deliverable brownfield sites as preferred options in the Local Plan. There are significant constraints on the Thomas Bolton site at Froghall.

Local Plan Publication (Submission Version February 2018)

Refer to Staffordshire Moorlands Local Plan (Submission Version) Consultation Analysis Report May 2018.



CH002a

Cheadle

CH002a Land at Moor Lane Farm

Local Plan Process

- Site suggestion from the SHLAA
- Included in the options consultation July 2015
- Included in the Preferred Options consultation April 2016
- Included in the Preferred Options Local Plan July 2017 as part of 'Cecilly Brook Strategic Development Area'
- Included in the Submission Version Local Plan February 2018 as part of 'Cecilly Brook Strategic Development Area'

Current Position

Site taken forward into the Submission Version Local Plan due to:

- Site within current development boundary and no significant issues.
- Landowner has confirmed that the land is available.

Key Issues

- Small edge area previously within Flood Zones 2 & 3 been excluded from site – but could form part of open space / surface water mitigation.
- Cecilly Brook holds a strong isolated population of water voles. As a protected species their habitat must be maintained. Also consider links to existing open space / green infrastructure.
- Traffic congestion in the town centre.

Site Information

Greenfield/ brownfield	Built up area boundary/ countryside	Est. housing capacity	Area (ha)	Ownership status	Site details
Greenfield	Within development boundary	26 (based on 35 dph - gross density)	0.75	Owner willing to develop	<ul style="list-style-type: none"> • Low visual importance. • Well related to existing settlement, developed to the north and south. • Western edge adjacent to Cecilly Brook within flood risk excluded from site area. • Property at Goodwood Avenue not included within site but could form part of development.

Cheadle

CH002a Land at Moor Lane Farm

Evidence Base

Local Plan and Site Allocations Viability Study (May 2018)

The results of the viability assessments for this site shows that at 33% affordable housing the surplus generated would be in the region of £65 per sqm. The level of surplus would be sufficient to meet the costs of education contributions and the Optional Technical Standards M4(2) and remain viable.

Local Plan Housing Trajectory (June 2018)

The site is in the housing trajectory (included within DSC2) to begin within five years and complete by 2026 (2021/22 – 2025/26).

Extended Phase 1 Habitat Survey 2015 (FID 150)

Conclusion

The site has potential to support protected species although the habitats are fairly species poor but are well connected to other more biodiverse habitats, especially the abutting Cecily Brook Local Nature Reserve. As the site is bordering the LNR the site's status has been elevated to district ecological importance. The following surveys/ actions are therefore recommended prior to any potential development works being carried out:

- Creation of a buffer zone between the site and the LNR
- Reptile survey
- Vegetation removal at the appropriate time of year

Local Wildlife Assessment (ECUS, 2017)

Ecus Ltd conducted Local Wildlife Site (LWS) Assessment of the site in 2017 in order to establish potential SBI/BAS status against Staffordshire Wildlife Trust criteria. It concluded that the site has some potential to support protected species and further surveys are also recommended for the scattered trees. The site habitats are considered to be of nature conservation value district level. Further surveys are recommended to confirm the presence/absence of reptiles in the in the south-west area of the site due to the presence of scattered scrub and good connectivity with Cecilly brook.

The following surveys/ actions are therefore recommended in order to establish SBI/ BAS status:

- Tree survey
- Hedgerow survey
- Reptile survey

Landscape & Settlement Character Assessment 2008

Not within important landscape setting to the settlement.

Landscape, Local Green Space and Heritage Impact Study (August 2016)

Landscape Assessment

The site comprises a small field on the eastern edge of the settlement that (in combination with CH002b to the east) forms a gap in development. Development would fit in well within the settlement pattern. The site also has low visual prominence due to adjacent vegetation and development.

Site is of low landscape sensitivity.

Cheadle

CH002a Land at Moor Lane Farm

Heritage Assessment

There are no designated heritage assets within the 400m buffer. Although the HEA states that development could potentially have a negative impact upon the HLC zone CHECZ 2, with sensitive development, this could be accommodated on the site (Historic Environment Character Assessment 2010).

Site suitable for development in heritage terms.

Level 1 SFRA (October 2015)

Site located in Flood Zone 1 – low probability. Small edge area previously within Flood Zones 2 & 3 been excluded from site. Site therefore meets the sequential test.

Minerals

Site is in Mineral Safeguarding Area for Coal and Fireclay. Any application should be accompanied by a Mineral Safeguarding Statement.

Staffordshire Minerals Planning Authority: No comment.

Cheadle Town Centre Phase 2 Study (2017)

The Phase 2 Study predicts that in 2031 general traffic growth plus additional trips generated by new housing and employment development will cause increased queuing and delays. There is limited scope to change junction characteristics due to the historically confined road structure, however the study recommends a package of mitigation measures which could provide some additional capacity to the overall network.

Sustainability Appraisal

Sustainability Appraisal Report June 2018

The proposed delivery of circa 26 dwellings is considered to have a significant positive effect, as could the site's proximity to health care services and facilities and areas of existing employment. Similarly, the site's distance away from historic assets is likely to have a positive effect. However, the site is partly within flood zone 2 and 3 which is likely to have a significant negative effect, as could the development of grade 3 ALC land and the site's proximity to designated assets.

Initial HRA Screening

No Likely Significant Effects (LSEs) have been identified in relation to the preferred option site allocations in Cheadle.

Consultations

Options Consultation July 2015

Statutory bodies/stakeholders

SCC Highways: Extension of existing estate, acceptable depending on access design.

Environment Agency - Cecilly Brook holds a strong isolated population of water voles. As a protected species their habitat must be maintained with no development creating direct or indirect impacts to impinge movement and expansion of the population along the riparian corridor.

Developer/Agent – Land is available

Cheadle

CH002a Land at Moor Lane Farm

Historic England: Made no comments on individual sites recommended that a heritage impact assessment of sites is carried out.

Coal Authority: Staffordshire Moorlands is an area where there have been significant coal mining activities which have left a legacy. Recommend that sites are assessed to determine if there coal related hazards which require remediation and the likely impact on mineral resources. Previous coal workings do not prevent development of sites and therefore do not wish to recommend any sites are excluded from assessment on mining legacy grounds.

Public response

4 objections, 1 support

Issues raised:

Objections

- Infrastructure – Schools Cannot cope with numbers now
 - Infrastructure - Traffic / Transport – Roads can't cope with traffic. Traffic from Alton Towers & JCB. Roads are dangerous.
 - Infrastructure – Other Health services cannot cope now.
 - Landscape
 - Nature Conservation – stream running through this area feeds into Cecilly Brook nature reserve development would impact on nature reserve
 - Flood Risk _ Already a problem on the estate.
 - Amenity (e.g. noise, privacy, loss of light) Pollution
 - Scale of development
 - Listed Building / Conservation Area
 - Government Policy
 - Other No employment in Cheadle.
- Support - Other Infill site, used for grazing hobby farmer.

Council response –

- The Highway Authority has not raised any issues which would prevent the development of this site.
- The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward.
- The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known.
- Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.
- The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward.

Cheadle

CH002a Land at Moor Lane Farm

- The Council has recently completed a Phase 1 Ecological Study for the District. This assessed
- sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed.
- Cecilly Brook has water voles which are a protected species. Environment Agency comments are noted and advice should be included in any detailed Ecological Study.
- The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. The small area of the site adjacent to the Brook is medium probability and will need to be incorporated into uses other than housing i.e. open space.
- Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.
- Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.
- The scale of development is considered appropriate and is well related to the existing settlement. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year.
- The site is not located within the Conservation Area and is not adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs.
- Employment site options are also proposed in Cheadle to provide opportunities for local businesses and jobs

Preferred Options Consultation April 2016

SCC Highways: No access specified, perhaps using residential roads? Silverstone Avenue, Moor Lane? Junctions with B5032 and B5417 will require assessment. No existing cycle routes. Consideration of sustainable access to town centre.

Cheadle Town Service 123 serves Kingfisher Crescent and Oulton Road close to the sites hourly between 09:30 and 13:30.

SCC Education: Future Need: Cheadle Town Requirement (based on the assumptions outlined in SCC report)

Primary School Provision

- The number of new homes planned for this school planning area indicate that education contributions will be required to fund additional primary school places at an existing or new

Cheadle

CH002a Land at Moor Lane Farm

school to mitigate the impact of local developments. At least an additional 1FE of primary school provision will be required in Cheadle Town during the Local Plan period to take into account the number of dwellings proposed over the duration of the Local Plan. We note that land to the east of the town (CH132) indicates an approximate location for a new/extended school and we ask that this land continues to be safeguarded.

High School Provision

- The High Schools in this School Place Planning Area are projected to have limited capacity to accommodate any children generated from housing allocated in this area, if the level of housing development is consistent with the estimated housing need. However, the allocation of housing sites, including windfall and small sites will continue to be monitored to ensure that there continues to be a sufficient supply of High School places in the town.

There is a small site allowance of 150 dwellings during the Local Plan period in Cheadle Town. As the location of these sites are not yet known the impact of these developments on school places will continue to be monitored as specific sites come forward and may result in additional school places required.

Please note that the allocation of housing in the rural area, including the small site allowance of 570 dwellings which has yet to be allocated, will have an impact on High School places in Cheadle Town, if those pupils attending school in the larger villages go on to attend High School in Cheadle Town.

LLFA: FRA required, consult SCC and EA. Surface water flooding shown on site. May need modelling. Please put developer in contact with SCC as early as possible.

Natural England: We note that the following preferred sites are located close to and/or adjoining existing areas of open space and green infrastructure, in particular the Cecilly Brook Local Nature Reserve (LNR).

Suitable enhancements of existing open spaces' may be required together with appropriate management (and funding thereof) in order to allow these open spaces to function effectively during the local plan period. Similarly the development of these preferred sites (if progressed) will need to include suitable multi-functional green infrastructure. Adopted local plan spatial objectives SO8 & 9 refer together with policies such as DC1 Design Considerations, DC3 landscape and settlement setting, C3 Green Infrastructure and NE1 Biodiversity & geological resources.

Coal Authority: Welcome the fact that the site assessment documents covering the site options does identify ground instability arising from mining legacy and as such The Coal Authority supports the broad approach taken to site selection. We have no views on the actual sites chosen as this is a matter for local determination following consideration of all relevant factors.

Latest Coal Authority data 27/04/2016. Development high risk area.

SMDC Environmental Health: No significant Issues

Cheadle

CH002a Land at Moor Lane Farm

Issues raised - public responses:

- None received

Council response –

- The Council has produced a Draft Green Infrastructure Strategy for consultation alongside the next draft version of the Local Plan. The strategy identifies green infrastructure corridors around the towns and lists particular issues in relation to that corridor which can be addressed as part of the relevant site policy and / or at the planning application stage. Similarly, a public open space study is underway covering all designated public open spaces in the Staffordshire Moorlands. One of the areas this will advise on is where improvements are needed to these spaces and new development in the vicinity could contribute towards this. The Council has also designated Local Green Spaces in line with criteria set out in the NPPF and the Council will seek to facilitate improvements to these areas where required.

Preferred Options Local Plan July 2017

Statutory bodies/stakeholders (Comments relate to Cecilly Brook Strategic Development Area as a whole):

Natural England - Previously raised concerns over the proximity of the Cecily Brook Nature Reserve to these allocations and note that this has been taken into account within the policy wording including a requirement for a masterplan which shows how biodiversity impacts can be minimised and net gains achieved.

Council Response

Comments noted.

Historic England – Policy DSC 2 in the assessment recognises that there could be adverse effects for historic landscape character yet there are no mitigation measures identified.

Council Response

Add the following text to paragraph 9.77.

'There are three Grade II Listed Buildings and one Conservation Area within the 400m buffer. Due to the buildings as well as vegetation between the assets and the site it is considered that development would be highly unlikely to adversely affect the settings of the heritage assets.'

In order to further strengthen the heritage impact aspect of the Policy DSC2 it is suggested that the following additional wording is added to the policy:

"A detailed assessment of the significance of the heritage asset and how it may be affected, in addition to mitigation measures.....".

Environment Agency - Site CH002a is immediately adjacent to Flood Zone 3 of the Cecilly Brook (main river) and a minor tributary (ordinary watercourse). The policy should detail how a flood risk assessment will be required in order to determine the level of risk of flooding from both watercourses. It should be ensured that the development does not encroach into the floodplain area and that at least 8m undeveloped easement/buffer strip is maintained adjacent to Cecilly Brook.

Cheadle

CH002a Land at Moor Lane Farm

Opportunities should be sought to make space for water as part of the development design/layout to help manage surface water and accommodate climate change.

Council Response

Amend Policy DSC2 and supporting text to reflect the above comments.

Severn Trent: Sewerage Comments

Known Network Constraints – The development is planned in the east of the town of Cheadle. The site is in close proximity to ARUNDEL DRIVE. There are a number of recorded flooding incidents downstream of the development. ARUNDEL DRIVE SPS (pumping station) is located at the bottom of the drive immediately downstream of the development and could be impacted dependant on the connection point. CHEADLE - TEAN ROAD (CSO) is also downstream of the development and could be impacted. This development should be considered along with CH001 & CH132 Cheadle North Strategic Development Area as both of these developments could have significant impact on assets downstream.

Assumed Connectivity - The developer may decide to use the existing ARUNDEL DRIVE SPS to connect to the foul network, where the pipe is 225mm in diameter. The site topography of site may not allow a gravity connection, and a pump may have to be used.

Surface Water Disposal - There is a watercourse located on site, which falls into Cecilly Brook. Developer may decide to use SUD's for surface drainage and any excess could potentially be controlled and discharged to the Cecilly Brook.

Potential impact on sewerage infrastructure - Medium (subject to hydraulic modelling).

Council Response

Comments noted

Developer/Agent/Owner – Site CH002a No response made at this stage but land is still available for development.

Public Response: 3 comments – 0 support, 0 object and 3 general.

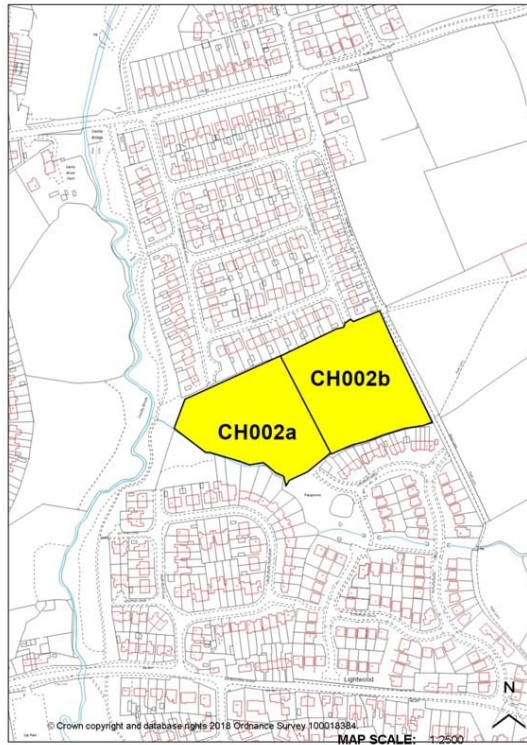
Main Issues Raised: None raised

Local Plan Publication (Submission Version February 2018)

No comments received

Cheadle

CH002a Land at Moor Lane Farm



CH002b

Cheadle

CH002b Land at Moor Lane Farm Moor Lane

Local Plan Process

- Site suggestion from the SHLAA
- Included in the options consultation July 2015
- Included in the Preferred Options consultation April 2016
- Included in the Preferred Options Local Plan July 2017 as part of 'Cecilly Brook Strategic Development Area'
- Included in the Submission Version Local Plan February 2018 as part of 'Cecilly Brook Strategic Development Area'

Current Position

Site taken forward into the Submission Version Local Plan due to:

- Site within current development boundary and no significant issues.
- Landowner has confirmed that the land is available towards the end of the plan period.

Key Issues

- Traffic congestion in the town centre.

Site Information

Greenfield/ brownfield	Built up area boundary/country side	Est. housing capacity	Area (ha)	Ownership status	Site details
Greenfield	Within development boundary	35 (based on 35 dph - gross density)	0.98	Owner willing to develop	<ul style="list-style-type: none"> • Low visual importance. • Well related to existing settlement, developed to the north and south.

Evidence Base

Local Plan and Site Allocations Viability Study (May 2018)

The results of the viability assessments for this site shows that at 33% affordable housing the surplus generated would be in the region of £65 per sqm. The level of surplus would be sufficient to meet the costs of education contributions and the Optional Technical Standards M4(2) and remain viable.

Local Plan Housing Trajectory (June 2018)

The site is in the housing trajectory (included within DSC2) to begin within five years and complete by 2026 (2021/22 – 2025/26).

Extended Phase 1 Habitat Survey 2015 (FID 151)

Conclusion

The site has potential to support protected species although the habitats are fairly species poor but are well connected to other more biodiverse habitats. As the site has buildings with potential to support roosting bats and a species rich hedgerow the site has been attributed at least district ecological importance. The following surveys/ actions are therefore recommended prior to any potential development works being carried out:

Cheadle

CH002b Land at Moor Lane Farm Moor Lane

- Bat survey of the buildings with potential to support roosting bats
- Reptile survey
- Hedgerow survey
- Vegetation removal at the appropriate time of year

Local Wildlife Assessment (ECUS, 2017)

Ecus Ltd conducted Local Wildlife Site (LWS) Assessment of the site in 2017 in order to establish potential SBI/BAS status against Staffordshire Wildlife Trust criteria. It concluded that the site generally has low biodiversity but good connectivity to a stream and surrounding habitats deem it to be of district importance for its potential to protected species. The site habitats are considered to be of district importance. Further surveys are recommended to confirm the presence of reptiles and assess the importance of the species-rich hedgerows.

The following surveys/ actions are therefore recommended in order to establish SBI/ BAS status:

- HEGS survey for species-rich hedgerow
- Tree survey
- Bat roost survey of buildings on site

Landscape & Settlement Character Assessment 2008

Not within important landscape setting to the settlement.

Landscape, Local Green Space and Heritage Impact Study (August 2016)

Landscape Assessment

The site comprises a small field containing Moor Lane Farm on the eastern edge of the settlement that (in combination with CH002a to the west) forms a gap in development. Development would fit in well within the settlement pattern. The site also has low visual prominence due to adjacent vegetation and development, although is more open to the east. The existing hedgerow on this boundary could be planted up in order to create a vegetated edge to the settlement and reduce visual prominence.

Site is of low landscape sensitivity.

Heritage Assessment

There are no designated heritage assets within the 400m buffer. Although the HEA states that development could potentially have a negative impact upon the HLC zone CHECZ 2, with sensitive development, this could be accommodated on the site (Historic Environment Character Assessment 2010).

Site suitable for development in heritage terms.

Level 1 SFRA (October 2015)

Site located in Flood Zone 1 – low probability. Site therefore meets the sequential test.

Minerals

Site is in Mineral Safeguarding Area for Coal and Fireclay. Any application should be accompanied by a Mineral Safeguarding Statement.

Staffordshire Minerals Planning Authority: No comment.

Cheadle

CH002b Land at Moor Lane Farm Moor Lane

Cheadle Town Centre Phase 2 Study (2017)

The Phase 2 Study predicts that in 2031 general traffic growth plus additional trips generated by new housing and employment development will cause increased queuing and delays. There is limited scope to change junction characteristics due to the historically confined road structure, however the study recommends a package of mitigation measures which could provide some additional capacity to the overall network.

Sustainability Appraisal

Sustainability Appraisal Report June 2018

The proposed delivery of circa 42 dwellings is considered to have a significant positive effect, as could the site's proximity to services and facilities and areas of existing employment. Similarly, the site's distance away from historic assets is likely to have a positive effect. However, the site's proximity to a designated asset and the development of grade 3 ALC land is likely to have a significant negative effect.

Initial HRA Screening

No Likely Significant Effects (LSEs) have been identified in relation to the preferred option site allocations in Cheadle.

Consultations

Options Consultation July 2015

Statutory bodies/stakeholders

SCC Highways: Extension of existing estate, acceptable depending on access design.

Developer/Agent – land is available

Historic England: Made no comments on individual sites recommended that a heritage impact assessment of sites is carried out.

Coal Authority: Staffordshire Moorlands is an area where there have been significant coal mining activities which have left a legacy. Recommend that sites are assessed to determine if there coal related hazards which require remediation and the likely impact on mineral resources. Previous coal workings do not prevent development of sites and therefore do not wish to recommend any sites are excluded from assessment on mining legacy grounds.

Public response

4 objections, 1 support

Issues raised:

Objections

- Infrastructure - Traffic / Transport Roads can't cope with traffic. Traffic from Alton Towers & JCB. Roads are dangerous.
- Flood Risk – Already a problem on the estate.
- Amenity (e.g. noise, privacy, loss of light) - Pollution
- Scale of development

Cheadle

CH002b Land at Moor Lane Farm Moor Lane

Council response –

- The Highway Authority has not raised any issues which would prevent the development of this site.
- The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability.
- Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.
- Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.
- The scale of development is considered appropriate and is well related to the existing settlement. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year.

Preferred Options Consultation April 2016

SCC Highways: No access specified, perhaps using residential roads? Silverstone Avenue, Moor Lane? Junctions with B5032 and B5417 will require assessment. No existing cycle routes. Consideration of sustainable access to town centre.

Cheadle Town Service 123 serves Kingfisher Crescent and Oulton Road close to the sites hourly between 09:30 and 13:30.

SCC Education: Future Need: Cheadle Town Requirement (based on the assumptions outlined in SCC report)

Primary School Provision

- The number of new homes planned for this school planning area indicate that education contributions will be required to fund additional primary school places at an existing or new school to mitigate the impact of local developments. At least an additional 1FE of primary school provision will be required in Cheadle Town during the Local Plan period to take into account the number of dwellings proposed over the duration of the Local Plan. We note that land to the east of the town (CH132) indicates an approximate location for a new/extended school and we ask that this land continues to be safeguarded.

High School Provision

- The High Schools in this School Place Planning Area are projected to have limited capacity to accommodate any children generated from housing allocated in this area, if the level of housing development is consistent with the estimated housing need. However, the allocation of housing sites, including windfall and small sites will continue to be monitored to ensure that there continues to be a sufficient supply of High School places in the town.

Cheadle

CH002b Land at Moor Lane Farm Moor Lane

There is a small site allowance of 150 dwellings during the Local Plan period in Cheadle Town. As the location of these sites are not yet known the impact of these developments on school places will continue to be monitored as specific sites come forward and may result in additional school places required.

Please note that the allocation of housing in the rural area, including the small site allowance of 570 dwellings which has yet to be allocated, will have an impact on High School places in Cheadle Town, if those pupils attending school in the larger villages go on to attend High School in Cheadle Town.

LLFA: FRA required, consult SCC. Surface water flooding shown on site. May need modelling. Please put developer in contact with SCC as early as possible.

Natural England: We note that the following preferred sites are located close to and/or adjoining existing areas of open space and green infrastructure, in particular the Cecilly Brook Local Nature Reserve (LNR).

Suitable enhancements of existing open spaces' may be required together with appropriate management (and funding thereof) in order to allow these open spaces to function effectively during the local plan period. Similarly the development of these preferred sites (if progressed) will need to include suitable multi-functional green infrastructure. Adopted local plan spatial objectives SO8 & 9 refer together with policies such as DC1 Design Considerations, DC3 landscape and settlement setting, C3 Green Infrastructure and NE1 Biodiversity & geological resources.

Coal Authority: Welcome the fact that the site assessment documents covering the site options does identify ground instability arising from mining legacy and as such The Coal Authority supports the broad approach taken to site selection. We have no views on the actual sites chosen as this is a matter for local determination following consideration of all relevant factors.

Latest Coal Authority data 27/04/2016. Eastern section development low risk area, rest development high risk area.

SMDC Environmental Health: No significant Issues

Issues raised - public responses:

- None received

Council response –

- The Council has produced a Draft Green Infrastructure Strategy for consultation alongside the next draft version of the Local Plan. The strategy identifies green infrastructure corridors around the towns and lists particular issues in relation to that corridor which can be addressed as part of the relevant site policy and / or at the planning application stage. Similarly, a public open space study is underway covering all designated public open spaces in the Staffordshire Moorlands. One of the areas this will advise on is where improvements are needed to these spaces and new development in the vicinity could contribute towards this. The Council has also designated Local Green Spaces in line with criteria set out in the NPPF and the Council will seek to facilitate improvements to these areas where required.

Cheadle

CH002b Land at Moor Lane Farm Moor Lane

Preferred Options Local Plan July 2017

Statutory bodies/stakeholders (Comments relate to Cecilly Brook Strategic Development Area as a whole):

Natural England - Previously raised concerns over the proximity of the Cecily Brook Nature Reserve to these allocations and note that this has been taken into account within the policy wording including a requirement for a masterplan which shows how biodiversity impacts can be minimised and net gains achieved.

Council Response

Comments noted.

Historic England : Policy DSC 2 in the assessment recognises that there could be adverse effects for historic landscape character yet there are no mitigation measures identified.

Council Response

Add the following text to paragraph 9.77.

'There are three Grade II Listed Buildings and one Conservation Area within the 400m buffer. Due to the buildings as well as vegetation between the assets and the site it is considered that development would be highly unlikely to adversely affect the settings of the heritage assets.'

In order to further strengthen the heritage impact aspect of the Policy DSC2 it is suggested that the following additional wording is added to the policy:

"A detailed assessment of the significance of the heritage asset and how it may be affected, in addition to mitigation measures.....".

Environment Agency - Site CH002a is immediately adjacent to Flood Zone 3 of the Cecilly Brook (main river) and a minor tributary (ordinary watercourse). The policy should detail how a flood risk assessment will be required in order to determine the level of risk of flooding from both watercourses. It should be ensured that the development does not encroach into the floodplain area and that at least 8m undeveloped easement/buffer strip is maintained adjacent to Cecilly Brook. Opportunities should be sought to make space for water as part of the development design/layout to help manage surface water and accommodate climate change.

Council Response

Amend Policy DSC2 and supporting text to reflect the above comments.

Severn Trent: Sewerage Comments

Known Network Constraints – The development is planned in the east of the town of Cheadle. The site is in close proximity to ARUNDEL DRIVE. There are a number of recorded flooding incidents downstream of the development. ARUNDEL DRIVE SPS (pumping station) is located at the bottom of the drive immediately downstream of the development and could be impacted dependant on the connection point. CHEADLE - TEAN ROAD (CSO) is also downstream of the development and could be impacted. This development should be considered along with CH001 & CH132 Cheadle North Strategic Development Area as both of these developments could have significant impact on assets downstream.

Cheadle

CH002b Land at Moor Lane Farm Moor Lane

Assumed Connectivity - The developer may decide to use the existing ARUNDEL DRIVE SPS to connect to the foul network, where the pipe is 225mm in diameter. The site topography of site may not allow a gravity connection, and a pump may have to be used.

Surface Water Disposal - There is a watercourse located on site, which falls into Cecilly Brook. Developer may decide to use SUD's for surface drainage and any excess could potentially be controlled and discharged to the Cecilly Brook.

Potential impact on sewerage infrastructure - Medium (subject to hydraulic modelling).

Council Response

Comments noted

Developer/Agent/Owner – CH002b No response made at this stage but land is still available for development.

Public Response: 3 comments – 0 support, 0 object and 3 general.

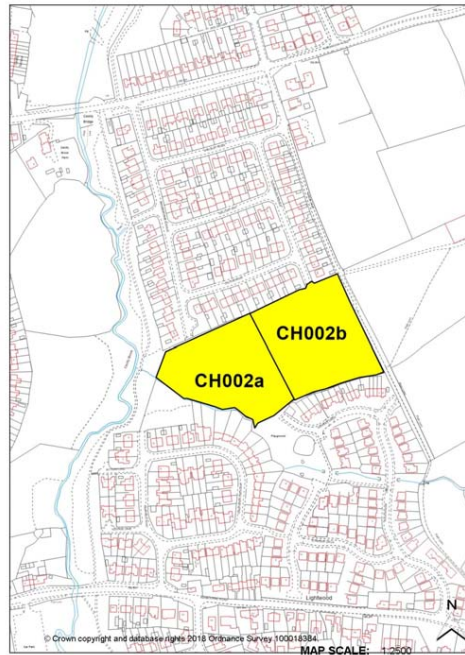
Main Issues Raised: None raised

Local Plan Publication (Submission Version February 2018)

No comments received

Cheadle

CH002b Land at Moor Lane Farm Moor Lane



CH004

Cheadle

CH004 - Land adj to Sunways

Local Plan Process

- Site suggestion from the SHLAA
- Included in the options consultation July 2015
- Included in the Preferred Options consultation April 2016
- Included in the Preferred Options Local Plan July 2017
- Included in the Submission Version Local Plan February 2018

Current Position

Site taken forward into the Submission Version Local Plan due to:

- Site within current development boundary and no significant issues.
- Landowner has confirmed that the land is available in the medium term.

Key Issues

- Traffic congestion in the town centre.

Site Information

Greenfield/ brownfield	Built up area boundary/ countryside	Est. housing capacity	Area (ha)	Ownership status	Site details
Greenfield	Within development boundary	45	1.3	Owner willing to develop	<ul style="list-style-type: none"> • Low visual importance • Surrounded by development

Evidence Base

Local Plan and Site Allocations Viability Study (May 2018)

The results of the viability testing (based on generic typologies) indicate that at the base position development on this site is likely to be viable and with the 33% affordable housing target the scheme would also be viable. The impact of education contributions and the Optional Technical Standards M4(2) reduces the surplus and means that the scheme may not be sufficiently viable to support 33% affordable housing. At 20% affordable provision the scheme is likely to be able to support the education contribution plus M4(2) and remain viable.

Local Plan Housing Trajectory (June 2018)

The site is in the housing trajectory to begin in the later stages of the plan and complete by the end of the plan period (2027/28 – 2031).

Extended Phase 1 Habitat Survey 2015 (FID 145)

Conclusion

The site has low potential to support protected species as the habitats are species poor and poorly connected to other more biodiverse habitats, though as species rich hedgerows are present the site is considered as having district ecological importance.

The following surveys/ actions are therefore recommended prior to any potential development works being carried out:

- Hedgerow survey
- Vegetation removal at the appropriate time of year

Cheadle

CH004 - Land adj to Sunways

Local Wildlife Assessment (ECUS, 2017)

Ecus Ltd conducted Local Wildlife Site (LWS) Assessment of the site in 2017 in order to establish potential SBI/BAS status against Staffordshire Wildlife Trust criteria. It concluded that the site generally has low ecological value in its potential to support protected species. Most of the site habitats are considered to be of nature conservation value at local level only. However, the species-rich hedgerow was assessed as being potentially meeting the BAS / SBI status.

Therefore, following surveys/actions are therefore recommended in order to establish SBI/ BAS status:

- HEGS survey of species-rich hedgerow

Landscape & Settlement Character Assessment 2008

Not within important landscape setting to the settlement.

Landscape, Local Green Space and Heritage Impact Study (August 2016)

Landscape Assessment

A single field within the north of the settlement enclosed by residential development, north of the play area on Thorpe Rise. The site includes a track in the centre that provides access to Sunways, a property on the northern boundary. The site forms a gap within the settlement, and therefore fits in well within the existing settlement pattern. The site also has low visual prominence due to the surrounding housing, and the hedgerows that enclose the site.

Site is of low landscape sensitivity.

Heritage Assessment

There are no designated heritage assets within the 400m buffer. Development would be highly unlikely to adversely affect HUCA 7 (Cheadle Extensive Urban Survey report 2012).

Site suitable for development in heritage terms.

Level 1 SFRA (October 2015)

Site located in Flood Zone 1 – low probability. Site therefore meets the sequential test.

Minerals

Site is in Mineral Safeguarding Area for Coal and Fireclay. Any application should be accompanied by a Mineral Safeguarding Statement.

Staffordshire Minerals Planning Authority: No comment.

Cheadle Town Centre Phase 2 Study (2017)

The Phase 2 Study predicts that in 2031 general traffic growth plus additional trips generated by new housing and employment development will cause increased queuing and delays. There is limited scope to change junction characteristics due to the historically confined road structure, however the study recommends a package of mitigation measures which could provide some additional capacity to the overall network.

Cheadle

CH004 - Land adjacent to Sunways

Sustainability Appraisal

Sustainability Appraisal Report June 2018

The proposed delivery of circa 45 dwellings is considered to have a significant positive effect. Similarly, the site's distance away from historic assets is likely to have a positive effect as could the accessibility to services, facilities and areas of existing employment. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The ecological value of the site is likely to have a negative effect.

Initial HRA Screening

No Likely Significant Effects (LSEs) have been identified in relation to the preferred option site allocations in Cheadle.

Consultations

Options Consultation July 2015

Statutory bodies/stakeholders

SCC Highways: New access can be created onto Thorpe Rise given current geometry (width 4.8m) and nos. of dwellings served. Ped access to be created onto Froghall Road via existing direct link.
Developer/Agent – land is available but later on in plan period.

Historic England: Made no comments on individual sites recommended that a heritage impact assessment of sites is carried out.

Coal Authority: Staffordshire Moorlands is an area where there have been significant coal mining activities which have left a legacy. Recommend that sites are assessed to determine if there coal related hazards which require remediation and the likely impact on mineral resources. Previous coal workings do not prevent development of sites and therefore do not wish to recommend any sites are excluded from assessment on mining legacy grounds.

Public response

1 objections, 1 support
Issues raised:
Objections
General objection
Support
Other- Infill site

Council response –

- The Highway Authority has not raised any this site.
- Landowner has confirmed that the land will be available within 5 – 10 years.
- No other issues raised

Preferred Options Consultation April 2016

SCC Highways: No specific access arrangements identified although could be accessed via an improved Donkey Lane? Access onto A521 would require assessment. Consideration should be

Cheadle

CH004 - Land adj to Sunways

given to providing cycle route facilities to access the town centre. Traffic impacts on the Tape Street corridor and town centre traffic flows would require assessment, including key junctions. The presence of a school within the new residential development would contain trips, allowing them to be made sustainably and there is the potential for some existing school journeys currently being made to the town to be reassigned.

Cheadle Town Service 123 serves Ness Grove close to the site hourly between 09:30 and 13:30. Services 32/32A operate every 20-30 minutes along the A521 Froghall Road between Hanley and Cheadle. Service 30 (from 12th June 2016) operates every 2 hours along Froghall Road between Leek and Cheadle.

SCC Education: Future Need: Cheadle Town Requirement (based on the assumptions outlined in SCC report)

Primary School Provision

- The number of new homes planned for this school planning area indicate that education contributions will be required to fund additional primary school places at an existing or new school to mitigate the impact of local developments. At least an additional 1FE of primary school provision will be required in Cheadle Town during the Local Plan period to take into account the number of dwellings proposed over the duration of the Local Plan. We note that land to the east of the town (CH132) indicates an approximate location for a new/extended school and we ask that this land continues to be safeguarded.

High School Provision

- The High Schools in this School Place Planning Area are projected to have limited capacity to accommodate any children generated from housing allocated in this area, if the level of housing development is consistent with the estimated housing need. However, the allocation of housing sites, including windfall and small sites will continue to be monitored to ensure that there continues to be a sufficient supply of High School places in the town.

There is a small site allowance of 150 dwellings during the Local Plan period in Cheadle Town. As the location of these sites are not yet known the impact of these developments on school places will continue to be monitored as specific sites come forward and may result in additional school places required.

Please note that the allocation of housing in the rural area, including the small site allowance of 570 dwellings which has yet to be allocated, will have an impact on High School places in Cheadle Town, if those pupils attending school in the larger villages go on to attend High School in Cheadle Town.

LLFA: FRA required, consult SCC. Surface water flooding shown on site. May need modelling. Please put developer in contact with SCC as early as possible.

Coal Authority: Welcome the fact that the site assessment documents covering the site options does identify ground instability arising from mining legacy and as such The Coal Authority supports the broad approach taken to site selection. We have no views on the actual sites chosen as this is a matter for local determination following consideration of all relevant factors.

Latest Coal Authority data 27/04/2016. Development low risk area.

Cheadle

CH004 - Land adj to Sunways

SMDC Environmental Health: No significant Issues

Issues raised - public responses:

- None received

Preferred Options Local Plan July 2017

Statutory bodies/stakeholders:

Severn Trent: Sewerage Comments

Known Network Constraints – The development is proposed in the north of Cheadle at the upstream end of the catchment. There are a number of hydraulic flooding incidents recorded downstream of the development that could be exacerbated by the new development. QUEEN STREET/OAKAMoor ROAD (Combined Sewer Overflow) 1km, CHEADLE - TEAN ROAD (Combined Sewer Overflow) 2.5km could be impacted by extra flows created by new development. Development should not be looked at in isolation, consideration should be applied to CH001 & CH132 Cheadle North Strategic Development Area, CH002a, CH002b Cecilly Brook Strategic Development Area and CH024 Cecilly Brook Strategic Development Area.

Assumed Connectivity - Possible connection at node SK01441304 which is has an outgoing 150mm pipe.

Surface Water Disposal - There is an existing surface water system running around the site. Suitable connection point could take place on the south-east side of the development, the pipe diameter at that point is 375mm.

Potential impact on sewerage infrastructure - Medium (subject to hydraulic modelling).

Council Response

Comments noted

Public Response: 2 comments – 1 support, 0 object, 1 general

Main Issues Raised: None

Support:

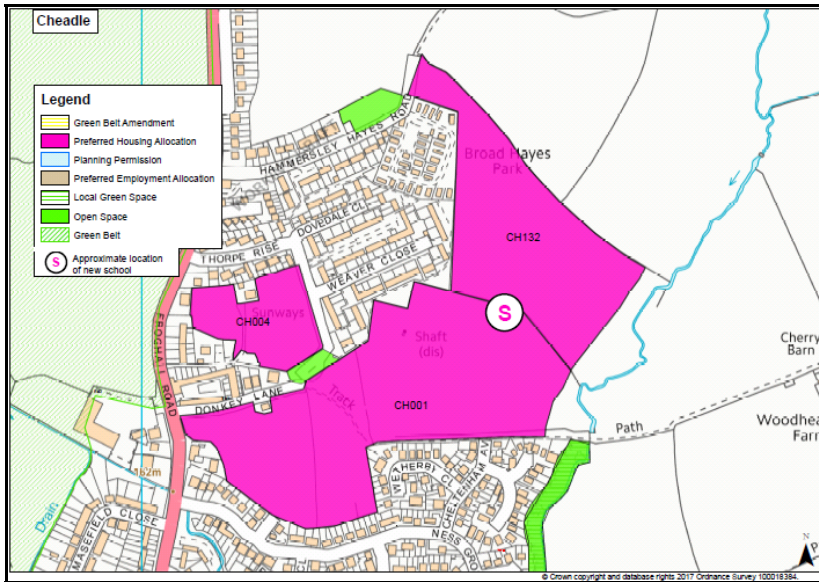
- No reasons given

Local Plan Publication (Submission Version February 2018)

Landowner support: The land at Sunways will be available for development in the later stages of the Plan.

Cheadle

CH004 - Land adj to Sunways



CH013

Cheadle

CH013 Land rear of the Birches

Local Plan Process

- Site suggestion from the SHLAA
- Included in the options consultation July 2015
- Included in the Preferred Options consultation April 2016
- Included in the Preferred Options Local Plan July 2017
- Included in the Submission Version Local Plan February 2018

Current Position

Site taken forward into Submission Version Local Plan due to:

- Outline SMD/2015/0438 planning permission pending (51 dwellings) awaiting S106
- Full application SMD/2017/0659 pending (39 dwellings)

Site Information

Greenfield/ brownfield	Built up area boundary/ countryside	Est. housing capacity	Area (ha)	Ownersh p status	Site details
Greenfield	Within town boundary	51	1.4	Available	<ul style="list-style-type: none"> • Site has planning permission pending

Evidence Base

Local Plan and Site Allocations Viability Study (May 2018)

The results of the viability testing (based on generic typologies) indicate that at the base position development on this site is likely to be viable and with the 33% affordable housing target the scheme would also be viable. The impact of education contributions and the Optional Technical Standards M4(2) reduces the surplus and means that the scheme may not be sufficiently viable to support 33% affordable housing. At 20% affordable provision the scheme is likely to be able to support the education contribution plus M4(2) and remain viable.

Local Plan Housing Trajectory (June 2018)

The site is in the housing trajectory to begin within five years and complete by 2024 (2021/22 – 2023/24).

Extended Phase 1 Habitat Survey 2015 (FID 142)

Conclusion

The site has little potential to support protected species apart from roosting bats/ foraging bats and badger, and is fairly poorly connected to the wider countryside. The presence of 2 trees with bat roosting potential has elevated the site's ecological importance to district level.

The following surveys/ actions are therefore recommended prior to any potential development works being carried out:

- Bat survey of the 2 trees with bat roosting potential
- Vegetation removal at the appropriate time of year

Local Wildlife Assessment (ECUS, 2017)

Ecus Ltd conducted Local Wildlife Site (LWS) Assessment of the site in 2017 in order to establish potential SBI/BAS status against Staffordshire Wildlife Trust criteria. It concluded that the site

Cheadle

CH013 Land rear of the Birches

generally has low biodiversity the presence of two sycamore trees would make it of district importance for its potential to protected species. The site habitats are considered to be of site importance only. Further surveys are recommended to confirm the presence a bat roost in the sycamore trees.

The following surveys/ actions are therefore recommended in order to establish SBI/ BAS status:

- Bat roost survey of two sycamore trees
- Tree survey

Minerals

Site is in Mineral Safeguarding Area for Coal and Fireclay. Any application should be accompanied by a Mineral Safeguarding Statement.

Staffordshire Minerals Planning Authority: No comment.

Sustainability Appraisal

Sustainability Appraisal Report June 2018

The proposed delivery of circa 50 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect. However, the development of greenfield, grade 4 ALC land is assessed as having a negative effect, as could the ecological value of the site and its proximity to historic assets.

Consultations

Options Consultation July 2015

Statutory bodies/stakeholders

SCC Highways: Birches is not yet adopted, but is subject to a S37 to be adopted. Development off it will be acceptable subject to design. The turning head in the Birches will need to be removed and land returned to adjacent owners.

Developer/Agent – land is available

Public response

2 objections, 1 support

Issues raised:

Objections

- Infrastructure - Schools
- Infrastructure - Traffic / Transport
- Infrastructure - Other
- Landscape
- Nature Conservation
- Amenity (e.g. noise, privacy, loss of light)
- Scale of development

Support

- Other – Reluctantly accept more housing has to be built. Need to protect footpaths and countryside for tourism. New residents will work outside Cheadle sites need to be close to major roads & avoid town centre which can't cope with increased traffic.

Cheadle

CH013 Land rear of the Birches

Council response –

- The Highway Authority has not raised any issues which would prevent the development of this site.
- The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward.
- The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known.
- New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas.
- Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a

Preferred Options Consultation April 2016

SCC Highways: No clear access. Likely use of existing residential roads for access. Comprehensive existing network of pedestrian routes. No existing cycle route. Traffic impact on Tean Rd and Charles Street would be included in the assessment of the site. There are existing traffic congestion issues at school times. The local road network is physically constrained.

Nearest bus service will be service 31 which from 12th June 2016 will serve Glebe Road in Cheadle 3 times per day between Cheadle, Blythe Bridge and Hanley. Otherwise the north of the site is just under 500m from bus stops in Cheadle Town Centre.

SCC Education: Future Need: Cheadle Town Requirement (based on the assumptions outlined in SCC report)

Primary School Provision

- The number of new homes planned for this school planning area indicate that education contributions will be required to fund additional primary school places at an existing or new school to mitigate the impact of local developments. At least an additional 1FE of primary school provision will be required in Cheadle Town during the Local Plan period to take into account the number of dwellings proposed over the duration of the Local Plan. We note that land to the east of the town (CH132) indicates an approximate location for a new/extended school and we ask that this land continues to be safeguarded.

High School Provision

- The High Schools in this School Place Planning Area are projected to have limited capacity to accommodate any children generated from housing allocated in this area, if the level of housing development is consistent with the estimated housing need. However, the allocation of housing

Cheadle

CH013 Land rear of the Birches

sites, including windfall and small sites will continue to be monitored to ensure that there continues to be a sufficient supply of High School places in the town.

There is a small site allowance of 150 dwellings during the Local Plan period in Cheadle Town. As the location of these sites are not yet known the impact of these developments on school places will continue to be monitored as specific sites come forward and may result in additional school places required.

Please note that the allocation of housing in the rural area, including the small site allowance of 570 dwellings which has yet to be allocated, will have an impact on High School places in Cheadle Town, if those pupils attending school in the larger villages go on to attend High School in Cheadle Town.

LLFA: FRA required, consult SCC.

Coal Authority: Welcome the fact that the site assessment documents covering the site options does identify ground instability arising from mining legacy and as such The Coal Authority supports the broad approach taken to site selection. We have no views on the actual sites chosen as this is a matter for local determination following consideration of all relevant factors.

Latest Coal Authority data 27/04/2016. Development part low risk (western part)/ part high risk area (eastern part).

Environmental Health: Some constraints on residential development: part of the site is a former clay pit infilled with unknown material).

Issues raised - public responses:

- None received

Preferred Options Local Plan July 2017

Statutory bodies/stakeholders:

Severn Trent: Sewerage Comments

Known Network Constraints – The site is in the south west of the catchment. There is a combined sewage overflow (TEAN ROAD (Combined Sewer Overflow)) 1km downstream that could be impacted by flows from the development. There are a number flooding incidents reported downstream of the development.

Assumed Connectivity – The closest connection is assumed to be on junction of Birchwood grove and The Birches approximately 100m away with pipe diameter of 225mm.

Surface Water Disposal – There is a surface water system running to the west of the site with 375mm diameter, which could facilitate the flows from the development. There are no watercourses in close proximity.

Potential impact on sewerage infrastructure - Medium (subject to hydraulic modelling).

Cheadle

CH013 Land rear of the Birches

Council Response

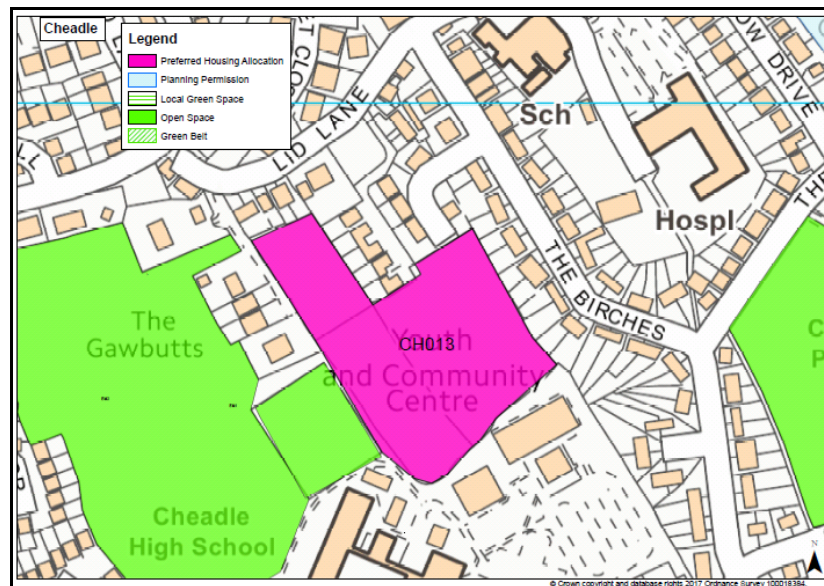
Comments noted

Public Response: 1 comment – 0 support, 0 object, 1 general

Main Issues Raised: None

Local Plan Publication (Submission Version February 2018)

No comments received



CH015

Cheadle

CH015 Stoddards Depot Leek Road

Local Plan Process

- Site suggestion from the SHLAA
- Included in the options consultation July 2015
- Included in the Preferred Options consultation April 2016
- Included in the Preferred Options Local Plan July 2017
- Included in the Submission Version Local Plan February 2018

Current Position

Site taken forward into Submission Version Local Plan due to:

- Site within current development boundary and though some constraints considered that these could be mitigated.
- Agent has confirmed that the site is available.

Key Issues

- Brownfield site with likely contamination.
- Located within Source Protection Zone 2, and partially within Source Protection Zone 1. There would be restrictions on the activities that can take place within Source Protection Zone 1. EA would object to any storage of hazardous substances and would only permit the discharge to ground of clean roof water in Source Protection Zone 1.
- Appropriate heritage masterplanning due to proximity to CA and Listed Buildings. Development could enhance area.
- Suitable site for relocation of business?
- Traffic congestion in the town centre.

Site Information

Greenfield/ brownfield	Built up area boundary/ countryside	Est. housing capacity	Area (ha)	Ownership status	Site details
Brownfield	Within development boundary	32 (44 dph - based on gross density)	0.72	Owner supports the development of the site	<ul style="list-style-type: none"> • Brownfield site currently in use as a coach depot and oil depot yard.

Evidence Base

Local Plan and Site Allocations Viability Study (May 2018)

The results of the viability assessments for this site shows that at 33% affordable housing the surplus generated would be in the region of £54 per sqm. The level of surplus would be sufficient to meet the costs of education contributions and the Optional Technical Standards M4(2) and remain viable.

Local Plan Housing Trajectory (June 2018)

The site is in the housing trajectory to begin within five years and complete by 2023 (2020/21 – 2022/23).

Cheadle

CH015 Stoddards Depot Leek Road

Extended Phase 1 Habitat Survey 2015

Conclusion

The site itself has 2 trees and 4 buildings which are considered to have bat roosting potential, and species poor hedgerows which are fairly isolated from other habitats. The site has therefore been deemed to have at least district ecological importance. The following surveys/ actions are therefore recommended prior to any potential development works being carried out:

- A bat survey regime is recommended to ascertain whether bats roost in the trees and Buildings
- Vegetation removal at the appropriate time of year

Local Wildlife Assessment (ECUS, 2017)

Ecus Ltd conducted Local Wildlife Site (LWS) Assessment of the site in 2017 in order to establish potential SBI/BAS status against Staffordshire Wildlife Trust criteria. It concluded that the site has potential for protected species such as roosting bats. Further surveys are recommended to confirm the roosting bats in the buildings and trees and a tree survey is also required.

The following surveys/ actions are therefore recommended in order to establish SBI/ BAS status:

- Bat roost survey of for buildings and two trees on site
- Tree survey

Landscape & Settlement Character Assessment 2008

Not within important landscape setting to the settlement.

Landscape, Local Green Space and Heritage Impact Study (August 2016)

Landscape Assessment

Previously developed land within the centre of the settlement, east of Leek Road. The site has low visual prominence due to surrounding development. Redevelopment of the site could improve local landscape character, particularly on the frontage to Leek Road.

Site is of low landscape sensitivity.

Heritage Assessment

There are 22 Grade II Listed Buildings and one Conservation Area within the 400m buffer. The site consists of previously developed land including a depot, and is adjacent to the Conservation Area and opposite two Grade II Listed Buildings. The present site does not contribute to the setting of the heritage assets and appropriate development could enhance the frontage with sensitive design. Development in this area would be highly unlikely to adversely affect HUCA 5 (Cheadle Extensive Urban Survey report 2012).

Site suitable for development in heritage terms with appropriate masterplanning

Level 1 SFRA (October 2015)

Site located in Flood Zone 1 – low probability. Site therefore meets the sequential test.

Minerals

Site is in Mineral Safeguarding Area for Coal and Fireclay and Mineral Safeguarding Area for Bedrock Sand. Any application should be accompanied by a Mineral Safeguarding Statement.

Staffordshire Minerals Planning Authority: Developers should take account of the requirements of Policy SD1 (5) and investigate the potential for using in-situ minerals in construction works.

Cheadle

CH015 Stoddards Depot Leek Road

Cheadle Town Centre Phase 2 Study (2017)

The Phase 2 Study predicts that in 2031 general traffic growth plus additional trips generated by new housing and employment development will cause increased queuing and delays. There is limited scope to change junction characteristics due to the historically confined road structure, however the study recommends a package of mitigation measures which could provide some additional capacity to the overall network.

Sustainability Appraisal

Sustainability Appraisal Report June 2018

The proposed delivery of circa 32 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect, as could the development of brownfield land. However, the ecological value of the site and its proximity to a LNR, candidate AQMA and historic assets is likely to have a negative effect.

Initial HRA Screening

No Likely Significant Effects (LSEs) have been identified in relation to the preferred option site allocations in Cheadle.

Consultations

Options Consultation July 2015

Statutory bodies/stakeholders

SCC Highways: Access off Harborne Road would be restricted to one dwelling or no more than existing. Access off Leek Road will be acceptable subject to design and visibility.

Developer/Agent – site is available

Public response

1 objections, 1 support

Issues raised:

Objections

- General objection

Support

- Other Brownfield site surrounded by houses.

Council response –

The Highway Authority has not raised any issues which would prevent the development of this site.

No other issues raised.

Preferred Options Consultation April 2016

Mr G Willard on behalf of Stoddards Ltd: These comments relate mainly to site CH015. The site is presently occupied by a commercial garage with linked dwelling to the rear of it. The site is within a single family ownership and its is free of a legal impediment that might hinder its delivery. Land

Cheadle

CH015 Stoddards Depot Leek Road

and property prices in Cheadle are constrained and will be likely to remain so for the foreseeable future. This means that the 'value' of this site for residential purposes can only be realised as and when the site owner wishes to or is able to relocate or to close their business. There is at present no clear date in mind as to when this might be but it is highly likely that the site owner will review the business case following allocation of this site for housing purposes. It is highly likely too that the costs of clearing this site and preparing it for residential development will be factor highly in their deliberations and this will have serious implication for site and development viability. The Council will greatly assist the delivery of this site if any allocation implicitly accepts that the site will be unlikely to be able to contribute to affordable housing or other community works due to the high costs of site clearance and preparation and that any application which is supported by a robust viability appraisal which evidences this will be supported in principle. Without such a helpful statement enshrined within the site allocations plan and/or linked policies it may be the case that the development and delivery of the site for housing does not advance beyond the policy provision.

SCC Highways: No comments

SCC Education: Future Need: Cheadle Town Requirement (based on the assumptions outlined in SCC report)

Primary School Provision

- The number of new homes planned for this school planning area indicate that education contributions will be required to fund additional primary school places at an existing or new school to mitigate the impact of local developments. At least an additional 1FE of primary school provision will be required in Cheadle Town during the Local Plan period to take into account the number of dwellings proposed over the duration of the Local Plan. We note that land to the east of the town (CH132) indicates an approximate location for a new/extended school and we ask that this land continues to be safeguarded.

High School Provision

- The High Schools in this School Place Planning Area are projected to have limited capacity to accommodate any children generated from housing allocated in this area, if the level of housing development is consistent with the estimated housing need. However, the allocation of housing sites, including windfall and small sites will continue to be monitored to ensure that there continues to be a sufficient supply of High School places in the town.

There is a small site allowance of 150 dwellings during the Local Plan period in Cheadle Town. As the location of these sites are not yet known the impact of these developments on school places will continue to be monitored as specific sites come forward and may result in additional school places required.

Please note that the allocation of housing in the rural area, including the small site allowance of 570 dwellings which has yet to be allocated, will have an impact on High School places in Cheadle Town, if those pupils attending school in the larger villages go on to attend High School in Cheadle Town.

Cheadle

CH015 Stoddards Depot Leek Road

LLFA: FRA required. Not sure where the water will go.

Environment Agency: Groundwater and Contaminated Land This site is located within Source Protection Zone 2, and partially within Source Protection Zone 1. In line with the position statements in our 'Groundwater Protection: Principles and Practice' document (available from our website at www.gov.uk/environment-agency), there would be restrictions on the activities that can take place within Source Protection Zone 1. For example we would object to any storage of hazardous substances and would only permit the discharge to ground of clean roof water in Source Protection Zone 1. This site also appears to be Brownfield.

The sites in Cheadle, although previously flagged up as requiring further work, should be able to design out flood risk given the small proportion of Flood Zones on the edge of them, and the fact that they are already modded in detail, so the extents shouldn't increase.

Historic England: It is not clear how the impact of the site allocation has been assessed in respect of the Conservation Area and nearby listed buildings, including setting. Further information is required.

Coal Authority: Welcome the fact that the site assessment documents covering the site options does identify ground instability arising from mining legacy and as such The Coal Authority supports the broad approach taken to site selection. We have no views on the actual sites chosen as this is a matter for local determination following consideration of all relevant factors.

Latest Coal Authority data 27/04/2016. Development low risk area.

SMDC Environmental Health: Some constraints on residential development: Contamination from current industrial use/ haulage yard

Issues raised - public responses:

- None received

Council response –

- Developer support for the site is noted.
- The Council is undertaking Local Plan viability work which will consider the viability of preferred option sites.
- The site consists of previously developed land including a depot.
- Note comments regarding the site being located within Source Protection Zones 1 & 2.
- The site consists of previously developed land including a depot, and is adjacent to the Conservation Area and opposite two Grade II Listed Buildings.
- The Council's Landscape, Green Space and Heritage Impact Study(August 2016) includes a Heritage Assessment for this site which advises that the present site does not contribute to the setting of the heritage assets and appropriate development could enhance the frontage with sensitive design. It stated that development in this area would be highly unlikely to adversely affect HUCA 5 (Cheadle Extensive Urban Survey report 2012) and the Site is suitable for development in heritage terms with appropriate masterplanning.

Cheadle

CH015 Stoddards Depot Leek Road

Preferred Options Local Plan July 2017

Statutory bodies/stakeholders:

Historic England: detail how redevelopment of the site can enhance the Conservation Area.

Council Response

Add a bullet into Policy SS7 ensure that the site 'adjacent to the Conservation Area enhances the frontage with sensitive design as set out in the Council's Landscape, Local Green Space and Heritage Impact Study'.

Severn Trent: Sewerage Comments

Known Network Constraints – There are a number of flooding incidents downstream of the development. There is a Combined sewage overflow (TEAN ROAD (CSO)) approximately 1500m downstream. This is a small infill development, which is not expected to have any capacity constraints provided the surface water is managed sustainably and is not connected to the foul sewerage system.

Assumed Connectivity – Connection could potentially be made on the LEEK ROAD to an existing combined system with pipe diameter of 150mm. Due to site topography it will most likely have to be a pumped connection.

Surface Water Disposal – There is no existing surface water system on site. The developer may choose to manage surface water onsite through use of SUD's. Severn Trent do not want any connection to foul/combined sewers.

Potential impact on sewerage infrastructure – Low due to a small size of the development (subject to hydraulic modelling).

Council Response

Comments noted

Public Response: 2 comments – 1 support, 0 object, 1 general

Main Issues Raised: None

Support: No specific reasons given

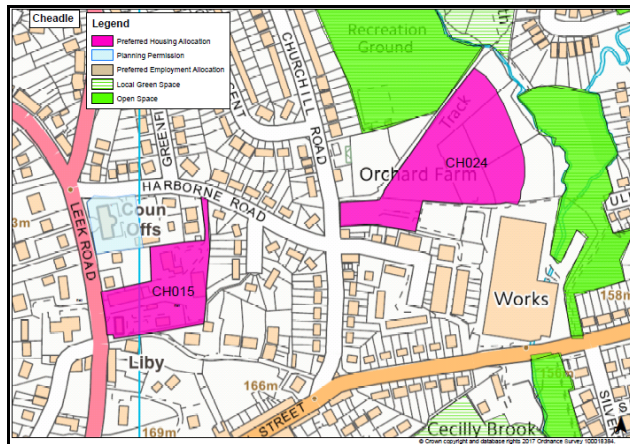
Local Plan Publication (Submission Version February 2018)

Agent: With regard to Site CH015, it is still proposed as a potential housing site and this ought to remain the case. However, the Council has repeatedly been informed that, due to site clean up costs and site levels, profit margins will be tight. It should be made explicit in the policy that this is the case. The last bullet point under section 1 of the policy should read: "Ensuring development of site CH015 Stoddards Depot, Leek Road pays due respect to its prominent location by appropriate design and layout but not stymying housing development by insisting on contributions to community infrastructure or design standards which are not viable and would prevent development from proceeding."

Cheadle

CH015 Stoddards Depot Leek Road

Council Response: Support for CH015 is noted. The Council has undertaken viability work which supports the allocation of the site and it is considered to be deliverable. The level of provision of affordable housing will be determined through negotiation taking into account development viability and other contributions.



CH020

Cheadle

CH020 Land north of The Green

Local Plan Process

- Site suggestion from the SHLAA
- Included in the options consultation July 2015
- Included in the Preferred Options consultation April 2016
- Included in the Preferred Options Local Plan July 2017
- Included in the Submission Version Local Plan February 2018

Current Position

Site taken forward into Submission Version Local Plan due to:

- Site within current development boundary and no significant issues.
- Land has been subject to previous planning applications for housing.

Key Issues

- Site in multiple ownerships. Previous refusals relate to over development and lack of marketing evidence.
- Western edge area previously within Flood Zones 2 & 3 been excluded from site – but could form part of open space / surface water mitigation.
- Potential contamination from previous brass / gas works
- Traffic congestion in the town centre.
- Piper Group and Ithaca Land Ltd – SMD/2014/0797 – Outline 51 dwellings (all affordable, social rent, shared ownership) – refused. Refusal due to over development and lack of marketing evidence.
- Piper Group and Ithaca Land Ltd – SMD/2013/1029 – Outline 63 dwellings (all affordable, social rent, shared ownership) – refused.

Site Information

Greenfield/ brownfield	Built up area boundary/ countryside	Est. housing capacity	Area (ha)	Ownership status	Site details
Part greenfield / part brownfield	Within development boundary	42 (based on 35 dph gross density)	1.2	Previous applications on site in 2013 and 2014.	<ul style="list-style-type: none"> • Part employment / part vacant • Surrounded by development • Western edge adjacent to watercourse, area within flood risk excluded from site area.

Evidence Base

Local Plan and Site Allocations Viability Study (May 2018)

The results of the viability testing (based on generic typologies) indicate that at the base position development on this site is likely to be viable and with the 33% affordable housing target the scheme would also be viable. The impact of education contributions and the Optional Technical Standards M4(2) reduces the surplus and means that the scheme may not be sufficiently viable to support 33% affordable housing. At 20% affordable provision the scheme is likely to be able to support the education contribution plus M4(2) and remain viable.

Cheadle

CH020 Land north of The Green

Local Plan Housing Trajectory (June 2018)

The site is in the housing trajectory to begin within five years and complete by 2024 (2020/21 – 2023/24).

Extended Phase 1 Habitat Survey 2015 (FID 160)

Conclusion

The site itself has 1 building that is deemed to have potential to support roosting bats, noxious weeds and a range of 'brownfield' habitats albeit fairly species poor in terms of floral diversity. However the fairly large size of the site and the potential to support protected species warrants being attributed district importance.

The following surveys/ actions are therefore recommended prior to any potential development works being carried out:

- A bat survey regime is therefore recommended to ascertain whether bats roost in the Buildings
- Reptile survey
- Japanese knotweed removal
- Vegetation removal at the appropriate time of year

Local Wildlife Assessment (ECUS, 2017)

Ecus Ltd conducted Local Wildlife Site (LWS) Assessment of the site in 2017 in order to establish potential SBI/BAS status against Staffordshire Wildlife Trust criteria. It concluded that most of site habitats are common throughout the region and not considered eligible for BAS / SBI status. However, the ruderal vegetation is eligible for BAS status. Further surveys are recommended to confirm the presence of roosting bats, reptiles and to assess the scattered trees.

The following surveys/ actions are therefore recommended in order to establish SBI/ BAS status:

- Japanese knotweed removal
- Tree survey of scattered trees
- Bat survey of building on site
- Reptile survey

Landscape & Settlement Character Assessment 2008

Not within important landscape setting to the settlement.

Landscape, Local Green Space and Heritage Impact Study (August 2016)

Landscape Assessment

Previously developed land (including a residential property) and rough grassland within the west of Cheadle, north of the A521 and the Brookhouses industrial estate. The site has low visual prominence due to screening provided by surrounding development and vegetation.

Site is of low landscape sensitivity.

Cheadle

CH020 Land north of The Green

Heritage Assessment

There are no designated heritage assets within the 400m buffer. The site lies within the HUCA 15 (Cheadle Extensive Urban Survey report 2012). Development in this area would not adversely impact upon the HUCA as a whole.

Site suitable for development in heritage terms.

Level 1 SFRA (October 2015)

Site located in Flood Zone 1 – low probability. Small edge area previously within Flood Zones 2 & 3 been excluded from site. Site therefore meets the sequential test.

Minerals

Part of the site is in Mineral Safeguarding Area for Bedrock Sand. Whole site is in Mineral Safeguarding Area for Coal and Fireclay. Any application should be accompanied by a Mineral Safeguarding Statement.

Staffordshire Minerals Planning Authority: No comment.

Cheadle Town Centre Phase 2 Study (2017)

The Phase 2 Study predicts that in 2031 general traffic growth plus additional trips generated by new housing and employment development will cause increased queuing and delays. There is limited scope to change junction characteristics due to the historically confined road structure, however the study recommends a package of mitigation measures which could provide some additional capacity to the overall network.

Sustainability Appraisal

Sustainability Appraisal Report June 2018

The proposed delivery of circa 42 dwellings is considered to have a significant positive effect, as could the site's proximity to areas of existing employment. Similarly, the site's accessibility to services and facilities is likely to have a positive effect, as could its location away from historic assets. However, the site is partly within a flood zone which is likely to have a significant negative effect. The ecological value of the site is likely to have a negative effect.

Initial HRA Screening

No Likely Significant Effects (LSEs) have been identified in relation to the preferred option site allocations in Cheadle.

Consultations

Options Consultation July 2015

Statutory bodies/stakeholders

SCC Highways: Acceptable subject to access design and provision of visibility splays.

Environment Agency – Site is likely to be affected to some degree by flood risk and if taken forward will require the support of the Sequential Test and a Level 2 SFRA.

Developer/Agent – Recent planning application.

Cheadle

CH020 Land north of The Green

Public response

5 objections

Issues raised:

Objections

- Infrastructure – Schools
- Infrastructure – Traffic/Transport - access is dangerous No developments should go ahead until the towns traffic problems are addressed. JCB development did not consider traffic impact. Dilhorne Road is narrow, limited pavements.
- Flood Risk. History of flooding
- Amenity (e.g. noise, privacy, loss of light) development should consider surrounding properties ,ie bungalows should be developed next to existing bungalows
- Scale of development- number of houses too high development will not match surrounding properties
- Other - Site should be used for housing for the elderly scope to build residential home. Cheadle has lost Lightwood Home has not been replaced. No consideration has been given to housing for older people. IS to the rear of the only petrol station in town. Unsuitable for housing. Too dangerous. Former gas works maybe contaminated.

Council response –

- The Highway Authority has not raised any issues which would prevent the development of this site.
- The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward.
- The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known.
- The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. The western section of the site adjacent to the Brook is high probability and will need to be incorporated into uses other than housing i.e. open space. EA and LLFA have not objected to recent scheme on flood risk grounds.
- Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.
- Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.

Cheadle

CH020 Land north of The Green

- The scale of development is considered appropriate but needs to reflect any constraints such as flood risk.
- Comments regarding suitability for housing for older people is noted.
- Contamination issues will need to be explored and may have an impact on site viability

Preferred Options Consultation April 2016

SCC Highways: No comments

SCC Education: Future Need: Cheadle Town Requirement (based on the assumptions outlined in SCC report)

Primary School Provision

- The number of new homes planned for this school planning area indicate that education contributions will be required to fund additional primary school places at an existing or new school to mitigate the impact of local developments. At least an additional 1FE of primary school provision will be required in Cheadle Town during the Local Plan period to take into account the number of dwellings proposed over the duration of the Local Plan. We note that land to the east of the town (CH132) indicates an approximate location for a new/extended school and we ask that this land continues to be safeguarded.

High School Provision

- The High Schools in this School Place Planning Area are projected to have limited capacity to accommodate any children generated from housing allocated in this area, if the level of housing development is consistent with the estimated housing need. However, the allocation of housing sites, including windfall and small sites will continue to be monitored to ensure that there continues to be a sufficient supply of High School places in the town.

There is a small site allowance of 150 dwellings during the Local Plan period in Cheadle Town. As the location of these sites are not yet known the impact of these developments on school places will continue to be monitored as specific sites come forward and may result in additional school places required.

Please note that the allocation of housing in the rural area, including the small site allowance of 570 dwellings which has yet to be allocated, will have an impact on High School places in Cheadle Town, if those pupils attending school in the larger villages go on to attend High School in Cheadle Town.

LLFA: FRA required, consult SCC. Surface water flooding shown on site. May need modelling. Please put developer in contact with SCC as early as possible.

Cheadle

CH020 Land north of The Green

Environment Agency: No longer requiring an SFRA The sites in Cheadle, although previously flagged up as requiring further work, should be able to design out flood risk given the small proportion of Flood Zones on the edge of them, and the fact that they are already modelled in detail, so the extents shouldn't increase.

Coal Authority: Welcome the fact that the site assessment documents covering the site options does identify ground instability arising from mining legacy and as such The Coal Authority supports the broad approach taken to site selection. We have no views on the actual sites chosen as this is a matter for local determination following consideration of all relevant factors.

Latest Coal Authority data 27/04/2016. Western section development high risk area, rest development low risk area.

SMDC Environmental Health: Significant constraints on residential development area is part of the spoil tip for Brass/Gas works

Issues raised - public responses:

- None received

Preferred Options Local Plan July 2017

Statutory bodies/stakeholders:

Severn Trent: Sewerage Comments

Known Network Constraints – The development is situated in the south west of the catchment. There are three reports of external flooding recorded 200m upstream from the development. There is a reported flooding incident approximately 3.3km downstream. BROOKHOUSE WAY (CSO) is located approximately 330m downstream.

Assumed Connectivity – The connection is assumed to be made on THE GREEN, where pipe diameter is 225mm. Topography of the site shows that the connection may have to be pumped.

Surface Water Disposal – There is a watercourse running across the west border of the site, which could potentially accept flows from the development.

Potential impact on sewerage infrastructure – Low (subject to hydraulic modelling).

Council Response

Comments noted

Public Response: 2 comments – 0 support, 1 object, 1 general

Main Issues Raised: None

Cheadle

CH020 Land north of The Green

Objection:

- The respondent who objected to this allocation made the point that the proposed development has already been rejected twice. The respondent felt that a mix of housing and bungalows would better meet the needs of younger families and the elderly. Concern was also expressed over traffic congestion.

Council Response:

- Previous refusals related to over development and lack of marketing due to employment use on the site.
- Policy H1 states that new housing will be required to provide a mix of housing in terms of size, type and tenure on the site.
- The Highways Authority have not raised any issues which would prevent the development of this site. The site does not include the adjacent petrol station.

Local Plan Publication (Submission Version February 2018)

No comments received.



CH024

Cheadle

CH024 Land off Churchill Road

Local Plan Process

- Site suggestion from the SHLAA
- Included in the options consultation July 2015
- Included in the Preferred Options consultation April 2016
- Included in the Preferred Options Local Plan July 2017 as part of 'Cecilly Brook Strategic Development Area'
- Included in the Submission Version Local Plan February 2018 as part of 'Cecilly Brook Strategic Development Area'

Current Position

Site taken forward into Submission Version Local Plan due to:

- Site within current development boundary and no significant issues.
- The owner has confirmed that the land is available for residential development.
- Pending Planning Application SMD/2017/0660 includes site CH024 and brownfield land/buildings to the south (JCB Cecilly Mill) outline permission for residential development of up to 121 dwellings.

Key Issues

- Cecilly Brook holds a strong isolated population of water voles. As a protected species their habitat must be maintained. Also consider links to existing open space / green infrastructure.
- Small edge of area previously within Flood Zones 2 & 3 been excluded from site.
- Site previously allocated for school in 1998 Local Plan. Since access to the site was acquired by JCB leaving the rest of the site land locked. JCB site has now closed and access to Churchill Road is available.
- School site has been identified in north of Cheadle as part of masterplan for sites CH001/CH132 and SCC have confirmed that the site to the north is preferable. In addition the site may not be able to accommodate more than a 1FE primary school which requires a site area of around 1.2 ha. SCC have suggested the need for at least a 1FE primary school.
- Traffic congestion in the town centre.

Site Information

Greenfield/ brownfield	Built up area boundary/ countryside	Est. housing capacity	Area (ha)	Ownership status	Site details
Greenfield / brownfield	Within development boundary	45 (based on 32 dph gross density)	1.4	Owners supported development of the site at Options Stage	<ul style="list-style-type: none"> • Paddock surrounded by development. • Access to site via previous JCB site. • Eastern edge adjacent to Cecilly Brook within flood risk excluded from site area.

Cheadle

CH024 Land off Churchill Road

Studies

Local Plan and Site Allocations Viability Study (May 2018)

The results of the viability assessments for this site shows that at 33% affordable housing the surplus generated would be in the region of £65 per sqm. The level of surplus would be sufficient to meet the costs of education contributions and the Optional Technical Standards M4(2) and remain viable.

Local Plan Housing Trajectory (June 2018)

The site is in the housing trajectory (included within DSC2) to begin within five years and complete by 2026 (2021/22 – 2025/26).

Extended Phase 1 Habitat Survey 2015 (FID161)

Conclusion

The site has potential for protected species to be present mainly due to the close proximity of the mosaic of stream habitats and good connectivity Cecily Brook Local Nature Reserve and the wider countryside, therefore is given district ecological importance.

The following surveys/ actions are therefore recommended prior to any potential development works being carried out:

- Reptile survey
- Vegetation removal at the appropriate time of year

Local Wildlife Assessment (ECUS, 2017)

Ecus Ltd conducted Local Wildlife Site (LWS) Assessment of the site in 2017 in order to establish potential SBI/BAS status against Staffordshire Wildlife Trust criteria. It concluded that most of site habitats are common throughout the region and not considered eligible for BAS / SBI status. However, the ruderal vegetation is eligible for BAS status and further surveys are recommended to confirm the presence of reptiles.

The following surveys/ actions are therefore recommended in order to establish SBI/ BAS status:

- Reptile survey
- HEGS survey
- Survey of tall ruderal vegetation

Landscape & Settlement Character Assessment 2008

Not within important landscape setting to the settlement.

Landscape, Local Green Space and Heritage Impact Study (August 2016)

Landscape Assessment

Site comprises a field within the north of the settlement, east of Orchard Farm, south-east of the recreation ground and west of Cecily Brook. The majority of the site has low visual prominence due to screening provided by surrounding development and vegetation. However the eastern edge of the site has higher visual prominence as the land slopes down to the brook. Planting could be undertaken on the eastern site boundary in order to reduce visual prominence. Consideration should be given to the adjacent LNR, and the views from within it.

Site is of low landscape sensitivity.

Cheadle

CH024 Land off Churchill Road

Heritage Assessment

There are three Grade II Listed Buildings and one Conservation Area within the 400m buffer. Due to the buildings as well as vegetation between the assets and the site, it is considered that development would be highly unlikely to adversely affect the settings of the heritage assets. The site lies within the HUCA 11 (Cheadle Extensive Urban Survey report 2012). Development in this area would not adversely impact upon the HUCA as a whole.

Site suitable for development in heritage terms.

Level 1 SFRA (October 2015)

Site located in Flood Zone 1 – low probability. Small edge area previously within Flood Zones 2 & 3 been excluded from site. Site therefore meets the sequential test.

Minerals

Site is in Mineral Safeguarding Area for Coal and Fireclay and Mineral Safeguarding Area for Bedrock Sand. Any application should be accompanied by a Mineral Safeguarding Statement.

Staffordshire Minerals Planning Authority: Developers should take account of the requirements of Policy SD1 (5) and investigate the potential for using in-situ minerals in construction works.

Cheadle Town Centre Phase 2 Study (2017)

The Phase 2 Study predicts that in 2031 general traffic growth plus additional trips generated by new housing and employment development will cause increased queuing and delays. There is limited scope to change junction characteristics due to the historically confined road structure, however the study recommends a package of mitigation measures which could provide some additional capacity to the overall network.

Sustainability Appraisal

Sustainability Appraisal Report June 2018

The proposed delivery of circa 45 dwellings is considered to have a significant positive effect, as could the site's proximity to areas of existing employment. Similarly, the site's accessibility to services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as is its partial location within a flood zone. The ecological value of the site, its location near to a LNR, and its proximity to heritage assets are also assessed as negative effects.

Initial HRA Screening

No Likely Significant Effects (LSEs) have been identified in relation to the preferred option site allocations in Cheadle.

Consultations

Options Consultation July 2015

Statutory bodies/stakeholders

SCC Highways: Public right of way Cheadle 38 runs across this plot. If combined with adjacent site CH009 acceptable subject to access design and provision of visibility splays.

Cheadle

CH024 Land off Churchill Road

Environment Agency – Site is likely to be affected to some degree by flood risk and if taken forward will require the support of the Sequential Test and a Level 2 SFRA. In addition, Cecilly Brook holds a strong isolated population of water voles. As a protected species their habitat must be maintained with no development creating direct or indirect impacts to impinge movement and expansion of the population along the riparian corridor.

Landowner/Agent

J C Bamford Excavators. Supports site allocation. Sustainable location no major constraints.

Public response

1 objections, 2 support

Issues raised:

Objections

- General objection

Support

- Site can be developed on a standalone basis or in conjunction with adjacent site
- High sustainable location adj to existing housing
- No road safety issues
- No landscape protection issues.
- FRA obtained by owner – no issues raised
- No ground condition problems
- Recognise need to have a buffer along Cecilly Brook to protect wildlife
- Other – Infill site. Need to protect footpath.

Council response –

- There is no direct access to this site however access could be provided through adjacent site CH009. Public right of way needs to be protected.
- The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. The small area of the site adjacent to the Brook is high probability and will need to be incorporated into uses other than housing i.e. open space.
- Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.
- The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed.
- Cecilly Brook has water voles which are a protected species. Environment Agency comments are noted and advice should be included in any detailed Ecological Study.

Preferred Options Consultation April 2016

SCC Highways: Potential for access from Churchill Rd? No identified form of access. Links should be provided for pedestrians into local walking network. Cycle route facilities into the town centre

Cheadle

CH024 Land off Churchill Road

require consideration. Key junctions require assessment including Churchill Rd/B5417 and Churchill Rd/A521.

Cheadle Town Service 123 serves Churchill Road close to the sites hourly between 09:30 and 13:30.

SCC Education: Future Need: Cheadle Town Requirement (based on the assumptions outlined in SCC report)

Primary School Provision

- The number of new homes planned for this school planning area indicate that education contributions will be required to fund additional primary school places at an existing or new school to mitigate the impact of local developments. At least an additional 1FE of primary school provision will be required in Cheadle Town during the Local Plan period to take into account the number of dwellings proposed over the duration of the Local Plan. We note that land to the east of the town (CH132) indicates an approximate location for a new/extended school and we ask that this land continues to be safeguarded.

High School Provision

- The High Schools in this School Place Planning Area are projected to have limited capacity to accommodate any children generated from housing allocated in this area, if the level of housing development is consistent with the estimated housing need. However, the allocation of housing sites, including windfall and small sites will continue to be monitored to ensure that there continues to be a sufficient supply of High School places in the town.

There is a small site allowance of 150 dwellings during the Local Plan period in Cheadle Town. As the location of these sites are not yet known the impact of these developments on school places will continue to be monitored as specific sites come forward and may result in additional school places required.

Please note that the allocation of housing in the rural area, including the small site allowance of 570 dwellings which has yet to be allocated, will have an impact on High School places in Cheadle Town, if those pupils attending school in the larger villages go on to attend High School in Cheadle Town.

Additional Information supplied by SCC (August 2016):

- In terms of spatial distribution to create a better spread of school provision there is little to choose from between the two [schools] given they are so close together.
- The site from the '98 local plan has limited frontage and may therefore offer less opportunity to arrange the school access and how the building sits in the street scene. Whereas the site in the proposed allocation can be arranged to sit within the proposed housing estate street scene.
- In relation to access and parking the '98 plan site is surrounded by existing residential streets and therefore may lead to issues of disruption to residents during the school run, but these are likely to be limited to residential amenity rather than highway safety or capacity. The emerging plan site can be accommodated into the proposed estate in such a way to hopefully design out some of the issues experienced at the school gate for many older school sites across the country.

Cheadle

CH024 Land off Churchill Road

- The '98 plan site has good access on foot though some pedestrian routes from the residential areas lead through areas that are not overlooked. The emerging plan site can have access designed and delivered to the most appropriate standard.

LLFA: FRA required, consult SCC and EA. Main river floodplain. Also ordinary watercourse through site.

Natural England: We note that the following preferred sites are located close to and/or adjoining existing areas of open space and green infrastructure, in particular the Cecilly Brook Local Nature Reserve (LNR).

Suitable enhancements of existing open spaces' may be required together with appropriate management (and funding thereof) in order to allow these open spaces to function effectively during the local plan period. Similarly the development of these preferred sites (if progressed) will need to include suitable multi-functional green infrastructure. Adopted local plan spatial objectives SO8 & 9 refer together with policies such as DC1 Design Considerations, DC3 landscape and settlement setting, C3 Green Infrastructure and NE1 Biodiversity & geological resources.

Environment Agency: No longer requiring an SFRA The sites in Cheadle, although previously flagged up as requiring further work, should be able to design out flood risk given the small proportion of Flood Zones on the edge of them, and the fact that they are already modded in detail, so the extents shouldn't increase.

Coal Authority: Welcome the fact that the site assessment documents covering the site options does identify ground instability arising from mining legacy and as such The Coal Authority supports the broad approach taken to site selection. We have no views on the actual sites chosen as this is a matter for local determination following consideration of all relevant factors.

Latest Coal Authority data 27/04/2016. Eastern section development low risk area, rest development high risk area.

SMDC Environmental Health: Some constraints on residential development: Possible noise issues from mill (JCB), possible pesticide use, part flood zone

Issues raised - public responses:

- Good location for new school.
- Not a good location for a new school.

Council response –

- The Council has produced a Draft Green Infrastructure Strategy for consultation alongside the next draft version of the Local Plan. The strategy identifies green infrastructure corridors around the towns and lists particular issues in relation to that corridor which can be addressed as part of the relevant site policy and / or at the planning application stage. Similarly, a public open space study is underway covering all designated public open spaces in the Staffordshire Moorlands. One of the areas this will advise on is where improvements are needed to these spaces and new development in the vicinity could contribute towards this. The Council has also designated Local Green Spaces in line with criteria set out in the NPPF and the Council will seek to facilitate improvements to these areas where required.

Cheadle

CH024 Land off Churchill Road

- Site CH024 was previously earmarked for a school in the 1998 Local Plan. Access to the site was subsequently acquired to serve the adjacent factory and the remaining part of CH024 became landlocked.
- Staffordshire County Council support the preferred location (CH001/CH132) for the new school and consider it provides for a good spread of provision around the town. In terms of spatial distribution the location of the previous site and the preferred site are close together.
- Staffordshire County Council estimate that 1.2 ha is require to deliver a 1 Form Entry school. Site CH024 is surrounded by existing development and would be unlikely to accommodate any further expansion. The site has a limited frontage and offers less opportunity to arrange the school access and how the building fits within the street scene. It also is surrounded by residential streets and may lead to residential amenity issues during the school run. The preferred site (CH001/CH132) can be accommodated into the estate in such a way to design out such issues.
- CH024 has good access on foot although some of the routes from residential areas lead through areas that are not overlooked. The preferred school site (CH001/CH132) can have access designed and delivered to the most appropriate standard.
- The delivery of a new school will need to be funded by developer contributions and the cost will include land acquisition and building costs. The inclusion of safeguarded land for a school as part of a wider masterplan means that the school is likely to be deliverable and appropriately designed.

Preferred Options Local Plan July 2017

Statutory bodies/stakeholders (Comments relate to Cecilly Brook Strategic Development Area as a whole):

Natural England - Previously raised concerns over the proximity of the Cecily Brook Nature Reserve to these allocations and note that this has been taken into account within the policy wording including a requirement for a masterplan which shows how biodiversity impacts can be minimised and net gains achieved.

Council Response

Comments noted.

Historic England

Policy DSC 2 in the assessment recognises that there could be adverse effects for historic landscape character yet there are no mitigation measures identified.

Response

Add the following text to paragraph 9.77.

'There are three Grade II Listed Buildings and one Conservation Area within the 400m buffer. Due to the buildings as well as vegetation between the assets and the site it is considered that development would be highly unlikely to adversely affect the settings of the heritage assets.'

In order to further strengthen the heritage impact aspect of the Policy DSC2 it is suggested that the following additional wording is added to the policy:

"A detailed assessment of the significance of the heritage asset and how it may be affected, in addition to mitigation measures.....".

Cheadle

CH024 Land off Churchill Road

Environment Agency - Site CH002a is immediately adjacent to Flood Zone 3 of the Cecilly Brook (main river) and a minor tributary (ordinary watercourse). The policy should detail how a flood risk assessment will be required in order to determine the level of risk of flooding from both watercourses. It should be ensured that the development does not encroach into the floodplain area and that at least 8m undeveloped easement/buffer strip is maintained adjacent to Cecilly Brook. Opportunities should be sought to make space for water as part of the development design/layout to help manage surface water and accommodate climate change.

Council Response

Amend Policy DSC2 and supporting text to reflect the above comments.

Severn Trent: Sewerage Comments

Known Network Constraints – This site should be considered with CH002a, CH002b Ceilly Brook Strategic Development Area and CH001 & CH132 Cheadle North Strategic Development Area. QUEEN STREET/OAKAMoor (CSO) is downstream of the development and could be impacted by the development along with CHEADLE - TEAN ROAD (CSO). There are also a number of reported flooding incidents downstream of the development

Assumed Connectivity - Trunk sewer runs across the site with pipe diameter of 450mm. Developer may use this for the connection. This way the QUEEN STREET/OAKAMoor (CSO) will be the closest downstream CSO

Surface Water Disposal - There is a watercourse located on the east side of the site. Developer could potentially use this as a controlled discharge outfall for surface water

Potential impact on sewerage infrastructure - Medium (subject to hydraulic modelling).

Council Response

Comments noted

Developer/Agent/Owner – JMI Planning on behalf of B Cheadle Property Holdings Ltd

Summary of response:

- Gives details of the Cecilly Mill Regeneration Project.
- The area of land comprises the site of Cecilly Mill and the triangular area of grassland to the rear.
- The site was most recently used by JCB Compact Products Ltd but has been vacant for 12 months since manufacturing was transferred to JCB's Harewood Estate facility.
- All buildings have been demolished down to the concrete slab and Cecilly Brook. Cecilly Brook previously ran under the factory within a culvert but now crosses the site within an open channel.
- The site measures 3.85ha and is connected to the existing built form of the town. The site is bordered on three sides by existing residential development and has direct access from both Oakmoor and Churchill Roads. The site does not intrude into existing countryside, nor impact on the adjoining recreation ground and associated sports facilities.
- Cheadle is one of the District's most sustainable settlements and is described as a significant service centre in the Local Plan. The town is well served with all necessary amenities.

Cheadle

CH024 Land off Churchill Road

- Respondent is highly supportive of Cheadle's allocation as a service centre and supports the vision for the town's growth, especially with regards to the focus on housing and employment growth.
- Respondent is fully supportive of the allocation of CH024 and the wider Strategic Development Area. However, feels there is a missed opportunity to provide for the wholesale development of CH024 and the Cecilly Mill site, which will have much wider benefits to the Cecilly Brook Strategic Development Area. Requests that the allocation CH024 is widened to include Cecily Mill.
- This extension to the proposed allocation will enable the combined site to provide circa 120 units which will make a valuable contribution to the provision of new housing in Cheadle and the wider borough. This additional housing will help the Council to meet its wider vision for Cheadle and ensure that it becomes a thriving service centre. The allocation of the combined site will also reduce pressure on the Council to release Green Belt land around the town for housing development.
- Policy SS 7 seeks to support the growth of existing businesses including the retention and growth of JCB. Allowing the Cecilly Mill site to be brought forward solely for residential development would support the company's (already extensive) investment in the town.
- The Cecilly Mill site is not a protected employment site in the town and respondent supports this position. The site is not appropriate for modern employment uses being enclosed on three sides by existing residential uses.
- The site offers the opportunity to significantly improve green infrastructure in the area. Master-planning of the combined site has shown that areas of open space can be provided to link into the existing Cecilly Brook Nature Reserve. In addition, improved footpath links can be provided to wider areas of open spaces improving the connectivity of the area.
- The whole area (CH024 and the former Cecilly Mill site) is in the same ownership and can be immediately made available for residential development.

Council Response

This brownfield site is located within the town development boundary and there is a current planning application to develop the site for residential development. It is not considered appropriate at this stage to include this site as an allocation, however, if the site receives permission the number of dwellings can be counted towards Cheadle's housing requirement.

Public Response: 3 comments – 0 support, 0 object and 3 general.

Main Issues Raised: None raised

Submission Version Local Plan February 2018

Statutory bodies/stakeholders (Comments relate to Cecilly Brook Strategic Development Area as a whole):

No comments received.

Public Response:

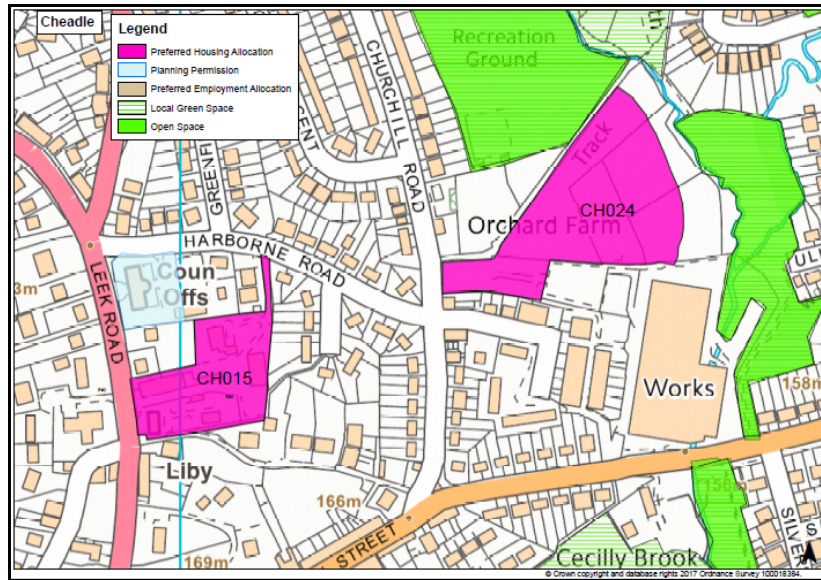
No comments received.

Local Plan Publication (Submission Version February 2018)

No comments received.

Cheadle

CH024 Land off Churchill Road



CH085a

Cheadle

CH085a Land west of Paragon Close

Local Plan Process

- Site suggestion from the SHLAA
- Included in the options consultation July 2015
- Included in the Preferred Options consultation April 2016
- Included in the Preferred Options Local Plan July 2017 as part of the 'Mobberley Strategic Development Area'
- Included in the Submission Version Local Plan February 2018 as part of the 'Mobberley Strategic Development Area'

Current Position

Site taken forward into Submission Version Local Plan due to:

- Site within current development boundary and no significant issues.
- Land is available.

Key Issues

- No direct access into site. Site should be developed in conjunction with adjacent sites and CH128.
- No justification for link road but access roads within the site should follow the safeguarded route and be of a sufficient design standard so they could potentially link up in the future.
- Medium landscape sensitivity – restrict building heights and planting to reduce impact.
- Moderate likelihood that the site could be agricultural Class 3a – best and most versatile.
- Density is on the lower side to account for landscaping/open space, access road etc
- Traffic congestion in the town centre.

Site Information

Greenfield/ brownfield	Built up area boundary/ countryside	Est. housing capacity	Area (ha)	Ownership status	Site details
Greenfield	Within settlement boundary	120 (based on 26 dph gross density)	4.7	Development of site supported by landowner	<ul style="list-style-type: none"> • Open field sloping down to brook. • Disused railway line forms boundary to north and west of site. • Previously allocated for housing in 1998 Local Plan. • No direct access

Studies

Local Plan and Site Allocations Viability Study (May 2018)

The results of the viability assessments for this site shows that at 33% affordable housing the surplus generated would be in the region of £58 per sqm. The level of surplus would be sufficient to meet the costs of education contributions and the Optional Technical Standards M4(2) and remain viable.

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CH085a Land west of Paragon Close

The study states that the site at Mobberley Farm comprises a number of parcels of land which are understood to be in a number of different ownerships and it is assumed that all of the landowners will work together collaboratively to bring the site forward for development in a timely manner. This will include constructing access roads along the safeguarded route for a potential link road of sufficient design standard to facilitate a link road and has been included in the costs.

Local Plan Housing Trajectory (June 2018)

The site is in the housing trajectory (included within DSC3) to begin within five years and complete by 2031 (2021/22 – 2031).

Extended Phase 1 Habitat Survey 2015 (FID 156)

Conclusion

The site has low potential to support protected species as the habitats present on site are species poor and have poor boundary habitat and connections to other more biodiverse habitats. However, the site is attributed district ecological importance due to the 2 trees present on site that have been deemed capable of supporting roosting bats.

The following surveys/ actions are therefore recommended prior to any potential development works being carried out:

- Bat surveys of the 2 trees deemed to have potential to support roosting bats
- Vegetation removal at the appropriate time of year

Local Wildlife Assessment (ECUS, 2017)

Ecus Ltd conducted Local Wildlife Site (LWS) Assessment of the site in 2017 in order to establish potential SBI/BAS status against Staffordshire Wildlife Trust criteria. It concluded that most of site habitats are common throughout the region and not considered eligible for BAS / SBI status. However, the two scattered trees present could support roosting bats and be eligible for BAS status.

The following surveys/ actions are therefore recommended in order to establish SBI/ BAS status:

- Bat survey of two oak trees

Landscape & Settlement Character Assessment 2008

Not within important landscape setting to the settlement.

Landscape, Local Green Space and Heritage Impact Study (August 2016)

Landscape Assessment

Site comprises fields on the south-western edge of the settlement, sloping down from the settlement edge. Site is open however long distance views are screened by the railway embankment located to the north and west of the site. There could be impacts on local landscape character, however limiting building heights on the lower ground to the south-west of the site, and planting on this boundary could reduce potential adverse impacts.

Site is of medium landscape sensitivity. Site-specific landscape mitigation measures could include limiting building heights and planting in the southwest of the site.

Heritage Assessment

There are no designated heritage assets within the 400m buffer. Development in the site would change a small element of the HLC zone CHECZ 8, although as a whole, it would remain unaltered (Historic Environment Character Assessment 2010).

Site suitable for development in heritage terms.

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CH085a Land west of Paragon Close

Level 1 SFRA (October 2015)

Site located in Flood Zone 1 – low probability. Small edge area previously within Flood Zones 2 & 3 been excluded from site. Site therefore meets the sequential test.

Best and Most Versatile Land (Natural England dataset)

Data supplied by Natural England indicates that there is a moderate likelihood that the land is best and most versatile land i.e. Class 3a.

Minerals

Site is in Mineral Safeguarding Area for Coal and Fireclay. Any application should be accompanied by a Mineral Safeguarding Statement.

Staffordshire Minerals Planning Authority: No comment.

Cheadle Town Centre Phase 2 Study (2017)

The Phase 2 Study predicts that in 2031 general traffic growth plus additional trips generated by new housing and employment development will cause increased queuing and delays. There is limited scope to change junction characteristics due to the historically confined road structure, however the study recommends a package of mitigation measures which could provide some additional capacity to the overall network.

Link Road - Currently there is no link between the A522 Tean Road and Brookhouse Way / A521 due to it being severed by a disused railway line. The railway line is in third party ownership and a bridge will be required to connect a link road through. The proposed link road would allow a percentage of predicted trips from the SW area to traverse Brookhouse Way / A521 opposed to solely the A522, however the level of trips which would use the A521 from this area would have a minimal effect in improving congestion within Cheadle Town Centre. The study considers that the proposed Link Road would not be a solution on its own.

Sustainability Appraisal

Sustainability Appraisal Report June 2018

The proposed delivery of circa 150 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect, as could the site's location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could part of the site's location within flood zone 2. The site's ecological value is likely to have a negative effect.

Initial HRA Screening

No Likely Significant Effects (LSEs) have been identified in relation to the preferred option site allocations in Cheadle.

Consultations

Options Consultation July 2015

Statutory bodies/stakeholders

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SCC Highways: Can serve approx 50-75 dwellings off Dryden Way as Dryden Way has width of 5.5m and is connected to main road network via roads with similar geometry. Alternatively Brookhouse Way could be extended to serve land in area CH085a.

Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.

Environment Agency – Site is likely to be affected to some degree by flood risk and if taken forward will require the support of the Sequential Test and a Level 2 SFRA.

Developer/Agent - Supports allocation of site for housing. Core Strategy states Cheadle's role as a service centre market town will be expanded. South of town is logical place for development. Outside floodplain, no landscape/ecological constraints. Not good quality agricultural land. Access possible. Sustainable transport links to town. Size to safeguard land for community facilities.

Public response

45 objections 2 support 1 general

Issues raised:

Objections

- Infrastructure – Schools Existing schools cannot cope with additional development. Need more school places. Schools are too far from the site.
- Infrastructure - Traffic / Transport – Will increase traffic & disturbance. Create road safety issues. Roads around Cheadle already struggles with traffic & is congested. Traffic from Alton Towers. Site too far from town centre/schools will increase traffic & congestion. Traffic congestion will have an adverse impact on tourism. No access to site from Wedgewood Estate meaning new owners would have to use a car to access town centre. New access created through existing estate would increase traffic. Need southern link road to access site, this is not feasible has been ruled out by SCC & Core Strategy Inspector. Railway next to site, Moorland & City Rail are considering opening part of line to Cresswell. Emergency access. Access difficult.
- Infrastructure – Insufficient emergency services. Health services cannot cope with additional houses. GPs/dentists already full. Existing infrastructure cannot cope with such huge development. No space in cemeteries. Need major infrastructure before development. Lack of open space.
- Landscape – Loss of high quality landscape/green land. Wardell Armstrong Study 2008 land west of Cheadle is an area of landscape enhancement.
- Nature Conservation – Area used by many types of wild animals. Loss of wildlife from area.
- Flood Risk - Would increase flooding. Stream on site already floods. Site borders River Tean
- Amenity (e.g. noise, privacy, loss of light) Existing residents would be overlooked. Loss of privacy/light. Increase in noise and pollution.
- Scale of development – Too big & too far from services Unbalanced development of Cheadle.
- Listed Building / Conservation Area Need to conserve heritage assets.
- Government Policy Contrary to NPPF
- Other – Are brownfield sites/sites in built up area that can be used. Sites to north & east are more sustainable. Public right of way on site used for walking/dog walking. Loss of only area on this side of town for children, walkers. Popular area of countryside well used by local community for walking.. Should build in north & east of Cheadle. Loss of green belt. Coal workings on site.

Support

- Listed Building / Conservation Area Historic legibility/landscape been categorised as medium compared to high in NE Cheadle.

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CH085a Land west of Paragon Close

- Other Allocated for housing in 1998 Local Plan. Inside development boundary & new draft development boundary. Previous application on site, refused but indicates desirability of site. Walking distance to schools. Site was preferred site in Preferred Options stage 2008.

Council response –

- There are issues regarding access to the site as both means of access would involve crossing the former railway line. Access from the north would be limited to 50-75 dwellings. If access can be resolved to an acceptable standard then development could take place. Public footpath crossing site will need to be retained.
- The Highway Authority confirms that site CH128 could provide access to sites CH093 and CH085a – d.
- The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. The western edge of the site adjacent to the Brook is high probability and will need to be incorporated into uses other than housing i.e. open space. Clarification with EA regarding a Level 2 SFRA needed.
- Any application would be accompanied by a FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected
- The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward.
- New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas.
- The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known.
- The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed.
- Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.

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CH085a Land west of Paragon Close

- The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year.
- The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs.
- The land is Agricultural Class 3 Good to Moderate.
- The site is not located within the Conservation Area or adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The development boundary will be amended to incorporate any new allocations. The site is not located within Green Belt.
- The Coal Authority have confirmed that there are no issues that would prevent development of the site. Investigative work will take place in these areas prior to the commencement of any development

Preferred Options Consultation April 2016

JMW Planning on behalf of Mr Campbell: Support

This site is supported in the initial sustainability appraisal report which considered a south-west focus for new housing development. It is well located in relation to existing services within the town, most of which can be reached by means other than the private motor car. The landowners are willing to consider releasing the land for development initially taking access off the existing highways network.

SCC Highways: Potential link/access road identified connecting to A522 Tean Rd which will require assessment. Assessment of impact on Tape Street Corridor will be required. Connections to local advisory cycle network should be considered. Site will need to connect with existing pedestrian route network. Sustainable access to town centre requires consideration.

Cheadle Town Service 123 serves Wedgwood Road close to the sites between 09:30 and 13:30. Service 32 operates hourly along the A522 Tean Road between Uttoxeter, Cheadle and Hanley.

Link Road

With regard to proposed housing sites to the south west of Cheadle and their potential to deliver the Mobberley Link Road (western bypass), the benefits of this will need to be demonstrated through the study work identified in the Core Strategy section 8.1.53 Policy SS5c. Appended to this letter is a plan showing the protected line for this route. Presumably the access road to these proposed development sites could form the southern section of this route, although it would need to be designed to allow the required capacity for a bypass. This may be difficult to achieve if, for instance, the access road is designed in accordance with the Department for Transport's Manual for Streets. There is also the question of how many forms of access would be required to this development area which is intended to accommodate in excess of 400 dwellings.

Paragraph 3.32 of the Plan refers to the safeguarding of a potential indicative route to enable provision of the bypass. However it is difficult to see how this together with the Adopted Core Strategy Policy SS5c can effectively achieve this. The policy contains the phrase: improve

Cheadle

CH085a Land west of Paragon Close

environmental quality and accessibility by: reducing levels of through traffic in the town centre and along the A521 and A522 promoting the longer term provision of a bypass to the west of the town.

The explanatory text of the Core Strategy reads:

'8.1.53 One of the most significant challenges is identifying the need and viability of a bypass to relieve through traffic in the town and provide improved access to existing and planned housing and employment areas. Whilst some junction improvements have been implemented, there remains a strong need to investigate and identify other potential solutions to improve traffic flows through the town particularly in the light of the growth aspirations for the town. A Transportation Study will therefore be required to investigate the need and viability of a bypass and/or other traffic management solutions, including a link from the A50 at Blythe Bridge to Cheadle, the implications for surrounding villages and the wider area and the scope for funding from proposed developments. This will be undertaken as part of the review of the Core Strategy.'

The bypass is also not shown on the Core Strategy Key Diagram and Inset Maps. It is noted that paragraph 3.31 of the Plan refers to a further study to explore the case and feasibility of a bypass.

Therefore, currently the Core Strategy says that the need / viability for a Bypass has yet to be established and all that's shown on Map 47 Cheadle as a 'potential link road' is part of the historic route of the A521-A522 Cheadle Western Bypass afforded protection by SCC in 2002 and currently declared on searches. It needs to be appreciated that in these circumstances the 'protection' afforded by SCC to this route may be insufficient to resist a challenge from a developer.

SCC Education: Future Need: Cheadle Town Requirement (based on the assumptions outlined in SCC report)

Primary School Provision

- The number of new homes planned for this school planning area indicate that education contributions will be required to fund additional primary school places at an existing or new school to mitigate the impact of local developments. At least an additional 1FE of primary school provision will be required in Cheadle Town during the Local Plan period to take into account the number of dwellings proposed over the duration of the Local Plan. We note that land to the east of the town (CH132) indicates an approximate location for a new/extended school and we ask that this land continues to be safeguarded.

High School Provision

- The High Schools in this School Place Planning Area are projected to have limited capacity to accommodate any children generated from housing allocated in this area, if the level of housing development is consistent with the estimated housing need. However, the allocation of housing sites, including windfall and small sites will continue to be monitored to ensure that there continues to be a sufficient supply of High School places in the town.

There is a small site allowance of 150 dwellings during the Local Plan period in Cheadle Town. As the location of these sites are not yet known the impact of these developments on school places will continue to be monitored as specific sites come forward and may result in additional school places required.

Cheadle

CH085a Land west of Paragon Close

Please note that the allocation of housing in the rural area, including the small site allowance of 570 dwellings which has yet to be allocated, will have an impact on High School places in Cheadle Town, if those pupils attending school in the larger villages go on to attend High School in Cheadle Town.

LLFA: FRA required, consult SCC and EA. Surface water flooding shown on site. May need modelling. Please put developer in contact with SCC as early as possible.

Environment Agency: No longer requiring an SFRA The sites in Cheadle, although previously flagged up as requiring further work, should be able to design out flood risk given the small proportion of Flood Zones on the edge of them, and the fact that they are already modelled in detail, so the extents shouldn't increase.

Coal Authority: Welcome the fact that the site assessment documents covering the site options does identify ground instability arising from mining legacy and as such The Coal Authority supports the broad approach taken to site selection. We have no views on the actual sites chosen as this is a matter for local determination following consideration of all relevant factors.

Latest Coal Authority data 27/04/2016. Majority development high risk area.

SMDC Environmental Health: No significant Issues

Issues raised - public responses & petition:

- Scale of development
- Link road
- Location of new school (in north)
- Need for new housing
- Amenity issues
- Highways and access
- Traffic in town centre
- Landscape impact
- Flood Risk / surface water flooding
- Not all public open space is accessible to the public
- Pedestrian routes / open space
- Ecology / nature conservation issues
- Lack of infrastructure to accommodate new housing
- Agricultural Land Classification

Council response –

- Developer support for the site is noted.
- The Highways Authority have stated that approximately 50-75 dwellings could be served off Dryden Way.
- The Council has considered a number of sites within and on the edge of Cheadle. The majority of the proposed area for housing is located within the existing town boundary. It is acknowledged that together the cumulative amount of housing in this area would be significant, however, there are infrastructure benefits arising from allocating a larger area for residential development, such as highway improvements, affordable housing and community facilities such as public open space.

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- The Council's Landscape, Green Space and Heritage Impact Study (August 2016) includes a Landscape Assessment for this site. It advises that the site is open however long distance views are screened by the railway embankment located to the north and west of the site. There could be impacts on local landscape character (medium landscape sensitivity), however site-specific landscape mitigation measures could include limiting building heights and planting in the southwest of the site.
- New housing schemes will need to incorporate areas of open space and landscaping, and also maintain existing pedestrian links as well as the consideration of new links.
- The Cheadle Town Centre Phase 2 Study (2017) identifies the likely impacts of the housing and employment Preferred Options sites on the surrounding highway network. By 2031 the study predicts queuing and delays in certain locations, in part due to 17 years of potential traffic growth which is compounded by the additional trips generated by new housing and employment. There is limited scope to change junction characteristics to improve network capacity within the Town Centre due to its historically confined road structure. The study recommends a package of mitigation measures in order to provide additional capacity onto the overall network. Mitigation measures include junction and lane improvements, new sites having good access to public transport provision, measures to encourage walking and cycling to reduce short trips, improved HGV signage and new parking bays along High Street.
- The Cheadle Town Centre Phase 2 Study (2017) considers the potential SW link road. Currently there is no link between the A522 Tean Road and Brookhouse Way / A521 due to it being severed by a disused railway line. The railway line is in third party ownership and a bridge will be required to connect a link road through. The proposed link road would allow a percentage of predicted trips from the SW area to traverse Brookhouse Way / A521 opposed to solely the A522, however the level of trips which would use the A521 from this area would have a minimal effect in improving congestion within Cheadle Town Centre. The study considers that the proposed Link Road would not be a solution on its own.
- National planning guidance states that the Council should assess the quality and capacity of infrastructure to meet forecast demands. An Infrastructure Delivery Plan is being prepared which will identify the infrastructure necessary to support the Local Plan proposals. It builds on the findings of the Development Capacity Study for the Core Strategy. Consultation and work with infrastructure providers is ongoing and their feedback will inform the Infrastructure Delivery Plan and the Local Plan.
- The Council has considered a number of sites within and on the edge of Cheadle. There is not enough brownfield land or sites to meet the District's proposed housing requirement within the built up area of the town. This site is located on the edge of the settlement within the existing town boundary. It is acknowledged that together the cumulative amount of housing in this area would be significant, however, there are infrastructure benefits arising from allocating a larger area for residential development, such as highway improvements, affordable housing and community facilities such as public open space. Distance from the town centre needs to be balanced with other considerations such as Green Belt, Heritage, Landscape and viability / deliverability.
- The Council has completed a Level 1 Strategic Flood Risk Assessment (SFRA) for the District, the results of which have been used to inform the site selection process. The site is within Flood Zone 1 – Low probability. The area to the west of the site adjacent to the Brook is high probability and can be incorporated into uses other than housing i.e. open space. The Environment Agency has confirmed that a Level 2 SFRA will not be required as the developer should be able to design out flood risk given the small proportion of Flood Zones on the edge of them, and the fact that they are already modelled in detail, so the extents shouldn't increase.

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CH085a Land west of Paragon Close

Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.

- The proposed new school is planned to serve the north of Cheadle and could therefore reduce school traffic currently accessing schools in the SW of the town. New housing development is also proposed in the north of the town. There are existing schools located in the SW of Cheadle to meet the needs of residents located in the south of the town.
- Agreed that not all the open spaces marked on the map are accessible to the public and should be indicated as 'open space' rather than 'public open space'. A public open space study is underway covering all designated public open spaces in the Staffordshire Moorlands. One of the areas this will advise on is where improvements are needed to these spaces and where new public open space is required.
- Responses to the comments received to the Site Options consultation in 2015 were reported to the Council Assembly on 13 April 2016 and are available on the Council's website.
- Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.
- The National Planning Policy Framework requires that local planning authorities identify the objectively assessed need for housing in their areas, and that Local Plans translate those needs into land provision targets. The Council has prepared a Strategic Housing Market Assessment to assess the district's full housing needs, including affordable housing, whilst taking into account migration and demographic change. The Local Plan also proposes employment sites. The adopted Core Strategy sets out the distribution of housing development between the towns and rural areas: Leek 30%, Biddulph 20%, Cheadle 22% and Rural Areas 28%.
- The land is Agricultural Class 3 Good to Moderate. Data supplied by Natural England indicates that there is a moderate likelihood that the land is best and most versatile land i.e. Class 3a
- New housing schemes will need to incorporate areas of open space and landscaping, and also maintain existing pedestrian links as well as the consideration of new links.
- The site was subject to a Phase 1 ecological survey in 2014 and a later 2016 ecology study considered the scope for 'local wildlife site' i.e. SBI status. The Phase 1 survey concludes that the site has low potential to support protected species as the habitat is poor and the LWS survey considers that most of the site habitats are common and not considered eligible for SBI status. Both studies recommend further surveys and actions prior to development.
- The Council will seek a proportion of affordable housing on the site which meets the required design policies.

Preferred Options Local Plan July 2017

Statutory bodies/stakeholders (Comments relate to Mobberley Farm as a whole):

Staffordshire County Council:

- In relation to Mobberley Strategic Development Area (Paragraphs 9.78-9.85) it is unclear how developer contributions can be secured for a link road that is not supported by a clear evidence base, i.e. the Cheadle Town Centre Phase 2 Study.
- The proposed Link Road is not mentioned in Policy SS7 (Cheadle Area Strategy) and it is unlikely to be required to mitigate the impact of the development of the Mobberley Strategic Development area. It is acknowledged that there is an aspiration locally for a link road and development at Mobberley could provide for that.
- However, as it stands there is no certainty over the deliverability of the link or how it would be funded. It is therefore recommended that the District Council and developers engage further with

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the land owner of the disused railway with a view to including the required land within the allocation.

- Until such time as there is further detailed agreement between land owners and clarity on deliverability of the link it is suggested that "and secure developer contributions towards the construction of the link road" is deleted from paragraph 9.80.
- This policy is inconsistent with Policy SS7 and Para 7.49, as Policy DSC3 requires developer contributions to a link road.
- This policy is also inconsistent with Policy T1 as that does not currently require developer contributions to highway infrastructure.
- If evidence is available to support a link road through the development site, it would need to be designed to allow the required capacity for a bypass. This may be difficult to achieve if, for instance, the access road is designed in accordance with Manual for Streets and should be covered in the policy for the site.
- It is noted that Policy DSC3 makes reference to the development being subject to comprehensive master planning but it is suggested that this needs to be strengthened such that it is clear no planning applications will be considered until such time as a comprehensive Master Plan has been agreed by the District Council.
- It is recommended that the second bullet point is amended as follows: "**Construction of development access roads along the safeguarded route of the route without the site for a potential future link road and securing developer contributions towards its construction of a sufficient design standard to facilitate a link road**".

Council Response

- Agree that reference to developer contributions is deleted from the supporting text.
- Agree that the wording of DSC3 second bullet point be amended as suggested.
- Add supporting text to clarify that developers should liaise with the District Council and the Highways Authority regarding the specification and route of the link road.

Environment Agency: Sites CH085a, CH085b and CH085c are immediately adjacent to Flood Zones 2 and 3 of the River Tean. The policy should detail how a flood risk assessment will be required to establish the level of flood risk. It should be ensured that there is no encroachment into the floodplain and that at least an 8m wide undeveloped easement/buffer strip is maintained adjacent to the river. The masterplan should include opportunities to make space for water through the design and layout of the proposed developments to help management surface water and accommodate climate change. If the potential link road proceeds there will be a need to ensure that it does not impact on the River Tean and its floodplain or increase flood risk elsewhere. A flood risk assessment will be required for this.

Council Response

Amend Policy DSC3 bullet 8 to read:

'A site specific flood risk assessment (FRA) and early discussions with the Lead Local Flood Authority. The FRA should determine the level of flood risk. It should be ensured that the development does not encroach into the floodplain and that at least 8m undeveloped easement/buffer strip is maintained adjacent to the river.'

Amend paragraph 9.81 to read: '...discuss SuDs. The masterplan should include opportunities to make space for water through the design and layout of the proposed developments to help management surface water and accommodate climate change. Land lying.....'

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Add the following text to the end of paragraph 9.81: 'There will be a need to ensure that the link road does not impact on the River Tean and its floodplain or increase flood risk elsewhere. A flood risk assessment will be required to support this.'

Heritage England: The assessment cites that there could be adverse effects, yet we are not aware of the significance of the heritage asset and how it may be affected and as such would require further information.

Council Response

Amend the wording to reference the mitigation measures specified i.e. including screening of the southern edge of the site' as set out in the Council's Landscape, Local Green Space and Heritage Impact Study.

Severn Trent: Sewerage Comments

Known Network Constraints - The development is situated in south of the catchment. Existing foul system is running across the west border of the site. There are two recorded incidents on the flood register, which are located on the south boarder of site CH085D. There is also reported flooding of the manhole 1.5km downstream. If all developments are built, the flows could potentially have a negative impact on the system downstream. There are no Combined Sewer Overflows downstream and the system drains straight to CHEKLEY STW located 2.5km downstream.

Assumed Connectivity - The connection could potentially be made at node SK00415401 where the outgoing pipe is 525mm diameter. Topography in the area shows the development should drain with a gravity sewer and would not need to be pumped.

Surface Water Disposal - The RIVER TEAN flows to the west of the development, which could potentially be used to manage surface water. There are two existing outfalls into the river on site, which could possibly be used.

Potential impact on sewerage infrastructure - Medium (subject to hydraulic modelling).

Response

Comments noted

Developer/Agent/Owner

JMW Planning Limited (on behalf of landowner): Support

- This key strategic housing site for Cheadle is welcomed (specifically CH085 to CH085d).
- This part of town is a logical place for new growth - the development of the area should be optimised to support and facilitate new infrastructure.
- The owners of Mobberley Farm Strategic Development Area are generally supportive of the current allocation but feel that it should be extended to include the site CH093 which should be removed from Green Belt. The justification for this would be the urgent need to address the shortfall in house building in the town which conflicts with the Council's strategy for seeing the town expand significantly. CH093 should have been allocated too as has little reference to Green Belt objectives and the larger site would be better able to contribute to the infrastructure requirements and environmental improvements sought by this policy.
- A comprehensive masterplan is the way forward provided there is sufficient flexibility to allow for the early release of part of the site for housing.
- Concern that the list of development requirements for the site could make the development financially unviable.

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Potential Link Road:

- The road through Mobberley Farm Strategic Development Site is shown as "potential link road indicative route only". The landowners wish to see the status of this road clarified as soon as possible.
- Matter of clarification needed in respect of the policy. This is with regard to the road through the site, which is referred to in a number of different ways. Is it a bypass or a link road? Has there been any recognition that this is also a distributor road which will have to service most of the dwellings built on Mobberley Farm? To what standard will it be constructed? Which route will it follow and where is the southern access going to be? Currently the intention appears to be to put it through SHLAA Site CH128, which is in the Green Belt.
- The dimensions of the road and how close to housing it is permitted needs to be clarified
- Safeguarding the route of the road would be part of any development, as would an element of affordable housing and appropriate environmental improvements.
- The landowners wish to know if it is possible to have a southern terminus which is not dependent on using Site CH128 as this is not in their ownership.

Council Response

- CH093 was considered as part of the Green Belt Review Study and the overall impact of development on the purposes of the Green Belt was considered to be moderate.
 - Check unrestricted sprawl – contribution
 - Prevent towns merging – limited contribution
 - Safeguarding from encroachment – contribution
 - Setting of towns – contribution
- The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and although concludes that it could be considered for release, exceptional circumstances would need to be justified.
- The Landscape, Local Green Space and Heritage Impact Study considers the site to be of high landscape sensitivity. Some screening is provided by woodland to the south, particularly when viewed from the A522, however the land rises up from the woodland and visual prominence increases. The site does not fit well within existing settlement pattern and development of the site would adversely affect the existing settlement pattern and edge, and encroach on countryside.
- It is considered that there are no exceptional circumstances to justify amendment of the Green Belt boundary in this location. There are other housing sites available in Cheadle not located in the Green Belt and access to the site is available through site CH128 and is supported by the landowner.
- See responses to Staffordshire County Council regarding the link road above and the changes suggested.
- Viability work is being undertaken to support the delivery of the site.

Mr M Sutcliffe (on behalf of Landowners): Support

- Support the release of site CH128 from the Green Belt because it does not contribute significantly to the Green Belt.
- Agree that the Mobberley Development Area is of strategic importance because of its location.
- Commit to ensuring development proposals on CH128 will safeguard potential road development.
- It must be considered that development could have a negative impact on community amenities.
- Wish to cooperate with adjacent land owners.
- Wish to implement development proposals at own pace.

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- As CH128 is of low ecological importance, not part of an important landscape, has a low probability of flooding, not agricultural land, has good access to facilities and is available, support is given to the removal of it from the Green Belt and development.

Council Response

- Support for the site noted.
- Policy DSC3 requires that contributions towards infrastructure, public open space, education, services and other community needs as required and affordable housing in accordance with Policy H3.

Aspbury Planning (on behalf of Muller Property Group): Support

- The area of the Mobberley Farm Site under Muller Property Group's control has the capacity to deliver additional housing over and above that provided for in the DSC3 allocation, either during the plan period or beyond it.
- The Muller Property Group supports this policy and in particular the requirement to adopt a comprehensive approach when bringing this key strategic site forward.
- The Company also supports the requirement to safeguard the route of the potential link road and the indicative alignment identified on the proposals map in principle.
- The Muller Property Group agree that a new primary access/egress to-and-from Tean Road will be required to accommodate the scale of housing development envisaged and to accommodate any future through link with development to the north of the allocation.
- There are existing road links to the Allocation Site through the housing estate to the east and these can function as secondary/emergency vehicular and cycle/pedestrian links into the rest of the built-up area.
- This policy identifies 'land north of the veterinary practice' as an area which could be released from the Green Belt under exceptional circumstances to provide the primary access to the strategic site allocation. As outlined in paragraph 9.85 this would require a comprehensive approach and co-operation between landowners. There is a risk that a failure to agree terms for this third party land might ultimately delay or prevent delivery of the strategic housing allocation.
- The Muller Property Group control land at Mobberley Farm to the south of the current allocation which could provide an alternative access without the need to acquire third party land. The Muller Property Group consider that this alternative access may be technically superior to the proposed access.
- The Muller Property Group propose that the wording in this policy is amended to admit of alternative primary access arrangements should the land north of the veterinary practice not be available.
- The Muller Property Group consider that the proposed southern boundary of the allocation is arbitrary in landscape terms. In particular it does not correspond to any natural or man-made features on the ground and at its western end cuts through the middle of a field. The present boundary appears to have been drafted to provide physical continuity with the southern edge of the existing built up area but the company questions the soundness and appropriateness of this approach on landscape and visual impact grounds. Given the company's control over land to the south, the opportunity exists to follow landscape features more, to mitigate the impact of the allocation with structural landscaping on the land to the south and to make the precise boundary subject to definition at the planning application stage and informed by a detailed landscape and visual impact assessment incorporating mitigation measures. The company proposed therefore that the policy and proposals map be amended to allow for precise delineation of the limits to development at the application stage.

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Council Response

- Support for the allocation is noted.
- See response to JMW Planning Limited regarding land to the south of Mobberley Farm.
- The major part of the allocation lies within the town development boundary and outside the Green Belt boundary therefore the boundary is not considered arbitrary. No other additional housing is required.

RPS Planning and Development (on behalf of Gleeson Strategic Land Ltd): Support

- Mobberley Farm is being actively promoted by consultees, working on behalf of the land owner of the site and can confirm that the site is available for development in line with the Council's plan period for housing in Cheadle.
- The respondent considers that there is a need for the Council to follow the proposed strategy for housing growth in Staffordshire Moorlands, which would allow the District's more sustainable locations to grow in a positive way. The existing strategy for Cheadle including Mobberley Farm would assist in facilitating this strategy and is well placed to the key employment hub in the town, currently proposed for expansion.
- It is recommended that a more refined approach is taken to the overall capacity of the site and respondent will work with the Council to provide further certainty over the delivery of the proposals.

Deliverability:

- The assessments of Mobberley Farm indicate that the site scores well against the Council's sustainability framework and there are no overriding reasons why the site cannot come forward for development.
- The proposed allocation at Mobberley Farm would involve the release of a small parcel of Green Belt land on parcel CH128, which is required to gain access to the site. This is a small parcel of land, which the respondent considers to be insignificant to the wider purposes of the Green Belt and can be justified through the exceptional circumstances of delivering strategic growth at Cheadle.

Policy Considerations:

- One of the significant policy requirements of DSC3 is that provision should be made to safeguard a route for a potential link road which would connect the A522 (Teon Road) and the A521 (Brookhouse Way). Although not explicit as part of the Cheadle Area Strategy, the supporting text to Policy SS7 indicates that one of the most significant challenges for Cheadle is to identify the need and viability for a link road (paragraph 7.49 refers). This is an important issue which needs thorough consideration in the Local Plan, as there will clearly be extraneous costs associated with the delivery of this infrastructure.
- More work would be necessary here to understand the financial implications associated with a new link road and how this could be expected to be apportioned in a fair and transparent way. Before considering viability, it is first necessary to consider whether there is in fact a need for a link road and whether this would be necessary to serve Mobberley Farm.
- The consultation Local Plan is supported by the Phase 2 Cheadle Town Centre Transport Study Report, prepared by Staffordshire County Council in April 2017. This document has considered the transport implications of the emerging Local Plan, testing the provision of around 1,100 dwellings in Cheadle along with 7.6ha of employment against the existing highways network. As part of this study, the County Council also took a view on the need for a new link road in

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Cheadle and the traffic flows associated with the Mobberley Road allocation. The Transport Study indicates (paragraph 4.2 refers) that the link road would not be an effective mechanism for the town and would not resolve congestion issues in Cheadle, a point also noted in paragraph 9.80 of the consultation Local Plan. Although the provision of a link road has been a longstanding aspiration for the Council, based on the above information, the provision of a link road would appear to require further justification for its inclusion.

- The other difficulty raised as part of the Transport Study is the feasibility of a link road to come forward. As indicated in the Transport Study, there is no link between the A522 and the A521, as the route is severed by a disused railway line in third party ownership. Notwithstanding issues with ownership, the Study indicates that a bridge would be required to connect a link road through. This clearly raises further issues.
- It is understood that there are known highways issues in Cheadle which the respondent is sympathetic to, however for the purposes of plan making, it is important that infrastructure requirements and necessary contributions are fairly and reasonably related to the development. The consultee understanding the provision of the link road is a priority for the Council. For this reason, further meetings with the Council are required to understand the need for the road in greater detail and potentially how the Mobberley Farm site may be able to facilitate part of its delivery.

Council Response

- Support for the allocation is noted.
- See responses to LPPO2417 and LPPO2418 (Staffordshire County Council) regarding the link road and proposed amendment.
- Viability work is being undertaken to support the delivery of the site.

Public Response: comments – 7 support, 12 object and 4 general.

Main Issues Raised:

Support:

- Site can take advantage of existing road links such as through the housing estate to the east.
- Development would involve release of a Green Belt Parcel that is insignificant to wider purposes of Green Belt and can be justified through exceptional circumstances of delivering strategic growth at Cheadle.
- The respondent who supported this allocation suggested that Mobberley Farm Strategic Development Area be extended to include CH093.
- No specific reason was given by the respondent who submitted a representation in support of this allocation.

Objection:

- Development of housing behind Master Potter Estate will have a negative impact on residents in the surrounding area. Concern over the creation of a thoroughfare through what was a quiet estate road. Highways
- Development will have a negative effect on the south end of Cheadle.
- Smaller, more evenly dispersed housing developments would be more appropriate.
- Leek and Biddulph fair better in the Plan than Cheadle.
- Land has been used previously for mining. Part of the site is affected by a geological fault.

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- Cheadle is the smallest town but has been allocated the largest number of houses.
- Insufficient infrastructure in place, including leisure facilities and GI, to accommodate the size of development.
- Development would increase traffic thereby causing congestion and greenhouse gas emissions. Highways
- Development would lead to an increase in wastewater disposal.
- Development would lead to reduction in natural draining which could increase risk of flooding.
- Development would have an adverse effect on wildlife.
- Development would lead to loss of good quality agricultural land.
- The south west of Cheadle is already overdeveloped. This development would lead to urban sprawl.
- Development will put pressure on school places, doctor's surgeries, and dentists.
- Site is more than 1km from town centre reducing walkability to local amenities, including schools, shops and doctors.
- Development will increase traffic congestion on Tean Road. Highways
- Scale of development disproportionate to size of Cheadle.
- Policy provides little detail on the safeguarded route to provide future link road.
- Unclear how developer contributions can be secured to fund link road. As such, there is no certainty over the deliverability of the link road.
- Policy is inconsistent with Policy SS7 and Para 7.49, as Policy DSC3 required developer contributions to build a link road.
- The long list of development requirements for this site could make it unviable.
- Council took late decision not to proceed with previously proposed housing allocations in larger villages. This is a significant shift away from the adopted CS.
- Insufficient infrastructure in place, including leisure facilities and GI, to accommodate the size of development.

ISSUE	RESPONSE
Proportion of housing and shift from Core Strategy	Cheadle's has 25% of the District's housing requirement compared to 30% for Leek, 20% for Biddulph and 25% for the rural area. Green Belt is a significant constraint for Biddulph and many of the Rural Areas villages as it can only be released in exceptional circumstances. Cheadle's share has risen from the 22% previously put forward in the Core Strategy to reflect the availability of suitable development sites outside the Green Belt.
Need for new housing	Need for additional housing stems from a number of factors, for example household formation, in-migration, linkages with future workforce, and other factors. The NPPF makes clear that housing projections are the starting point for assessing housing needs; however these additional factors should also be taken in to account in Council SHMAs. The Council's own housing need assessments are set out in its evidence base on the website.
Lack of infrastructure to support new housing	National planning guidance states that the Council should assess the quality and capacity of infrastructure to meet forecast demands. An Infrastructure Delivery Plan is being prepared which will identify the infrastructure necessary to support the Local Plan proposals. Consultation and work with infrastructure providers is ongoing and their feedback will

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ISSUE	RESPONSE
	inform the Infrastructure Delivery Plan and the Local Plan.
Housing Mix & Affordable Housing	Policy H1 requires that new development should provide for a mix of housing sizes, types and tenure including affordable housing and housing for older people.
Scale of Development, Impact on southern Cheadle & Distance from town centre	<ul style="list-style-type: none"> The Council has considered a number of sites within and on the edge of Cheadle. The majority of the proposed area for housing (DSC3) is located within the existing town boundary. It is acknowledged that together the cumulative amount of housing in this area would be significant, however, there are infrastructure benefits arising from allocating a larger area for residential development, such as highway improvements, affordable housing and community facilities such as public open space. Policy DC 1 - design considerations requires that new development should be well integrated for car, pedestrian and cycle use as well as other sustainable transport links.
Impact on landscape	Policy DSC3 requires mitigation measures identified in the Council's Landscape, Local Green Space and Heritage Impact Study. Policy DSC3 also requires that public open space is incorporated into the development.
Open Space	The Local Plan seeks to support a variety of open spaces which may serve different functions. The open space study and playing pitch strategy will provide the basis for the amount and location of open space and sports facilities required as part of the allocation. Policy DSC3 allocates land for residential development including associated public open space.
Green Belt Release	There are considered to be exceptional circumstances to release this small section of Green Belt to be able to gain access to the Mobberley Strategic Development Area. The Green Belt Review supports the consideration of this release.
Cheadle Transport Study	The Cheadle Town Centre Phase 2 Study (2017) identifies the likely impacts of the housing and employment Preferred Options sites on the surrounding highway network. By 2031 the study predicts queuing and delays in certain locations, in part due to 17 years of potential traffic growth which is compounded by the additional trips generated by new housing and employment. There is limited scope to change junction characteristics to improve network capacity within the Town Centre due to its historically confined road structure. The study recommends a package of mitigation measures in order to provide additional capacity onto the overall network. Mitigation measures include junction and lane improvements, new sites having good access to public transport provision, measures to encourage walking and cycling to reduce short trips, improved HGV signage and new parking bays along High Street.
Highways and Access	<ul style="list-style-type: none"> The Highway Authority has not raised any issues which would prevent the development of this site. Policy DSC 3 states the requirement for a Transport

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ISSUE	RESPONSE
	Assessment.
Link Road	<ul style="list-style-type: none"> • The Cheadle Town Centre Phase 2 Study (2017) considers the potential SW link road. Currently there is no link between the A522 Tean Road and Brookhouse Way / A521 due to it being severed by a disused railway line. The railway line is in third party ownership and a bridge will be required to connect a link road through. The proposed link road would allow a percentage of predicted trips from the SW area to traverse Brookhouse Way / A521 opposed to solely the A522, however the level of trips which would use the A521 from this area would have a minimal effect in improving congestion within Cheadle Town Centre. The study considers that the proposed Link Road would not be a solution on its own. • The Council will continue to safeguard the route within the site for a potential future link road and will require that access roads to serve the new development will follow the indicative route and be of a sufficient design to facilitate a link road. • Policy DSC3 states that the site will be subject to comprehensive master planning to include a transport assessment with suitable access design and safeguarding of the route within the site for a potential future link road. The supporting text states that currently there is not access into the site via the existing road network and access can be achieved via land to the north of the veterinary practice. • Policy T2 states that the Council will continue to safeguard all existing disused railway lines within the district and support the reuse of these. A bridge would be required at the point where the railway embankment traverses the site.
Site Viability	The Council is undertaking Local Plan viability work which will consider the viability of allocated sites.
Previous Mining	The Coal Authority have confirmed that the area's mining legacy will not prevent development taking place. Policy DSC 3 requires a ground conditions survey.
Flood Risk	Site located in Flood Zone 1 - low probability. Policy DSC 3 requires a site specific flood risk assessment and early discussions with the Lead Local Flood Authority.
Greenfield / ALC Class 3	The Sustainability Appraisal takes into account Best and Most Versatile Land data provided by Natural England.

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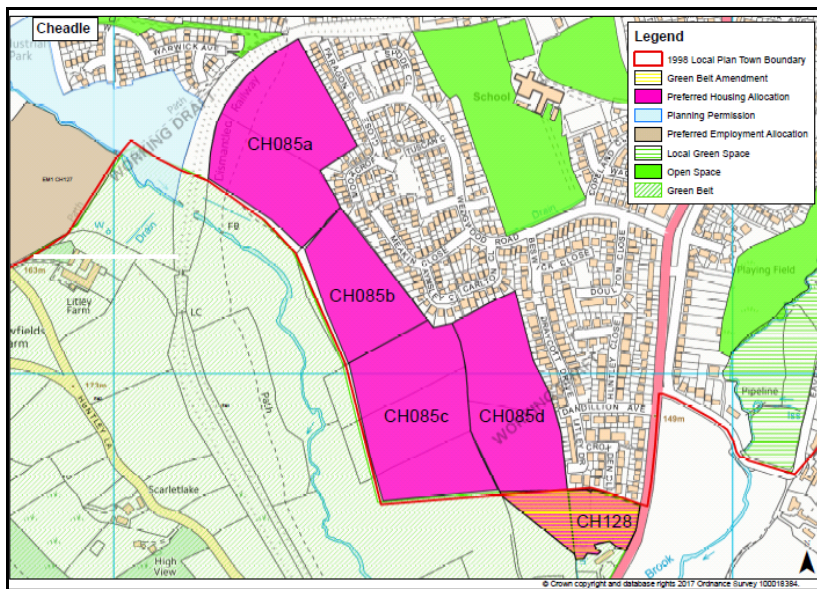
ISSUE	RESPONSE
School Places & location of Primary School	<ul style="list-style-type: none"> • SCC Education have not identified the need for a new high school but state that the allocation of housing sites, including windfall and small sites will continue to be monitored to ensure that there continues to be a sufficient supply of High School places in the town. • The location of the new Primary school is intended to spread provision to the rest of the town. Currently, schools are clustered further to the south which exacerbates traffic problems at peak periods.
Employment	The Local Plan also seeks to deliver employment opportunities in the Cheadle area.
Masterplanning and Design	Policy DSC 3 requires comprehensive master planning for the whole site which includes consideration of outcomes of the Council's Green Infrastructure Plan and mitigation measures identified in the Council's Landscape, Local Green Space and Heritage Impact Study as well as provision of open space. Policy DC3 sets out the design considerations that the Council expects new development to meet which includes designing out crime initiatives and the principles of active design.
Ecology	Policy DSC3 requires that surveys and actions recommended by the Extended Phase 1 Habitat Survey and Local Wildlife Assessment are undertaken.
Develop near JCB instead	The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and the Housing White Paper reiterates this commitment.
Public footpaths	Policy DSC3 requires that public footpaths crossing the site will need to be retained.
Develop near JCB instead	The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and the Housing White Paper reiterates this commitment. The Green Belt Review considered that the area to the north of Cheadle was of important landscape context and made a significant contribution towards the purposes of Green Belt.

Local Plan Publication (Submission Version February 2018)

Refer to Staffordshire Moorlands Local Plan (Submission Version) Consultation Analysis Report May 2018.

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CH085a Land west of Paragon Close



CH085b

Cheadle

CH085b Land west of Meakin Close

Local Plan Process

- Site suggestion from the SHLAA
- Included in the options consultation July 2015
- Included in the Preferred Options consultation April 2016
- Included in the Preferred Options Local Plan July 2017 as part of the 'Mobberley Strategic Development Area'
- Included in the Submission Version Local Plan February 2018 as part of the 'Mobberley Strategic Development Area'

Current Position

Site taken forward into Submission Version Local Plan due to:

- Site within current development boundary and no significant issues.
- Land is available.

Key Issues

- No direct access. Site should be developed in conjunction with adjacent sites and CH128.
- No justification for link road but access roads within the site should follow the safeguarded route and be of a sufficient design standard so they could potentially link up in the future.
- Moderate likelihood that the site could be agricultural Class 3a – best and most versatile. Western edge is high likelihood.
- Medium landscape sensitivity – restrict building heights and planting to reduce impact.
- Density is on the lower side to account for landscaping/open space, access road etc
- Traffic congestion in the town centre.

Site Information

Greenfield/ brownfield	Built up area boundary/ countryside	Est. housing capacity	Area (ha)	Ownership status	Site details
Greenfield	Within development boundary	70 (based on 27 dph gross density)	2.6	Development of site supported by landowner	<ul style="list-style-type: none"> • Open field sloping down to brook. • No direct access

Evidence Base

Local Plan and Site Allocations Viability Study (May 2018)

The results of the viability assessments for this site shows that at 33% affordable housing the surplus generated would be in the region of £58 per sqm. The level of surplus would be sufficient to meet the costs of education contributions and the Optional Technical Standards M4(2) and remain viable.

The study states that the site at Mobberley Farm comprises a number of parcels of land which are understood to be in a number of different ownerships and it is assumed that all of the landowners

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CH085b Land west of Meakin Close

will work together collaboratively to bring the site forward for development in a timely manner. This will include constructing access roads along the safeguarded route for a potential link road of sufficient design standard to facilitate a link road and has been included in the costs.

Local Plan Housing Trajectory (June 2018)

The site is in the housing trajectory (included within DSC3) to begin within five years and complete by 2031 (2021/22 – 2031).

Extended Phase 1 Habitat Survey 2015 (FID 155) (includes CH085b & CH085c)

Conclusion

The site has fairly low potential to support protected species as the habitats are species poor and moderately connected to other more biodiverse habitats. The site is therefore given low ecological importance as the species rich hedgerow is defunct.

The following surveys/ actions are therefore recommended prior to any potential development works being carried out:

- Hedgerow survey
- Vegetation removal at the appropriate time of year

Local Wildlife Assessment (ECUS, 2017)

Ecus Ltd conducted Local Wildlife Site (LWS) Assessment of the site in 2017 in order to establish potential SBI/BAS status against Staffordshire Wildlife Trust criteria. It concluded that most of site habitats are common throughout the region and not considered eligible for BAS / SBI status. However, the species-rich hedgerow has potential for BAS / SBI status and further surveys are therefore needed.

The following surveys/ actions are therefore recommended in order to establish SBI/ BAS status:

- HEGS survey of species-rich hedgerow

Landscape & Settlement Character Assessment 2008

Not within important landscape setting to the settlement.

Landscape, Local Green Space and Heritage Impact Study (August 2016)

Landscape Assessment

Site comprises a field on the south-western edge of the settlement, sloping down from the settlement edge. Site is open however long distance views are screened by the railway embankment located to the north and west of the site. There could be impacts on local landscape character, however limiting building heights on the lower ground to the west of the site, and planting on this boundary could reduce potential adverse impacts.

Site is of medium landscape sensitivity. Site-specific landscape mitigation measures could include limiting building heights and planting in the west of the site.

Heritage Assessment

There are no designated heritage assets within the 400m buffer. Development in the site would change a small element of the HLC zone CHECZ 8, although as a whole, it would remain unaltered (Historic Environment Character Assessment 2010).

Site suitable for development in heritage terms.

Cheadle

CH085b Land west of Meakin Close

Level 1 SFRA (October 2015)

Site located in Flood Zone 1 – low probability. Small edge area previously within Flood Zones 2 & 3 been excluded from site. Site therefore meets the sequential test.

Best and Most Versatile Land (Natural England dataset)

Data supplied by Natural England indicates that there is a moderate likelihood that most of the site is best and most versatile land i.e. Class 3a. A small section along the western boundary is high likelihood.

Minerals

Site is in Mineral Safeguarding Area for Coal and Fireclay. Any application should be accompanied by a Mineral Safeguarding Statement.

Staffordshire Minerals Planning Authority: No comment.

Cheadle Town Centre Phase 2 Study (2017)

The Phase 2 Study predicts that in 2031 general traffic growth plus additional trips generated by new housing and employment development will cause increased queuing and delays. There is limited scope to change junction characteristics due to the historically confined road structure, however the study recommends a package of mitigation measures which could provide some additional capacity to the overall network.

Link Road - Currently there is no link between the A522 Tean Road and Brookhouse Way / A521 due to it being severed by a disused railway line. The railway line is in third party ownership and a bridge will be required to connect a link road through. The proposed link road would allow a percentage of predicted trips from the SW area to traverse Brookhouse Way / A521 opposed to solely the A522, however the level of trips which would use the A521 from this area would have a minimal effect in improving congestion within Cheadle Town Centre. The study considers that the proposed Link Road would not be a solution on its own.

Sustainability Appraisal

Sustainability Appraisal Report June 2018

The proposed delivery of circa 80 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to health care services and facilities and areas of existing employment is likely to have a positive effect, as could the site's location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could part of the site's location within flood zone 2 and 3.

Initial HRA Screening

No Likely Significant Effects (LSEs) have been identified in relation to the preferred option site allocations in Cheadle.

Consultations

Options Consultation July 2015

Statutory bodies/stakeholders

SCC Highways: To serve the quantum of housing envisaged then Brookhouse Way would need to be extended from the North.

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Environment Agency – Site is likely to be affected to some degree by flood risk and if taken forward will require the support of the Sequential Test and a Level 2 SFRA.

Developer/Agent Supports allocation of site for housing. Core Strategy states Cheadle's role as a service centre market town will be expanded. South of town is logical place for development. Outside floodplain, no landscape/ecological constraints. Not good quality agricultural land. Access possible. Sustainable transport links to town. Size to safeguard land for community facilities.

Public response

20 objections, 2 support

Issues raised:

Objections

- Infrastructure – Schools - Would need more school places.
- Infrastructure - Traffic / Transport. Site too far from town centre/schools will increase traffic & congestion. Need southern link road to access site, this is not feasible has been ruled out by SCC & Core Strategy Inspector. Access to the site is difficult. Site bounded by railway line reinstatement of this line is feasible. Moorland & City Railways are considering opening part of the line to Cresswell. Access through Meakin Close would create road safety issues. Would increase traffic. Traffic congestion will have an adverse impact on tourism. Cheadle is already congested and roads cannot cope. Alton Towers traffic goes through Cheadle. Access is difficult. How would it be accessed?
- Infrastructure – Other - Lack of public areas on this side of Cheadle. Infrastructure inadequate. Existing facilities poor. Lack of open space. Need GPs, dentists are already over stretched. Insufficient emergency services.
- Landscape Impact on landscape. Wardell Armstrong Study 2008 land west of Cheadle is an area of landscape enhancement.
- Nature Conservation – Loss of wildlife from area.
- Flood Risk Site borders River Tean, which has a history of flooding in Tean 2 miles away. Development would increase likelihood of further flooding
- Amenity (e.g. noise, privacy, loss of light) Existing residents would be overlooked. Loss of privacy/light. Increase in noise
- Scale of development - Disproportionate to infrastructure. Too many houses for Cheadle. Too far from services. Unbalanced development of Cheadle
- Listed Building / Conservation Area – Need to conserve heritage assets.
- Government Policy – Contrary to NPPF.
- Other Sites to north of Cheadle centre would balance town (provided infrastructure improved). Proposed development disproportionate to other towns. Where will the people come from will Employment plans in Cheadle south are unacceptable. Cheadle will become a dormer town. Popular area of countryside well used by local community for walking. Should build in north & east of Cheadle. Is green belt. Coal workings on site. Cheadle has lost Lightwood Home has not been replaced. No consideration has been given to housing for older people. Coal workings on site. Loss of agricultural land.

Support

- Listed Building / Conservation Area Historic legibility/landscape been categorised as medium compared to high in NE Cheadle.
- Government Policy
- Other Allocated for housing in 1998 Local Plan. Inside development boundary & new draft development boundary. Previous application on site, refused but indicates desirability of site. Walking distance to schools. Site was preferred site in Preferred Options stage 2008.

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Council response –

- There is no direct access onto the highway and therefore access would have to be achieved through an adjacent site and this is currently not achievable via the existing road network. If access can be resolved to an acceptable standard then development could take place.
- The Highway Authority confirms that site CH128 could provide access to sites CH093 and CH085a – d.
- The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. The western edge of the site adjacent to the Brook is high probability and will need to be incorporated into uses other than housing i.e. open space. Clarification with EA regarding a Level 2 SFRA needed.
- Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.
- The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward.
- New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas.
- The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known.
- The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed.
- Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.
- The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year.
- The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs.
- The land is Agricultural Class 3 Good to Moderate.

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- The site is not located within the Conservation Area or adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The development boundary will be amended to incorporate any new allocations. The site is not located within Green Belt.
- The Coal Authority have confirmed that there are no issues that would prevent development of the site. Investigative work will take place in these areas prior to the commencement of any development

Preferred Options Consultation April 2016

JMW Planning on behalf of Mr Campbell: Support

This site is supported in the initial sustainability appraisal report which considered a south-west focus for new housing development. It is well located in relation to existing services within the town, most of which can be reached by means other than the private motor car. The landowners are willing to consider releasing the land for development initially taking access off the existing highways network.

SCC Highways: Potential link/access road identified connecting to A522 Tean Rd which will require assessment. Assessment of impact on Tape Street Corridor will be required. Connections to local advisory cycle network should be considered. Site will need to connect with existing pedestrian route network. Sustainable access to town centre requires consideration.

Cheadle Town Service 123 serves Wedgwood Road close to the sites between 09:30 and 13:30. Service 32 operates hourly along the A522 Tean Road between Uttoxeter, Cheadle and Hanley.

Link Road

With regard to proposed housing sites to the south west of Cheadle and their potential to deliver the Mobberley Link Road (western bypass), the benefits of this will need to be demonstrated through the study work identified in the Core Strategy section 8.1.53 Policy SS5c. Appended to this letter is a plan showing the protected line for this route. Presumably the access road to these proposed development sites could form the southern section of this route, although it would need to be designed to allow the required capacity for a bypass. This may be difficult to achieve if, for instance, the access road is designed in accordance with the Department for Transport's Manual for Streets. There is also the question of how many forms of access would be required to this development area which is intended to accommodate in excess of 400 dwellings.

Paragraph 3.32 of the Plan refers to the safeguarding of a potential indicative route to enable provision of the bypass. However it is difficult to see how this together with the Adopted Core Strategy Policy SS5c can effectively achieve this. The policy contains the phrase: improve environmental quality and accessibility by: reducing levels of through traffic in the town centre and along the A521 and A522 promoting the longer term provision of a bypass to the west of the town.

The explanatory text of the Core Strategy reads:

'8.1.53 One of the most significant challenges is identifying the need and viability of a bypass to relieve through traffic in the town and provide improved access to existing and planned housing and employment areas. Whilst some junction improvements have been

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implemented, there remains a strong need to investigate and identify other potential solutions to improve traffic flows through the town particularly in the light of the growth aspirations for the town. A Transportation Study will therefore be required to investigate the need and viability of a bypass and/or other traffic management solutions, including a link from the A50 at Blythe Bridge to Cheadle, the implications for surrounding villages and the wider area and the scope for funding from proposed developments. This will be undertaken as part of the review of the Core Strategy.'

The bypass is also not shown on the Core Strategy Key Diagram and Inset Maps. It is noted that paragraph 3.31 of the Plan refers to a further study to explore the case and feasibility of a bypass.

Therefore, currently the Core Strategy says that the need / viability for a Bypass has yet to be established and all that's shown on Map 47 Cheadle as a 'potential link road' is part of the historic route of the A521-A522 Cheadle Western Bypass afforded protection by SCC in 2002 and currently declared on searches. It needs to be appreciated that in these circumstances the 'protection' afforded by SCC to this route may be insufficient to resist a challenge from a developer.

SCC Education: Future Need: Cheadle Town Requirement (based on the assumptions outlined in SCC report)

Primary School Provision

- The number of new homes planned for this school planning area indicate that education contributions will be required to fund additional primary school places at an existing or new school to mitigate the impact of local developments. At least an additional 1FE of primary school provision will be required in Cheadle Town during the Local Plan period to take into account the number of dwellings proposed over the duration of the Local Plan. We note that land to the east of the town (CH132) indicates an approximate location for a new/extended school and we ask that this land continues to be safeguarded.

High School Provision

- The High Schools in this School Place Planning Area are projected to have limited capacity to accommodate any children generated from housing allocated in this area, if the level of housing development is consistent with the estimated housing need. However, the allocation of housing sites, including windfall and small sites will continue to be monitored to ensure that there continues to be a sufficient supply of High School places in the town.

There is a small site allowance of 150 dwellings during the Local Plan period in Cheadle Town. As the location of these sites are not yet known the impact of these developments on school places will continue to be monitored as specific sites come forward and may result in additional school places required.

Please note that the allocation of housing in the rural area, including the small site allowance of 570 dwellings which has yet to be allocated, will have an impact on High School places in Cheadle Town, if those pupils attending school in the larger villages go on to attend High School in Cheadle Town.

LLFA: FRA required. Looks ok.

Environment Agency: No longer requiring an SFRA The sites in Cheadle, although previously flagged up as requiring further work, should be able to design out flood risk given the small

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proportion of Flood Zones on the edge of them, and the fact that they are already modded in detail, so the extents shouldn't increase.

Coal Authority: Welcome the fact that the site assessment documents covering the site options does identify ground instability arising from mining legacy and as such The Coal Authority supports the broad approach taken to site selection. We have no views on the actual sites chosen as this is a matter for local determination following consideration of all relevant factors.

Latest Coal Authority data 27/04/2016. Development high risk area.

SMDC Environmental Health: No significant Issues

Issues raised - public responses & petition :

- Scale of development
- Link road
- Location of new school (in north)
- Need for new housing
- Amenity issues
- Highways and access
- Traffic in town centre
- Landscape impact
- Flood Risk / surface water flooding
- Not all public open space is accessible to the public
- Pedestrian routes / open space
- Ecology / nature conservation issues
- Lack of infrastructure to accommodate new housing
- Agricultural Land Classification

Council response –

- Developer support for the site is noted.
- There is no current available access to this section of land.
- The Council has considered a number of sites within and on the edge of Cheadle. The majority of the proposed area for housing is located within the existing town boundary. It is acknowledged that together the cumulative amount of housing in this area would be significant, however, there are infrastructure benefits arising from allocating a larger area for residential development, such as highway improvements, affordable housing and community facilities such as public open space.
- The Council's Landscape, Green Space and Heritage Impact Study(August 2016) includes a Landscape Assessment for this site. It advises that the site is open however long distance views are screened by the railway embankment located to the north and west of the site. There could be impacts on local landscape character (medium landscape sensitivity), however site-specific landscape mitigation measures could include limiting building heights and planting in the southwest of the site.
- New housing schemes will need to incorporate areas of open space and landscaping, and also maintain existing pedestrian links as well as the consideration of new links.
- There are proposals for new housing development to the north of the town.
- The Cheadle Town Centre Phase 2 Study (2017) identifies the likely impacts of the housing and employment Preferred Options sites on the surrounding highway network. By 2031 the study predicts queuing and delays in certain locations, in part due to 17 years of potential traffic growth which is compounded by the additional trips generated by new housing and employment. There is limited scope to change junction characteristics to improve network capacity within the

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Town Centre due to its historically confined road structure. The study recommends a package of mitigation measures in order to provide additional capacity onto the overall network. Mitigation measures include junction and lane improvements, new sites having good access to public transport provision, measures to encourage walking and cycling to reduce short trips, improved HGV signage and new parking bays along High Street.

- The Cheadle Town Centre Phase 2 Study (2017) considers the potential SW link road. Currently there is no link between the A522 Tean Road and Brookhouse Way / A521 due to it being severed by a disused railway line. The railway line is in third party ownership and a bridge will be required to connect a link road through. The proposed link road would allow a percentage of predicted trips from the SW area to traverse Brookhouse Way / A521 opposed to solely the A522, however the level of trips which would use the A521 from this area would have a minimal effect in improving congestion within Cheadle Town Centre. The study considers that the proposed Link Road would not be a solution on its own.
- National planning guidance states that the Council should assess the quality and capacity of infrastructure to meet forecast demands. An Infrastructure Delivery Plan is being prepared which will identify the infrastructure necessary to support the Local Plan proposals. It builds on the findings of the Development Capacity Study for the Core Strategy. Consultation and work with infrastructure providers is ongoing and their feedback will inform the Infrastructure Delivery Plan and the Local Plan.
- The Council has considered a number of sites within and on the edge of Cheadle. There is not enough brownfield land or sites to meet the District's proposed housing requirement within the built up area of the town. This site is located on the edge of the settlement within the existing town boundary. It is acknowledged that together the cumulative amount of housing in this area would be significant, however, there are infrastructure benefits arising from allocating a larger area for residential development, such as highway improvements, affordable housing and community facilities such as public open space. Distance from the town centre needs to be balanced with other considerations such as Green Belt, Heritage, Landscape and viability / deliverability.
- The Council has completed a Level 1 Strategic Flood Risk Assessment (SFRA) for the District, the results of which have been used to inform the site selection process. The site is within Flood Zone 1 – Low probability. The area to the west of the site adjacent to the Brook is high probability and can be incorporated into uses other than housing i.e. open space. The Environment Agency has confirmed that a Level 2 SFRA will not be required as the developer should be able to design out flood risk given the small proportion of Flood Zones on the edge of them, and the fact that they are already modelled in detail, so the extents shouldn't increase. Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.
- The proposed new school is planned to serve the north of Cheadle and could therefore reduce school traffic currently accessing schools in the SW of the town. New housing development is also proposed in the north of the town. There are existing schools located in the SW of Cheadle to meet the needs of residents located in the south of the town.
- Agreed that not all the open spaces marked on the map are accessible to the public and should be indicated as 'open space' rather than 'public open space'. A public open space study is underway covering all designated public open spaces in the Staffordshire Moorlands. One of the areas this will advise on is where improvements are needed to these spaces and where new public open space is required.
- The site was subject to a Phase 1 ecological survey in 2014 and a later 2016 ecology study considered the scope for 'local wildlife site' i.e. SBI status. The Phase 1 survey concludes that the site has low potential to support protected species as the habitat is poor and the LWS survey considers that most of the site habitats are common and not considered eligible for SBI status. Both studies recommend further surveys and actions prior to development.

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- Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.
- The National Planning Policy Framework requires that local planning authorities identify the objectively assessed need for housing in their areas, and that Local Plans translate those needs into land provision targets. The Council has prepared a Strategic Housing Market Assessment to assess the district's full housing needs, including affordable housing, whilst taking into account migration and demographic change. The Local Plan also proposes employment sites. The adopted Core Strategy sets out the distribution of housing development between the towns and rural areas: Leek 30%, Biddulph 20%, Cheadle 22% and Rural Areas 28%.
- The land is Agricultural Class 3 Good to Moderate. Data supplied by Natural England indicates that there is a moderate likelihood that the land is best and most versatile land i.e. Class 3a
- The Council will seek a proportion of affordable housing on the site which meets the required design policies.

Preferred Options Local Plan July 2017

Statutory bodies/stakeholders (Comments relate to Mobberley Farm as a whole):

Staffordshire County Council:

- In relation to Mobberley Strategic Development Area (Paragraphs 9.78-9.85) it is unclear how developer contributions can be secured for a link road that is not supported by a clear evidence base, i.e. the Cheadle Town Centre Phase 2 Study.
- The proposed Link Road is not mentioned in Policy SS7 (Cheadle Area Strategy) and it is unlikely to be required to mitigate the impact of the development of the Mobberley Strategic Development area. It is acknowledged that there is an aspiration locally for a link road and development at Mobberley could provide for that.
- However, as it stands there is no certainty over the deliverability of the link or how it would be funded. It is therefore recommended that the District Council and developers engage further with the land owner of the disused railway with a view to including the required land within the allocation.
- Until such time as there is further detailed agreement between land owners and clarity on deliverability of the link it is suggested that "and secure developer contributions towards the construction of the link road" is deleted from paragraph 9.80.
- This policy is inconsistent with Policy SS7 and Para 7.49, as Policy DSC3 requires developer contributions to a link road.
- This policy is also inconsistent with Policy T1 as that does not currently require developer contributions to highway infrastructure.
- If evidence is available to support a link road through the development site, it would need to be designed to allow the required capacity for a bypass. This may be difficult to achieve if, for instance, the access road is designed in accordance with Manual for Streets and should be covered in the policy for the site.
- It is noted that Policy DSC3 makes reference to the development being subject to comprehensive master planning but it is suggested that this needs to be strengthened such that it is clear no planning applications will be considered until such time as a comprehensive Master Plan has been agreed by the District Council.
- It is recommended that the second bullet point is amended as follows: "**Construction of development access roads along the safeguarded route of the route without the site for a potential future link road and securing developer contributions towards its construction of a sufficient design standard to facilitate a link road**".

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Council Response

- Agree that reference to developer contributions is deleted from the supporting text.
- Agree that the wording of DSC3 second bullet point be amended as suggested.
- Add supporting text to clarify that developers should liaise with the District Council and the Highways Authority regarding the specification and route of the link road.

Environment Agency: Sites CH085a, CH085b and CH085c are immediately adjacent to Flood Zones 2 and 3 of the River Tean. The policy should detail how a flood risk assessment will be required to establish the level of flood risk. It should be ensured that there is no encroachment into the floodplain and that at least an 8m wide undeveloped easement/buffer strip is maintained adjacent to the river. The masterplan should include opportunities to make space for water through the design and layout of the proposed developments to help management surface water and accommodate climate change. If the potential link road proceeds there will be a need to ensure that it does not impact on the River Tean and its floodplain or increase flood risk elsewhere. A flood risk assessment will be required for this.

Council Response

Amend Policy DSC3 bullet 8 to read:

'A site specific flood risk assessment (FRA) and early discussions with the Lead Local Flood Authority. The FRA should determine the level of flood risk. It should be ensured that the development does not encroach into the floodplain and that at least 8m undeveloped easement/buffer strip is maintained adjacent to the river.'

Amend paragraph 9.81 to read: '...discuss SuDs. The masterplan should include opportunities to make space for water through the design and layout of the proposed developments to help management surface water and accommodate climate change. Land lying.....'

Add the following text to the end of paragraph 9.81: 'There will be a need to ensure that the link road does not impact on the River Tean and its floodplain or increase flood risk elsewhere. A flood risk assessment will be required to support this.'

Heritage England: The assessment cites that there could be adverse effects, yet we are not aware of the significance of the heritage asset and how it may be affected and as such would require further information.

Council Response

Amend the wording to reference the mitigation measures specified i.e. including screening of the southern edge of the site' as set out in the Council's Landscape, Local Green Space and Heritage Impact Study.

Severn Trent: Sewerage Comments

Known Network Constraints - The development is situated in south of the catchment. Existing foul system is running across the west border of the site. There are two recorded incidents on the flood register, which are located on the south boarder of site CH085D. There is also reported flooding of the manhole 1.5km downstream. If all developments are built, the flows could potentially have a negative impact on the system downstream. There are no Combined Sewer Overflows downstream and the system drains straight to CHEKLEY STW located 2.5km downstream.

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Assumed Connectivity - The connection could potentially be made at node SK00415401 where the outgoing pipe is 525mm diameter. Topography in the area shows the development should drain with a gravity sewer and would not need to be pumped.

Surface Water Disposal - The RIVER TEAN flows to the west of the development, which could potentially be used to manage surface water. There are two existing outfalls into the river on site, which could possibly be used.

Potential impact on sewerage infrastructure - Medium (subject to hydraulic modelling).

Response

Comments noted

Developer/Agent/Owner

JMW Planning Limited (on behalf of landowner): Support

- This key strategic housing site for Cheadle is welcomed (specifically CH085 to CH085d).
- This part of town is a logical place for new growth - the development of the area should be optimised to support and facilitate new infrastructure.
- The owners of Mobberley Farm Strategic Development Area are generally supportive of the current allocation but feel that it should be extended to include the site CH093 which should be removed from Green Belt. The justification for this would be the urgent need to address the shortfall in house building in the town which conflicts with the Council's strategy for seeing the town expand significantly. CH093 should have been allocated too as has little reference to Green Belt objectives and the larger site would be better able to contribute to the infrastructure requirements and environmental improvements sought by this policy.
- A comprehensive masterplan is the way forward provided there is sufficient flexibility to allow for the early release of part of the site for housing.
- Concern that the list of development requirements for the site could make the development financially unviable.

Potential Link Road:

- The road through Mobberley Farm Strategic Development Site is shown as "potential link road indicative route only". The landowners wish to see the status of this road clarified as soon as possible.
- Matter of clarification needed in respect of the policy. This is with regard to the road through the site, which is referred to in a number of different ways. Is it a bypass or a link road? Has there been any recognition that this is also a distributor road which will have to service most of the dwellings built on Mobberley Farm? To what standard will it be constructed? Which route will it follow and where is the southern access going to be? Currently the intention appears to be to put it through SHLAA Site CH128, which is in the Green Belt.
- The dimensions of the road and how close to housing it is permitted needs to be clarified
- Safeguarding the route of the road would be part of any development, as would an element of affordable housing and appropriate environmental improvements.
- The landowners wish to know if it is possible to have a southern terminus which is not dependent on using Site CH128 as this is not in their ownership.

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Council Response

- CH093 was considered as part of the Green Belt Review Study and the overall impact of development on the purposes of the Green Belt was considered to be moderate.
 - Check unrestricted sprawl – contribution
 - Prevent towns merging – limited contribution
 - Safeguarding from encroachment – contribution
 - Setting of towns – contribution
- The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and although concludes that it could be considered for release, exceptional circumstances would need to be justified.
- The Landscape, Local Green Space and Heritage Impact Study considers the site to be of high landscape sensitivity. Some screening is provided by woodland to the south, particularly when viewed from the A522, however the land rises up from the woodland and visual prominence increases. The site does not fit well within existing settlement pattern and development of the site would adversely affect the existing settlement pattern and edge, and encroach on countryside.
- It is considered that there are no exceptional circumstances to justify amendment of the Green Belt boundary in this location. There are other housing sites available in Cheadle not located in the Green Belt and access to the site is available through site CH128 and is supported by the landowner.
- See responses to Staffordshire County Council regarding the link road above and the changes suggested.
- Viability work is being undertaken to support the delivery of the site.

Mr M Sutcliffe (on behalf of Landowners): Support

- Support the release of site CH128 from the Green Belt because it does not contribute significantly to the Green Belt.
- Agree that the Mobberley Development Area is of strategic importance because of its location.
- Commit to ensuring development proposals on CH128 will safeguard potential road development.
- It must be considered that development could have a negative impact on community amenities.
- Wish to cooperate with adjacent land owners.
- Wish to implement development proposals at own pace.
- As CH128 is of low ecological importance, not part of an important landscape, has a low probability of flooding, not agricultural land, has good access to facilities and is available, support is given to the removal of it from the Green Belt and development.

Council Response

- Support for the site noted.
- Policy DSC3 requires that contributions towards infrastructure, public open space, education, services and other community needs as required and affordable housing in accordance with Policy H3.

Asbury Planning (on behalf of Muller Property Group): Support

- The area of the Mobberley Farm Site under Muller Property Group's control has the capacity to deliver additional housing over and above that provided for in the DSC3 allocation, either during the plan period or beyond it.

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- The Muller Property Group supports this policy and in particular the requirement to adopt a comprehensive approach when bringing this key strategic site forward.
- The Company also supports the requirement to safeguard the route of the potential link road and the indicative alignment identified on the proposals map in principle.
- The Muller Property Group agree that a new primary access/egress to-and-from Tean Road will be required to accommodate the scale of housing development envisaged and to accommodate any future through link with development to the north of the allocation.
- There are existing road links to the Allocation Site through the housing estate to the east and these can function as secondary/emergency vehicular and cycle/pedestrian links into the rest of the built-up area.
- This policy identifies 'land north of the veterinary practice' as an area which could be released from the Green Belt under exceptional circumstances to provide the primary access to the strategic site allocation. As outline in paragraph 9.85 this would require a comprehensive approach and co-operation between landowners. There is a risk that a failure to agree terms for this third party land might ultimately delay or prevent delivery of the strategic housing allocation.
- The Muller Property Group control land at Mobberley Farm to the south of the current allocation which could provide an alternative access without the need to acquire third party land. The Muller Property Group consider that this alternative access may be technically superior to the proposed access.
- The Muller Property Group propose that the wording in this policy is amended to admit of alternative primary access arrangements should the land north of the veterinary practice not be available.
- The Muller Property Group consider that the proposed southern boundary of the allocation is arbitrary in landscape terms. In particular it does not correspond to any natural or man-made features on the ground and at its western end cuts through the middle of a field. The present boundary appears to have been drafted to provide physical continuity with the southern edge of the existing built up area but the company questions the soundness and appropriateness of this approach on landscape and visual impact grounds. Given the company's control over land to the south, the opportunity exists to follow landscape features more, to mitigate the impact of the allocation with structural landscaping on the land to the south and to make the precise boundary subject to definition at the planning application stage and informed by a detailed landscape and visual impact assessment incorporating mitigation measures. The company proposed therefore that the policy and proposals map be amended to allow for precise delineation of the limits to development at the application stage.

Council Response

- Support for the allocation is noted.
- See response to JMW Planning Limited regarding land to the south of Mobberley Farm.
- The major part of the allocation lies within the town development boundary and outside the Green Belt boundary therefore the boundary is not considered arbitrary. No other additional housing is required.

RPS Planning and Development (on behalf of Gleeson Strategic Land Ltd): Support

- Mobberley Farm is being actively promoted by consultees, working on behalf of the land owner of the site and can confirm that the site is available for development in line with the Council's plan period for housing in Cheadle.
- The respondent considers that there is a need for the Council to follow the proposed strategy for housing growth in Staffordshire Moorlands, which would allow the District's more sustainable locations to grow in a positive way. The existing strategy for Cheadle including Mobberley Farm would assist in facilitating this strategy and is well placed to the key employment hub in the town, currently proposed for expansion.

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- It is recommended that a more refined approach is taken to the overall capacity of the site and respondent will work with the Council to provide further certainty over the delivery of the proposals.

Deliverability:

- The assessments of Mobberley Farm indicate that the site scores well against the Council's sustainability framework and there are no overriding reasons why the site cannot come forward for development.
- The proposed allocation at Mobberley Farm would involve the release of a small parcel of Green Belt land on parcel CH128, which is required to gain access to the site. This is a small parcel of land, which the respondent considers to be insignificant to the wider purposes of the Green Belt and can be justified through the exceptional circumstances of delivering strategic growth at Cheadle.

Policy Considerations:

- One of the significant policy requirements of DSC3 is that provision should be made to safeguard a route for a potential link road which would connect the A522 (Tean Road) and the A521 (Brookhouse Way). Although not explicit as part of the Cheadle Area Strategy, the supporting text to Policy SS7 indicates that one of the most significant challenges for Cheadle is to identify the need and viability for a link road (paragraph 7.49 refers). This is an important issue which needs thorough consideration in the Local Plan, as there will clearly be extraneous costs associated with the delivery of this infrastructure.
- More work would be necessary here to understand the financial implications associated with a new link road and how this could be expected to be apportioned in a fair and transparent way. Before considering viability, it is first necessary to consider whether there is in fact a need for a link road and whether this would be necessary to serve Mobberley Farm.
- The consultation Local Plan is supported by the Phase 2 Cheadle Town Centre Transport Study Report, prepared by Staffordshire County Council in April 2017. This document has considered the transport implications of the emerging Local Plan, testing the provision of around 1,100 dwellings in Cheadle along with 7.6ha of employment against the existing highways network. As part of this study, the County Council also took a view on the need for a new link road in Cheadle and the traffic flows associated with the Mobberley Road allocation. The Transport Study indicates (paragraph 4.2 refers) that the link road would not be an effective mechanism for the town and would not resolve congestion issues in Cheadle, a point also noted in paragraph 9.80 of the consultation Local Plan. Although the provision of a link road has been a longstanding aspiration for the Council, based on the above information, the provision of a link road would appear to require further justification for its inclusion.
- The other difficulty raised as part of the Transport Study is the feasibility of a link road to come forward. As indicated in the Transport Study, there is no link between the A522 and the A521, as the route is severed by a disused railway line in third party ownership. Notwithstanding issues with ownership, the Study indicates that a bridge would be required to connect a link road through. This clearly raises further issues.
- It is understood that there are known highways issues in Cheadle which the respondent is sympathetic to, however for the purposes of plan making, it is important that infrastructure requirements and necessary contributions are fairly and reasonably related to the development. The consultee understanding the provision of the link road is a priority for the Council. For this reason, further meetings with the Council are required to understand the need for the road in greater detail and potentially how the Mobberley Farm site may be able to facilitate part of its delivery.

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Council Response

- Support for the allocation is noted.
- See responses to LPPO2417 and LPPO2418 (Staffordshire County Council) regarding the link road and proposed amendment.
- Viability work is being undertaken to support the delivery of the site.

Public Response: comments – 7 support, 12 object and 4 general.

Main Issues Raised:

Support:

- Site can take advantage of existing road links such as through the housing estate to the east.
- Development would involve release of a Green Belt Parcel that is insignificant to wider purposes of Green Belt and can be justified through exceptional circumstances of delivering strategic growth at Cheadle.
- The respondent who supported this allocation suggested that Mobberley Farm Strategic Development Area be extended to include CH093.
- No specific reason was given by the respondent who submitted a representation in support of this allocation.

Objection:

- Development of housing behind Master Potter Estate will have a negative impact on residents in the surrounding area. Concern over the creation of a thoroughfare through what was a quiet estate road. Highways
- Development will have a negative effect on the south end of Cheadle.
- Smaller, more evenly dispersed housing developments would be more appropriate.
- Leek and Biddulph fair better in the Plan than Cheadle.
- Land has been used previously for mining. Part of the site is affected by a geological fault.
- Cheadle is the smallest town but has been allocated the largest number of houses.
- Insufficient infrastructure in place, including leisure facilities and GI, to accommodate the size of development.
- Development would increase traffic thereby causing congestion and greenhouse gas emissions. Highways
- Development would lead to an increase in wastewater disposal.
- Development would lead to reduction in natural draining which could increase risk of flooding.
- Development would have an adverse effect on wildlife.
- Development would lead to loss of good quality agricultural land.
- The south west of Cheadle is already overdeveloped. This development would lead to urban sprawl.
- Development will put pressure on school places, doctor's surgeries, and dentists.
- Site is more than 1km from town centre reducing walkability to local amenities, including schools, shops and doctors.
- Development will increase traffic congestion on Tean Road. Highways
- Scale of development disproportionate to size of Cheadle.
- Policy provides little detail on the safeguarded route to provide future link road.
- Unclear how developer contributions can be secured to fund link road. As such, there is no certainty over the deliverability of the link road.

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- Policy is inconsistent with Policy SS7 and Para 7.49, as Policy DSC3 required developer contributions to build a link road.
- The long list of development requirements for this site could make it unviable.
- Council took late decision not to proceed with previously proposed housing allocations in larger villages. This is a significant shift away from the adopted CS.
- Insufficient infrastructure in place, including leisure facilities and GI, to accommodate the size of development.

ISSUE	RESPONSE
Proportion of housing and shift from Core Strategy	Cheadle's has 25% of the District's housing requirement compared to 30% for Leek, 20% for Biddulph and 25% for the rural area. Green Belt is a significant constraint for Biddulph and many of the Rural Areas villages as it can only be released in exceptional circumstances. Cheadle's share has risen from the 22% previously put forward in the Core Strategy to reflect the availability of suitable development sites outside the Green Belt.
Need for new housing	Need for additional housing stems from a number of factors, for example household formation, in-migration, linkages with future workforce, and other factors. The NPPF makes clear that housing projections are the starting point for assessing housing needs; however these additional factors should also be taken in to account in Council SHMAs. The Council's own housing need assessments are set out in its evidence base on the website.
Lack of infrastructure to support new housing	National planning guidance states that the Council should assess the quality and capacity of infrastructure to meet forecast demands. An Infrastructure Delivery Plan is being prepared which will identify the infrastructure necessary to support the Local Plan proposals. Consultation and work with infrastructure providers is ongoing and their feedback will inform the Infrastructure Delivery Plan and the Local Plan.
Housing Mix & Affordable Housing	Policy H1 requires that new development should provide for a mix of housing sizes, types and tenure including affordable housing and housing for older people.
Scale of Development, Impact on southern Cheadle & Distance from town centre	<ul style="list-style-type: none"> • The Council has considered a number of sites within and on the edge of Cheadle. The majority of the proposed area for housing (DSC3) is located within the existing town boundary. • It is acknowledged that together the cumulative amount of housing in this area would be significant, however, there are infrastructure benefits arising from allocating a larger area for residential development, such as highway improvements, affordable housing and community facilities such as public open space. • Policy DC 1 - design considerations requires that new development should be well integrated for car, pedestrian and cycle use as well as other sustainable transport links.
Impact on landscape	Policy DSC3 requires mitigation measures identified in the Council's Landscape, Local Green Space and Heritage Impact Study. Policy DSC3 also requires that public open space is

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ISSUE	RESPONSE
	incorporated into the development.
Open Space	The Local Plan seeks to support a variety of open spaces which may serve different functions. The open space study and playing pitch strategy will provide the basis for the amount and location of open space and sports facilities required as part of the allocation. Policy DSC3 allocates land for residential development including associated public open space.
Green Belt Release	There are considered to be exceptional circumstances to release this small section of Green Belt to be able to gain access to the Mobberley Strategic Development Area. The Green Belt Review supports the consideration of this release.
Cheadle Transport Study	The Cheadle Town Centre Phase 2 Study (2017) identifies the likely impacts of the housing and employment Preferred Options sites on the surrounding highway network. By 2031 the study predicts queuing and delays in certain locations, in part due to 17 years of potential traffic growth which is compounded by the additional trips generated by new housing and employment. There is limited scope to change junction characteristics to improve network capacity within the Town Centre due to its historically confined road structure. The study recommends a package of mitigation measures in order to provide additional capacity onto the overall network. Mitigation measures include junction and lane improvements, new sites having good access to public transport provision, measures to encourage walking and cycling to reduce short trips, improved HGV signage and new parking bays along High Street.
Highways and Access	<ul style="list-style-type: none"> The Highway Authority has not raised any issues which would prevent the development of this site. Policy DSC 3 states the requirement for a Transport Assessment.
Link Road	<ul style="list-style-type: none"> The Cheadle Town Centre Phase 2 Study (2017) considers the potential SW link road. Currently there is no link between the A522 Tean Road and Brookhouse Way / A521 due to it being severed by a disused railway line. The railway line is in third party ownership and a bridge will be required to connect a link road through. The proposed link road would allow a percentage of predicted trips from the SW area to traverse Brookhouse Way / A521 opposed to solely the A522, however the level of trips which would use the A521 from this area would have a minimal effect in improving congestion within Cheadle Town Centre. The study considers that the proposed Link Road would not be a solution on its own. The Council will continue to safeguard the route within the site for a potential future link road and will require that access roads to serve the new development will follow the indicative route and be of a sufficient design to facilitate a link road. Policy DSC3 states that the site will be subject to

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ISSUE	RESPONSE
	<p>comprehensive master planning to include a transport assessment with suitable access design and safeguarding of the route within the site for a potential future link road. The supporting text states that currently there is not access into the site via the existing road network and access can be achieved via land to the north of the veterinary practice.</p> <ul style="list-style-type: none"> • Policy T2 states that the Council will continue to safeguard all existing disused railway lines within the district and support the reuse of these. A bridge would be required at the point where the railway embankment traverses the site.
Site Viability	The Council is undertaking Local Plan viability work which will consider the viability of allocated sites.
Previous Mining	The Coal Authority have confirmed that the area's mining legacy will not prevent development taking place. Policy DSC 3 requires a ground conditions survey.
Flood Risk	Site located in Flood Zone 1 - low probability. Policy DSC 3 requires a site specific flood risk assessment and early discussions with the Lead Local Flood Authority.
Greenfield / ALC Class 3	The Sustainability Appraisal takes into account Best and Most Versatile Land data provided by Natural England.
School Places & location of Primary School	<ul style="list-style-type: none"> • SCC Education have not identified the need for a new high school but state that the allocation of housing sites, including windfall and small sites will continue to be monitored to ensure that there continues to be a sufficient supply of High School places in the town. • The location of the new Primary school is intended to spread provision to the rest of the town. Currently, schools are clustered further to the south which exacerbates traffic problems at peak periods.
Employment	The Local Plan also seeks to deliver employment opportunities in the Cheadle area.
Masterplanning and Design	Policy DSC 3 requires comprehensive master planning for the whole site which includes consideration of outcomes of the Council's Green Infrastructure Plan and mitigation measures identified in the Council's Landscape, Local Green Space and Heritage Impact Study as well as provision of open space. Policy DC3 sets out the design considerations that the Council expects new development to meet which includes designing out crime initiatives and the principles of active design.
Ecology	Policy DSC3 requires that surveys and actions recommended by the Extended Phase 1 Habitat Survey and Local Wildlife Assessment are undertaken.
Develop near JCB instead	The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and the Housing White Paper reiterates this commitment.
Public footpaths	Policy DSC3 requires that public footpaths crossing the site

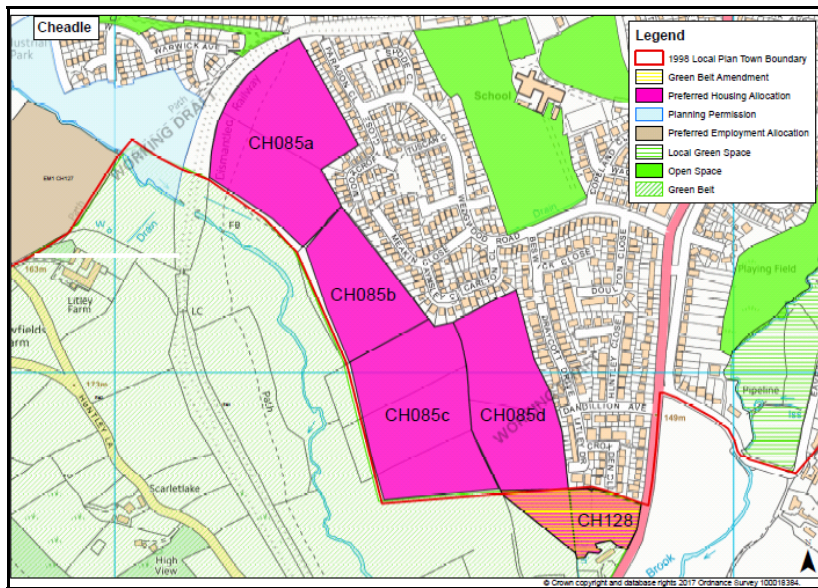
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ISSUE	RESPONSE
	will need to be retained.
Develop near JCB instead	The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and the Housing White Paper reiterates this commitment. The Green Belt Review considered that the area to the north of Cheadle was of important landscape context and made a significant contribution towards the purposes of Green Belt.

Local Plan Publication (Submission Version February 2018)

Refer to Staffordshire Moorlands Local Plan (Submission Version) Consultation Analysis Report May 2018.



CH085c

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Local Plan Process

- Site suggestion from the SHLAA
- Included in the options consultation July 2015
- Included in the Preferred Options consultation April 2016
- Included in the Preferred Options Local Plan July 2017 as part of the 'Mobberley Strategic Development Area'
- Included in the Submission Version Local Plan February 2018 as part of the 'Mobberley Strategic Development Area'

Current Position

Site taken forward into Submission Version Local Plan due to:

- Site within current development boundary and no significant issues.
- Land is available.

Key Issues

- No direct access into site. Site should be developed in conjunction with adjacent sites and CH128.
- No justification for link road but access roads within the site should follow the safeguarded route and be of a sufficient design standard so they could potentially link up in the future.
- Moderate likelihood that the site could be agricultural Class 3a – best and most versatile. Western section of the site is high likelihood.
- Medium landscape sensitivity – restrict building heights, planting to reduce impact and phasing of development. Screening to mitigate impact on listed building.
- Density is on the lower side to account for landscaping/open space, access road etc
- Traffic congestion in the town centre.

Site Information

Greenfield/ brownfield	Built up area boundary/ countryside	Est. housing capacity	Area (ha)	Ownership status	Site details
Greenfield	Within development boundary	125 (based on 26 dph gross density)	4.8	Developme nt of site supported by landowner	<ul style="list-style-type: none"> • Open field sloping down to brook. • Previously allocated for housing in 1998 Local Plan. • No direct access

Evidence Base

Local Plan and Site Allocations Viability Study (May 2018)

The results of the viability assessments for this site shows that at 33% affordable housing the surplus generated would be in the region of £58 per sqm. The level of surplus would be sufficient to meet the costs of education contributions and the Optional Technical Standards M4(2) and remain viable.

The study states that the site at Mobberley Farm comprises a number of parcels of land which are understood to be in a number of different ownerships and it is assumed that all of the landowners will work together collaboratively to bring the site forward for development in a timely manner. This

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will include constructing access roads along the safeguarded route for a potential link road of sufficient design standard to facilitate a link road and has been included in the costs.

Local Plan Housing Trajectory (June 2018)

The site is in the housing trajectory (included within DSC3) to begin within five years and complete by 2031 (2021/22 – 2031).

Extended Phase 1 Habitat Survey 2015 (FID 155) (includes CH085b & CH085c)

Conclusion

The site has fairly low potential to support protected species as the habitats are species poor and moderately connected to other more biodiverse habitats. The site is therefore given low ecological importance as the species rich hedgerow is defunct.

The following surveys/ actions are therefore recommended prior to any potential development works being carried out:

- Hedgerow survey
- Vegetation removal at the appropriate time of year

Local Wildlife Assessment (ECUS, 2017) – considered with CH085b?

Ecus Ltd conducted Local Wildlife Site (LWS) Assessment of the site in 2017 in order to establish potential SBI/BAS status against Staffordshire Wildlife Trust criteria. It concluded that most of site habitats are common throughout the region and not considered eligible for BAS / SBI status. However, the species-rich hedgerow has potential for BAS / SBI status and further surveys are therefore needed.

The following surveys/ actions are therefore recommended in order to establish SBI/ BAS status:

- HEGS survey of species-rich hedgerow

Landscape & Settlement Character Assessment 2008

Not within important landscape setting to the settlement.

Landscape, Local Green Space and Heritage Impact Study (August 2016)

Landscape Assessment

Site comprises fields to the south-west of the settlement, sloping down from the settlement edge. Site is open however long distance views are screened by the railway embankment located to the north and west of the site. There could be impacts on local landscape character, however limiting building heights on the lower ground to the west of the site, and planting on this boundary could reduce potential adverse impacts. Only the north-eastern corner of the site is adjacent to the settlement edge and is otherwise separated by adjacent sites (CH085d). The site should therefore not be developed in isolation. If the adjoining sites are developed first, then CH085c could be considered as a potential development site in a later phase.

Site is of medium landscape sensitivity. Site-specific landscape mitigation measures could include phased development (ensuring the site is developed following the development of adjoining sites), limiting building heights and planting in the west of the site and phasing development.

Heritage Assessment

There is one Grade II Listed Building within 400m. As a farm, the wider agricultural setting is considered to contribute to the overall significance of the asset. The site is part of the wider setting of the asset and therefore development would be likely to cause adverse effects. This could be mitigated through screening of the southern edge of the site. Development in the site

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would change a part of the HLC zone CHECZ 8, although for the most part, it would remain unaltered (Historic Environment Character Assessment 2010).

Site suitable for development in heritage terms subject to appropriate masterplanning.

Level 1 SFRA (October 2015)

Site located in Flood Zone 1 – low probability. Site therefore meets the sequential test.

Best and Most Versatile Land (Natural England dataset)

Data supplied by Natural England indicates that there is a moderate likelihood that two thirds of the site is best and most versatile land i.e. Class 3a. The section along the western boundary is high likelihood.

Minerals

Small part of site is in Mineral Safeguarding Area for superficial sand and gravel. Whole site is in Mineral Safeguarding Area for Coal and Fireclay. Any application should be accompanied by a Mineral Safeguarding Statement.

Staffordshire Minerals Planning Authority: Developers should take account of the requirements of Policy SD1 (5) and investigate the potential for using in-situ minerals in construction works.

Cheadle Town Centre Phase 2 Study (2017)

The Phase 2 Study predicts that in 2031 general traffic growth plus additional trips generated by new housing and employment development will cause increased queuing and delays. There is limited scope to change junction characteristics due to the historically confined road structure, however the study recommends a package of mitigation measures which could provide some additional capacity to the overall network.

Link Road - Currently there is no link between the A522 Tean Road and Brookhouse Way / A521 due to it being severed by a disused railway line. The railway line is in third party ownership and a bridge will be required to connect a link road through. The proposed link road would allow a percentage of predicted trips from the SW area to traverse Brookhouse Way / A521 opposed to solely the A522, however the level of trips which would use the A521 from this area would have a minimal effect in improving congestion within Cheadle Town Centre. The study considers that the proposed Link Road would not be a solution on its own.

Sustainability Appraisal

Sustainability Appraisal Report June 2018

The proposed delivery of circa 150 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility areas of existing employment is likely to have a positive effect, as could the site's location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect.

Initial HRA Screening

No Likely Significant Effects (LSEs) have been identified in relation to the preferred option site allocations in Cheadle.

Consultations

Options Consultation July 2015

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Statutory bodies/stakeholders

SCC Highways: Can serve the envisaged no. dwellings of Dandillion Avenue if widened to 5.5m; if Dandillion Avenue remains at 4.8m wide then an additional approx 25-50 dwellings on area CH85c could be served.

Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.

Developer/Agent

Supports allocation of site for housing. Core Strategy states Cheadle's role as a service centre market town will be expanded. South of town is logical place for development. Outside floodplain, no landscape/ecological constraints. Not good quality agricultural land. Access possible. Sustainable transport links to town. Size to safeguard land for community facilities.

Public response

70 objections, 3 support

Issues raised:

Objections

- Infrastructure – Schools – Need more school places. Schools full.
- Infrastructure - Traffic / Transport - Is some distance from schools/services would increase traffic congestion. Would need Southern Link Road, this is not feasible has been ruled out by SCC & Core Strategy Inspector. Access to the site is difficult. Site bounded by railway line reinstatement of this line is feasible. Moorland & City Railways are considering opening part of the line to Cresswell. Access through Meakin Close would create road safety issues. Would increase traffic. Cheadle is already congested and roads cannot cope. Traffic from Alton Towers/JCB & Tarmac. Traffic congestion will have an adverse impact on tourism. How will site be accessed?
- Infrastructure – Other – Infrastructure inadequate. Need more health services. Are already overstretched. Lack of open space.
- Scale of development - Disproportionate to infrastructure. Too many houses for Cheadle. Unbalanced development of Cheadle
- Landscape Impact on landscape. Wardell Armstrong Study 2008 land west of Cheadle is an area of landscape enhancement.
- Nature Conservation – Loss of wildlife from the area. Site is abundant in wildlife.
- Flood Risk Site borders River Tean, which has a history of flooding in Tean 2 miles away. Development would increase likelihood of further flooding. Site currently gets waterlogged. Potential flooding.
- Amenity (e.g. noise, privacy, loss of light) Existing residents would be overlooked. Loss of privacy/light. Increase in noise/pollution. No public areas this side of Cheadle.
- Scale of development Too high. Unsustainable too far from shops & facilities. Lead to urban sprawl. Unbalanced development of Cheadle. Site unsustainable too far from shops & facilities.
- Listed Building / Conservation Area – Need to protect heritage assets.
- Government Policy – Contrary to NPPF.
- Other - Sites to north of Cheadle centre would balance town (provided infrastructure improved). Proposed development disproportionate to other towns. Where will the people come from Employment plans in Cheadle south are unacceptable. Cheadle will become a dormer town. Popular area of countryside well used by local community for walking. Should build in north & east of Cheadle. SNPP indicate don't need this many houses. Is green belt. Coal workings on site. Are other suitable brownfield sites. Limited employment will lead to commuting. Loss of agricultural land.

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Support

- Listed Building / Conservation Area Historic legibility/landscape been categorised as medium compared to high in NE Cheadle.
- Other - Allocated for housing in 1998 Local Plan. Inside development boundary & new draft development boundary. Previous application on site, refused but indicates desirability of site. Walking distance to schools. Site was preferred site in Preferred Options stage 2008. Reluctantly accept more housing has to be built. Need to protect footpaths and countryside for tourism. New residents will work outside Cheadle sites need to be close to major roads & avoid town centre which can't cope with increased traffic

Council response –

- There is no direct access onto the highway and therefore access would have to be achieved through an adjacent site and this is not achievable via the existing road network. If access can be resolved to an acceptable standard then development could take place.
- The Highway Authority confirms that site CH128 could provide access to sites CH093 and CH085a – d.
- The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability.
- Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.
- The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward.
- New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas.
- The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known.
- The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The Council has recently completed a Phase 1 Ecological Study for the District. This assessed The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed.
- Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.

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- The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year.
- The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs.
- The land is Agricultural Class 3 Good to Moderate.
- The site is not located within the Conservation Area or adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The development boundary will be amended to incorporate any new allocations. The site is not located within Green Belt.
- The Coal Authority have confirmed that there are no issues that would prevent development of the site. Investigative work will take place in these areas prior to the commencement of any development.

Preferred Options Consultation April 2016

JMW Planning on behalf of Mr Campbell: This site is supported in the initial sustainability appraisal report which considered a south-west focus for new housing development. It is well located in relation to existing services within the town, most of which can be reached by means other than the private motor car. The landowners are willing to consider releasing the land for development initially taking access off the existing highways network.

SCC Highways: Potential link/access road identified connecting to A522 Tean Rd which will require assessment. Assessment of impact on Tape Street Corridor will be required. Connections to local advisory cycle network should be considered. Site will need to connect with existing pedestrian route network. Sustainable access to town centre requires consideration.

Cheadle Town Service 123 serves Wedgwood Road close to the sites between 09:30 and 13:30. Service 32 operates hourly along the A522 Tean Road between Uttoxeter, Cheadle and Hanley.

Link Road

With regard to proposed housing sites to the south west of Cheadle and their potential to deliver the Mobberley Link Road (western bypass), the benefits of this will need to be demonstrated through the study work identified in the Core Strategy section 8.1.53 Policy SS5c. Appended to this letter is a plan showing the protected line for this route. Presumably the access road to these proposed development sites could form the southern section of this route, although it would need to be designed to allow the required capacity for a bypass. This may be difficult to achieve if, for instance, the access road is designed in accordance with the Department for Transport's Manual for Streets. There is also the question of how many forms of access would be required to this development area which is intended to accommodate in excess of 400 dwellings.

Paragraph 3.32 of the Plan refers to the safeguarding of a potential indicative route to enable provision of the bypass. However it is difficult to see how this together with the Adopted Core Strategy Policy SS5c can effectively achieve this. The policy contains the phrase: improve environmental quality and accessibility by: reducing levels of through traffic in the town centre and along the A521 and A522 promoting the longer term provision of a bypass to the west of the town.

The explanatory text of the Core Strategy reads:

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'8.1.53 One of the most significant challenges is identifying the need and viability of a bypass to relieve through traffic in the town and provide improved access to existing and planned housing and employment areas. Whilst some junction improvements have been implemented, there remains a strong need to investigate and identify other potential solutions to improve traffic flows through the town particularly in the light of the growth aspirations for the town. A Transportation Study will therefore be required to investigate the need and viability of a bypass and/or other traffic management solutions, including a link from the A50 at Blythe Bridge to Cheadle, the implications for surrounding villages and the wider area and the scope for funding from proposed developments. This will be undertaken as part of the review of the Core Strategy.'

The bypass is also not shown on the Core Strategy Key Diagram and Inset Maps. It is noted that paragraph 3.31 of the Plan refers to a further study to explore the case and feasibility of a bypass.

Therefore, currently the Core Strategy says that the need / viability for a Bypass has yet to be established and all that's shown on Map 47 Cheadle as a 'potential link road' is part of the historic route of the A521-A522 Cheadle Western Bypass afforded protection by SCC in 2002 and currently declared on searches. It needs to be appreciated that in these circumstances the 'protection' afforded by SCC to this route may be insufficient to resist a challenge from a developer.

SCC Education: Future Need: Cheadle Town Requirement (based on the assumptions outlined in SCC report)

Primary School Provision

- The number of new homes planned for this school planning area indicate that education contributions will be required to fund additional primary school places at an existing or new school to mitigate the impact of local developments. At least an additional 1FE of primary school provision will be required in Cheadle Town during the Local Plan period to take into account the number of dwellings proposed over the duration of the Local Plan. We note that land to the east of the town (CH132) indicates an approximate location for a new/extended school and we ask that this land continues to be safeguarded.

High School Provision

- The High Schools in this School Place Planning Area are projected to have limited capacity to accommodate any children generated from housing allocated in this area, if the level of housing development is consistent with the estimated housing need. However, the allocation of housing sites, including windfall and small sites will continue to be monitored to ensure that there continues to be a sufficient supply of High School places in the town.

There is a small site allowance of 150 dwellings during the Local Plan period in Cheadle Town. As the location of these sites are not yet known the impact of these developments on school places will continue to be monitored as specific sites come forward and may result in additional school places required.

Please note that the allocation of housing in the rural area, including the small site allowance of 570 dwellings which has yet to be allocated, will have an impact on High School places in Cheadle Town, if those pupils attending school in the larger villages go on to attend High School in Cheadle Town.

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LLFA: FRA required. Consult SCC. Surface water flooding shown on site. May need modelling. Please put developer in contact with SCC as early as possible.

Historic England: It is not clear how the impact of the site allocations, individually and cumulatively, has been assessed in respect of the Grade II listed building Mobberley House. Further information is required.

Coal Authority: Welcome the fact that the site assessment documents covering the site options does identify ground instability arising from mining legacy and as such The Coal Authority supports the broad approach taken to site selection. We have no views on the actual sites chosen as this is a matter for local determination following consideration of all relevant factors.

Latest Coal Authority data 27/04/2016. Development high risk area.

SMDC Environmental Health: No significant Issues

Issues raised - public responses & petition :

- Scale of development
- Link road
- Location of new school (in north)
- Need for new housing
- Amenity issues
- Highways and access
- Traffic in town centre
- Landscape impact
- Flood Risk / surface water flooding
- Not all public open space is accessible to the public
- Pedestrian routes / open space
- Ecology / nature conservation issues
- Lack of infrastructure to accommodate new housing
- Agricultural Land Classification

Council response –

- Developer support for the site is noted.
- There is no current available access to this section of land.
- The Council has considered a number of sites within and on the edge of Cheadle. The majority of the proposed area for housing is located within the existing town boundary. It is acknowledged that together the cumulative amount of housing in this area would be significant, however, there are infrastructure benefits arising from allocating a larger area for residential development, such as highway improvements, affordable housing and community facilities such as public open space.
- The Council's Landscape, Green Space and Heritage Impact Study(August 2016) includes a Landscape Assessment for this site. It advises that the site is open however long distance views are screened by the railway embankment located to the north and west of the site. Only the north-eastern corner of the site is adjacent to the settlement edge and is otherwise separated by adjacent sites (CH085d). The site should therefore not be developed in isolation. If the adjoining sites are developed first, then CH085c could be considered as a potential development site in a

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later phase. There could be impacts on local landscape character (medium landscape sensitivity), however site-specific landscape mitigation measures could include phased development (ensuring the site is developed following the development of adjoining sites), limiting building heights and planting in the west of the site and phasing development.

- The Council's Landscape, Green Space and Heritage Impact Study (August 2016) includes a Heritage Assessment for this site which advises that the wider agricultural setting is considered to contribute to the overall significance of the Grade II asset – Mobberley House. This could be mitigated through screening of the southern edge of the site. Development in the site would change a part of the HLC zone CHECZ 8, although for the most part, it would remain unaltered (Historic Environment Character Assessment 2010) and the Site is considered suitable for development in heritage terms subject to appropriate masterplanning.
- New housing schemes will need to incorporate areas of open space and landscaping, and also maintain existing pedestrian links as well as the consideration of new links.
- There are proposals for new housing development to the north of the town.
- The Cheadle Town Centre Phase 2 Study (2017) identifies the likely impacts of the housing and employment Preferred Options sites on the surrounding highway network. By 2031 the study predicts queuing and delays in certain locations, in part due to 17 years of potential traffic growth which is compounded by the additional trips generated by new housing and employment. There is limited scope to change junction characteristics to improve network capacity within the Town Centre due to its historically confined road structure. The study recommends a package of mitigation measures in order to provide additional capacity onto the overall network. Mitigation measures include junction and lane improvements, new sites having good access to public transport provision, measures to encourage walking and cycling to reduce short trips, improved HGV signage and new parking bays along High Street.
- The Cheadle Town Centre Phase 2 Study (2017) considers the potential SW link road. Currently there is no link between the A522 Tean Road and Brookhouse Way / A521 due to it being severed by a disused railway line. The railway line is in third party ownership and a bridge will be required to connect a link road through. The proposed link road would allow a percentage of predicted trips from the SW area to traverse Brookhouse Way / A521 opposed to solely the A522, however the level of trips which would use the A521 from this area would have a minimal effect in improving congestion within Cheadle Town Centre. The study considers that the proposed Link Road would not be a solution on its own.
- National planning guidance states that the Council should assess the quality and capacity of infrastructure to meet forecast demands. An Infrastructure Delivery Plan is being prepared which will identify the infrastructure necessary to support the Local Plan proposals. It builds on the findings of the Development Capacity Study for the Core Strategy. Consultation and work with infrastructure providers is ongoing and their feedback will inform the Infrastructure Delivery Plan and the Local Plan.
- The Council has considered a number of sites within and on the edge of Cheadle. There is not enough brownfield land or sites to meet the District's proposed housing requirement within the built up area of the town. This site is located on the edge of the settlement within the existing town boundary. It is acknowledged that together the cumulative amount of housing in this area would be significant, however, there are infrastructure benefits arising from allocating a larger area for residential development, such as highway improvements, affordable housing and community facilities such as public open space. Distance from the town centre needs to be balanced with other considerations such as Green Belt, Heritage, Landscape and viability / deliverability.
- The Council has completed a Level 1 Strategic Flood Risk Assessment (SFRA) for the District, the results of which have been used to inform the site selection process. The site is within Flood Zone 1 – Low probability. The area to the west of the site adjacent to the Brook is high probability and can be incorporated into uses other than housing i.e. open space. The Environment Agency has confirmed that a Level 2 SFRA will not be required as the developer should be able to design out flood risk given the small proportion of Flood Zones on the edge of

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- them, and the fact that they are already modelled in detail, so the extents shouldn't increase. Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.
- The proposed new school is planned to serve the north of Cheadle and could therefore reduce school traffic currently accessing schools in the SW of the town. New housing development is also proposed in the north of the town. There are existing schools located in the SW of Cheadle to meet the needs of residents located in the south of the town.
 - Agreed that not all the open spaces marked on the map are accessible to the public and should be indicated as 'open space' rather than 'public open space'. A public open space study is underway covering all designated public open spaces in the Staffordshire Moorlands. One of the areas this will advise on is where improvements are needed to these spaces and where new public open space is required.
 - The site was subject to a Phase 1 ecological survey in 2014 and a later 2016 ecology study considered the scope for 'local wildlife site' i.e. SBI status. The Phase 1 survey concludes that the site has low potential to support protected species as the habitat is poor and the LWS survey considers that most of the site habitats are common and not considered eligible for SBI status. Both studies recommend further surveys and actions prior to development.
 - Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.
 - The National Planning Policy Framework requires that local planning authorities identify the objectively assessed need for housing in their areas, and that Local Plans translate those needs into land provision targets. The Council has prepared a Strategic Housing Market Assessment to assess the district's full housing needs, including affordable housing, whilst taking into account migration and demographic change. The Local Plan also proposes employment sites. The adopted Core Strategy sets out the distribution of housing development between the towns and rural areas: Leek 30%, Biddulph 20%, Cheadle 22% and Rural Areas 28%.
 - The land is Agricultural Class 3 Good to Moderate. Data supplied by Natural England indicates that there is a moderate to high likelihood that the land is best and most versatile land i.e. Class 3a.
 - The Council will seek a proportion of affordable housing on the site which meets the required design policies.

Preferred Options Local Plan July 2017

Statutory bodies/stakeholders (Comments relate to Mobberley Farm as a whole):

Staffordshire County Council:

- In relation to Mobberley Strategic Development Area (Paragraphs 9.78-9.85) it is unclear how developer contributions can be secured for a link road that is not supported by a clear evidence base, i.e. the Cheadle Town Centre Phase 2 Study.
- The proposed Link Road is not mentioned in Policy SS7 (Cheadle Area Strategy) and it is unlikely to be required to mitigate the impact of the development of the Mobberley Strategic Development area. It is acknowledged that there is an aspiration locally for a link road and development at Mobberley could provide for that.
- However, as it stands there is no certainty over the deliverability of the link or how it would be funded. It is therefore recommended that the District Council and developers engage further with the land owner of the disused railway with a view to including the required land within the allocation.

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- Until such time as there is further detailed agreement between land owners and clarity on deliverability of the link it is suggested that "and secure developer contributions towards the construction of the link road" is deleted from paragraph 9.80.
- This policy is inconsistent with Policy SS7 and Para 7.49, as Policy DSC3 requires developer contributions to a link road.
- This policy is also inconsistent with Policy T1 as that does not currently require developer contributions to highway infrastructure.
- If evidence is available to support a link road through the development site, it would need to be designed to allow the required capacity for a bypass. This may be difficult to achieve if, for instance, the access road is designed in accordance with Manual for Streets and should be covered in the policy for the site.
- It is noted that Policy DSC3 makes reference to the development being subject to comprehensive master planning but it is suggested that this needs to be strengthened such that it is clear no planning applications will be considered until such time as a comprehensive Master Plan has been agreed by the District Council.
- It is recommended that the second bullet point is amended as follows: "**Construction of development access roads along the safeguarded route of the route without the site for a potential future link road and securing developer contributions towards its construction of a sufficient design standard to facilitate a link road**".

Council Response

- Agree that reference to developer contributions is deleted from the supporting text.
- Agree that the wording of DSC3 second bullet point be amended as suggested.
- Add supporting text to clarify that developers should liaise with the District Council and the Highways Authority regarding the specification and route of the link road.

Environment Agency: Sites CH085a, CH085b and CH085c are immediately adjacent to Flood Zones 2 and 3 of the River Tean. The policy should detail how a flood risk assessment will be required to establish the level of flood risk. It should be ensured that there is no encroachment into the floodplain and that at least an 8m wide undeveloped easement/buffer strip is maintained adjacent to the river. The masterplan should include opportunities to make space for water through the design and layout of the proposed developments to help management surface water and accommodate climate change. If the potential link road proceeds there will be a need to ensure that it does not impact on the River Tean and its floodplain or increase flood risk elsewhere. A flood risk assessment will be required for this.

Council Response

Amend Policy DSC3 bullet 8 to read:

'A site specific flood risk assessment (FRA) and early discussions with the Lead Local Flood Authority. The FRA should determine the level of flood risk. It should be ensured that the development does not encroach into the floodplain and that at least 8m undeveloped easement/buffer strip is maintained adjacent to the river.'

Amend paragraph 9.81 to read: '...discuss SuDs. The masterplan should include opportunities to make space for water through the design and layout of the proposed developments to help management surface water and accommodate climate change. Land lying.....'

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Add the following text to the end of paragraph 9.81: 'There will be a need to ensure that the link road does not impact on the River Tean and its floodplain or increase flood risk elsewhere. A flood risk assessment will be required to support this.'

Heritage England: The assessment cites that there could be adverse effects, yet we are not aware of the significance of the heritage asset and how it may be affected and as such would require further information.

Council Response

Amend the wording to reference the mitigation measures specified i.e. including screening of the southern edge of the site' as set out in the Council's Landscape, Local Green Space and Heritage Impact Study.

Severn Trent: Sewerage Comments

Known Network Constraints - The development is situated in south of the catchment. Existing foul system is running across the west border of the site. There are two recorded incidents on the flood register, which are located on the south boarder of site CH085D. There is also reported flooding of the manhole 1.5km downstream. If all developments are built, the flows could potentially have a negative impact on the system downstream. There are no Combined Sewer Overflows downstream and the system drains straight to CHEKLEY STW located 2.5km downstream.

Assumed Connectivity - The connection could potentially be made at node SK00415401 where the outgoing pipe is 525mm diameter. Topography in the area shows the development should drain with a gravity sewer and would not need to be pumped.

Surface Water Disposal - The RIVER TEAN flows to the west of the development, which could potentially be used to manage surface water. There are two existing outfalls into the river on site, which could possibly be used.

Potential impact on sewerage infrastructure - Medium (subject to hydraulic modelling).

Response

Comments noted

Developer/Agent/Owner

JMW Planning Limited (on behalf of landowner): Support

- This key strategic housing site for Cheadle is welcomed (specifically CH085 to CH085d).
- This part of town is a logical place for new growth - the development of the area should be optimised to support and facilitate new infrastructure.
- The owners of Mobberley Farm Strategic Development Area are generally supportive of the current allocation but feel that it should be extended to include the site CH093 which should be removed from Green Belt. The justification for this would be the urgent need to address the shortfall in house building in the town which conflicts with the Council's strategy for seeing the town expand significantly. CH093 should have been allocated too as has little reference to Green Belt objectives and the larger site would be better able to contribute to the infrastructure requirements and environmental improvements sought by this policy.
- A comprehensive masterplan is the way forward provided there is sufficient flexibility to allow for the early release of part of the site for housing.
- Concern that the list of development requirements for the site could make the development financially unviable.

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Potential Link Road:

- The road through Mobberley Farm Strategic Development Site is shown as "potential link road indicative route only". The landowners wish to see the status of this road clarified as soon as possible.
- Matter of clarification needed in respect of the policy. This is with regard to the road through the site, which is referred to in a number of different ways. Is it a bypass or a link road? Has there been any recognition that this is also a distributor road which will have to service most of the dwellings built on Mobberley Farm? To what standard will it be constructed? Which route will it follow and where is the southern access going to be? Currently the intention appears to be to put it through SHLAA Site CH128, which is in the Green Belt.
- The dimensions of the road and how close to housing it is permitted needs to be clarified
- Safeguarding the route of the road would be part of any development, as would an element of affordable housing and appropriate environmental improvements.
- The landowners wish to know if it is possible to have a southern terminus which is not dependent on using Site CH128 as this is not in their ownership.

Council Response

- CH093 was considered as part of the Green Belt Review Study and the overall impact of development on the purposes of the Green Belt was considered to be moderate.
 - Check unrestricted sprawl – contribution
 - Prevent towns merging – limited contribution
 - Safeguarding from encroachment – contribution
 - Setting of towns – contribution
- The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and although concludes that it could be considered for release, exceptional circumstances would need to be justified.
- The Landscape, Local Green Space and Heritage Impact Study considers the site to be of high landscape sensitivity. Some screening is provided by woodland to the south, particularly when viewed from the A522, however the land rises up from the woodland and visual prominence increases. The site does not fit well within existing settlement pattern and development of the site would adversely affect the existing settlement pattern and edge, and encroach on countryside.
- It is considered that there are no exceptional circumstances to justify amendment of the Green Belt boundary in this location. There are other housing sites available in Cheadle not located in the Green Belt and access to the site is available through site CH128 and is supported by the landowner.
- See responses to Staffordshire County Council regarding the link road above and the changes suggested.
- Viability work is being undertaken to support the delivery of the site.

Mr M Sutcliffe (on behalf of Landowners): Support

- Support the release of site CH128 from the Green Belt because it does not contribute significantly to the Green Belt.
- Agree that the Mobberley Development Area is of strategic importance because of its location.
- Commit to ensuring development proposals on CH128 will safeguard potential road development.
- It must be considered that development could have a negative impact on community amenities.
- Wish to cooperate with adjacent land owners.
- Wish to implement development proposals at own pace.

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- As CH128 is of low ecological importance, not part of an important landscape, has a low probability of flooding, not agricultural land, has good access to facilities and is available, support is given to the removal of it from the Green Belt and development.

Council Response

- Support for the site noted.
- Policy DSC3 requires that contributions towards infrastructure, public open space, education, services and other community needs as required and affordable housing in accordance with Policy H3.

Aspbury Planning (on behalf of Muller Property Group): Support

- The area of the Moberley Farm Site under Muller Property Group's control has the capacity to deliver additional housing over and above that provided for in the DSC3 allocation, either during the plan period or beyond it.
- The Muller Property Group supports this policy and in particular the requirement to adopt a comprehensive approach when bringing this key strategic site forward.
- The Company also supports the requirement to safeguard the route of the potential link road and the indicative alignment identified on the proposals map in principle.
- The Muller Property Group agree that a new primary access/egress to-and-from Tean Road will be required to accommodate the scale of housing development envisaged and to accommodate any future through link with development to the north of the allocation.
- There are existing road links to the Allocation Site through the housing estate to the east and these can function as secondary/emergency vehicular and cycle/pedestrian links into the rest of the built-up area.
- This policy identifies 'land north of the veterinary practice' as an area which could be released from the Green Belt under exceptional circumstances to provide the primary access to the strategic site allocation. As outline in paragraph 9.85 this would require a comprehensive approach and co-operation between landowners. There is a risk that a failure to agree terms for this third party land might ultimately delay or prevent delivery of the strategic housing allocation.
- The Muller Property Group control land at Moberley Farm to the south of the current allocation which could provide an alternative access without the need to acquire third party land. The Muller Property Group consider that this alternative access may be technically superior to the proposed access.
- The Muller Property Group propose that the wording in this policy is amended to admit of alternative primary access arrangements should the land north of the veterinary practice not be available.
- The Muller Property Group consider that the proposed southern boundary of the allocation is arbitrary in landscape terms. In particular it does not correspond to any natural or man-made features on the ground and at its western end cuts through the middle of a field. The present boundary appears to have been drafted to provide physical continuity with the southern edge of the existing built up area but the company questions the soundness and appropriateness of this approach on landscape and visual impact grounds. Given the company's control over land to the south, the opportunity exists to follow landscape features more, to mitigate the impact of the allocation with structural landscaping on the land to the south and to make the precise boundary subject to definition at the planning application stage and informed by a detailed landscape and visual impact assessment incorporating mitigation measures. The company proposed therefore that the policy and proposals map be amended to allow for precise delineation of the limits to development at the application stage.

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Council Response

- Support for the allocation is noted.
- See response to JMW Planning Limited regarding land to the south of Mobberley Farm.
- The major part of the allocation lies within the town development boundary and outside the Green Belt boundary therefore the boundary is not considered arbitrary. No other additional housing is required.

RPS Planning and Development (on behalf of Gleeson Strategic Land Ltd): Support

- Mobberley Farm is being actively promoted by consultees, working on behalf of the land owner of the site and can confirm that the site is available for development in line with the Council's plan period for housing in Cheadle.
- The respondent considers that there is a need for the Council to follow the proposed strategy for housing growth in Staffordshire Moorlands, which would allow the District's more sustainable locations to grow in a positive way. The existing strategy for Cheadle including Mobberley Farm would assist in facilitating this strategy and is well placed to the key employment hub in the town, currently proposed for expansion.
- It is recommended that a more refined approach is taken to the overall capacity of the site and respondent will work with the Council to provide further certainty over the delivery of the proposals.

Deliverability:

- The assessments of Mobberley Farm indicate that the site scores well against the Council's sustainability framework and there are no overriding reasons why the site cannot come forward for development.
- The proposed allocation at Mobberley Farm would involve the release of a small parcel of Green Belt land on parcel CH128, which is required to gain access to the site. This is a small parcel of land, which the respondent considers to be insignificant to the wider purposes of the Green Belt and can be justified through the exceptional circumstances of delivering strategic growth at Cheadle.

Policy Considerations:

- One of the significant policy requirements of DSC3 is that provision should be made to safeguard a route for a potential link road which would connect the A522 (Teane Road) and the A521 (Brookhouse Way). Although not explicit as part of the Cheadle Area Strategy, the supporting text to Policy SS7 indicates that one of the most significant challenges for Cheadle is to identify the need and viability for a link road (paragraph 7.49 refers). This is an important issue which needs thorough consideration in the Local Plan, as there will clearly be extraneous costs associated with the delivery of this infrastructure.
- More work would be necessary here to understand the financial implications associated with a new link road and how this could be expected to be apportioned in a fair and transparent way. Before considering viability, it is first necessary to consider whether there is in fact a need for a link road and whether this would be necessary to serve Mobberley Farm.
- The consultation Local Plan is supported by the Phase 2 Cheadle Town Centre Transport Study Report, prepared by Staffordshire County Council in April 2017. This document has considered the transport implications of the emerging Local Plan, testing the provision of around 1,100 dwellings in Cheadle along with 7.6ha of employment against the existing highways network. As part of this study, the County Council also took a view on the need for a new link road in Cheadle and the traffic flows associated with the Mobberley Road allocation. The Transport

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Study indicates (paragraph 4.2 refers) that the link road would not be an effective mechanism for the town and would not resolve congestion issues in Cheadle, a point also noted in paragraph 9.80 of the consultation Local Plan. Although the provision of a link road has been a longstanding aspiration for the Council, based on the above information, the provision of a link road would appear to require further justification for its inclusion.

- The other difficulty raised as part of the Transport Study is the feasibility of a link road to come forward. As indicated in the Transport Study, there is no link between the A522 and the A521, as the route is severed by a disused railway line in third party ownership. Notwithstanding issues with ownership, the Study indicates that a bridge would be required to connect a link road through. This clearly raises further issues.
- It is understood that there are known highways issues in Cheadle which the respondent is sympathetic to, however for the purposes of plan making, it is important that infrastructure requirements and necessary contributions are fairly and reasonably related to the development. The consultee understanding the provision of the link road is a priority for the Council. For this reason, further meetings with the Council are required to understand the need for the road in greater detail and potentially how the Mobberley Farm site may be able to facilitate part of its delivery.

Council Response

- Support for the allocation is noted.
- See responses to LPPO2417 and LPPO2418 (Staffordshire County Council) regarding the link road and proposed amendment.
- Viability work is being undertaken to support the delivery of the site.

Public Response: comments – 7 support, 12 object and 4 general.

Main Issues Raised:

Support:

- Site can take advantage of existing road links such as through the housing estate to the east.
- Development would involve release of a Green Belt Parcel that is insignificant to wider purposes of Green Belt and can be justified through exceptional circumstances of delivering strategic growth at Cheadle.
- The respondent who supported this allocation suggested that Mobberley Farm Strategic Development Area be extended to include CH093.
- No specific reason was given by the respondent who submitted a representation in support of this allocation.

Objection:

- Development of housing behind Master Potter Estate will have a negative impact on residents in the surrounding area. Concern over the creation of a thoroughfare through what was a quiet estate road. Highways
- Development will have a negative effect on the south end of Cheadle.
- Smaller, more evenly dispersed housing developments would be more appropriate.
- Leek and Biddulph fair better in the Plan than Cheadle.
- Land has been used previously for mining. Part of the site is affected by a geological fault.
- Cheadle is the smallest town but has been allocated the largest number of houses.
- Insufficient infrastructure in place, including leisure facilities and GI, to accommodate the size of development.
- Development would increase traffic thereby causing congestion and greenhouse gas emissions. Highways

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- Development would lead to an increase in wastewater disposal.
- Development would lead to reduction in natural draining which could increase risk of flooding.
- Development would have an adverse effect on wildlife.
- Development would lead to loss of good quality agricultural land.
- The south west of Cheadle is already overdeveloped. This development would lead to urban sprawl.
- Development will put pressure on school places, doctor's surgeries, and dentists.
- Site is more than 1km from town centre reducing walkability to local amenities, including schools, shops and doctors.
- Development will increase traffic congestion on Tean Road. Highways
- Scale of development disproportionate to size of Cheadle.
- Policy provides little detail on the safeguarded route to provide future link road.
- Unclear how developer contributions can be secured to fund link road. As such, there is no certainty over the deliverability of the link road.
- Policy is inconsistent with Policy SS7 and Para 7.49, as Policy DSC3 required developer contributions to build a link road.
- The long list of development requirements for this site could make it unviable.
- Council took late decision not to proceed with previously proposed housing allocations in larger villages. This is a significant shift away from the adopted CS.
- Insufficient infrastructure in place, including leisure facilities and GI, to accommodate the size of development.

ISSUE	RESPONSE
Proportion of housing and shift from Core Strategy	Cheadle's has 25% of the District's housing requirement compared to 30% for Leek, 20% for Biddulph and 25% for the rural area. Green Belt is a significant constraint for Biddulph and many of the Rural Areas villages as it can only be released in exceptional circumstances. Cheadle's share has risen from the 22% previously put forward in the Core Strategy to reflect the availability of suitable development sites outside the Green Belt.
Need for new housing	Need for additional housing stems from a number of factors, for example household formation, in-migration, linkages with future workforce, and other factors. The NPPF makes clear that housing projections are the starting point for assessing housing needs; however these additional factors should also be taken in to account in Council SHMAs. The Council's own housing need assessments are set out in its evidence base on the website.
Lack of infrastructure to support new housing	National planning guidance states that the Council should assess the quality and capacity of infrastructure to meet forecast demands. An Infrastructure Delivery Plan is being prepared which will identify the infrastructure necessary to support the Local Plan proposals. Consultation and work with infrastructure providers is ongoing and their feedback will inform the Infrastructure Delivery Plan and the Local Plan.
Housing Mix & Affordable Housing	Policy H1 requires that new development should provide for a mix of housing sizes, types and tenure including affordable housing and housing for older people.

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ISSUE	RESPONSE
Scale of Development, Impact on southern Cheadle & Distance from town centre	<ul style="list-style-type: none"> The Council has considered a number of sites within and on the edge of Cheadle. The majority of the proposed area for housing (DSC3) is located within the existing town boundary. It is acknowledged that together the cumulative amount of housing in this area would be significant, however, there are infrastructure benefits arising from allocating a larger area for residential development, such as highway improvements, affordable housing and community facilities such as public open space. Policy DC 1 - design considerations requires that new development should be well integrated for car, pedestrian and cycle use as well as other sustainable transport links.
Impact on landscape	Policy DSC3 requires mitigation measures identified in the Council's Landscape, Local Green Space and Heritage Impact Study. Policy DSC3 also requires that public open space is incorporated into the development.
Open Space	The Local Plan seeks to support a variety of open spaces which may serve different functions. The open space study and playing pitch strategy will provide the basis for the amount and location of open space and sports facilities required as part of the allocation. Policy DSC3 allocates land for residential development including associated public open space.
Green Belt Release	There are considered to be exceptional circumstances to release this small section of Green Belt to be able to gain access to the Moberley Strategic Development Area. The Green Belt Review supports the consideration of this release.
Cheadle Transport Study	The Cheadle Town Centre Phase 2 Study (2017) identifies the likely impacts of the housing and employment Preferred Options sites on the surrounding highway network. By 2031 the study predicts queuing and delays in certain locations, in part due to 17 years of potential traffic growth which is compounded by the additional trips generated by new housing and employment. There is limited scope to change junction characteristics to improve network capacity within the Town Centre due to its historically confined road structure. The study recommends a package of mitigation measures in order to provide additional capacity onto the overall network. Mitigation measures include junction and lane improvements, new sites having good access to public transport provision, measures to encourage walking and cycling to reduce short trips, improved HGV signage and new parking bays along High Street.
Highways and Access	<ul style="list-style-type: none"> The Highway Authority has not raised any issues which would prevent the development of this site. Policy DSC 3 states the requirement for a Transport Assessment.
Link Road	<ul style="list-style-type: none"> The Cheadle Town Centre Phase 2 Study (2017)

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ISSUE	RESPONSE
	<p>considers the potential SW link road. Currently there is no link between the A522 Tean Road and Brookhouse Way / A521 due to it being severed by a disused railway line. The railway line is in third party ownership and a bridge will be required to connect a link road through. The proposed link road would allow a percentage of predicted trips from the SW area to traverse Brookhouse Way / A521 opposed to solely the A522, however the level of trips which would use the A521 from this area would have a minimal effect in improving congestion within Cheadle Town Centre. The study considers that the proposed Link Road would not be a solution on its own.</p> <ul style="list-style-type: none"> • The Council will continue to safeguard the route within the site for a potential future link road and will require that access roads to serve the new development will follow the indicative route and be of a sufficient design to facilitate a link road. • Policy DSC3 states that the site will be subject to comprehensive master planning to include a transport assessment with suitable access design and safeguarding of the route within the site for a potential future link road. The supporting text states that currently there is not access into the site via the existing road network and access can be achieved via land to the north of the veterinary practice. • Policy T2 states that the Council will continue to safeguard all existing disused railway lines within the district and support the reuse of these. A bridge would be required at the point where the railway embankment traverses the site.
Site Viability	The Council is undertaking Local Plan viability work which will consider the viability of allocated sites.
Previous Mining	The Coal Authority have confirmed that the area's mining legacy will not prevent development taking place. Policy DSC 3 requires a ground conditions survey.
Flood Risk	Site located in Flood Zone 1 - low probability. Policy DSC 3 requires a site specific flood risk assessment and early discussions with the Lead Local Flood Authority.
Greenfield / ALC Class 3	The Sustainability Appraisal takes into account Best and Most Versatile Land data provided by Natural England.
School Places & location of Primary School	<ul style="list-style-type: none"> • SCC Education have not identified the need for a new high school but state that the allocation of housing sites, including windfall and small sites will continue to be monitored to ensure that there continues to be a sufficient supply of High School places in the town. • The location of the new Primary school is intended to spread provision to the rest of the town. Currently, schools are clustered further to the south which exacerbates traffic problems at peak periods.

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CH085c Land south of Aynsley Close

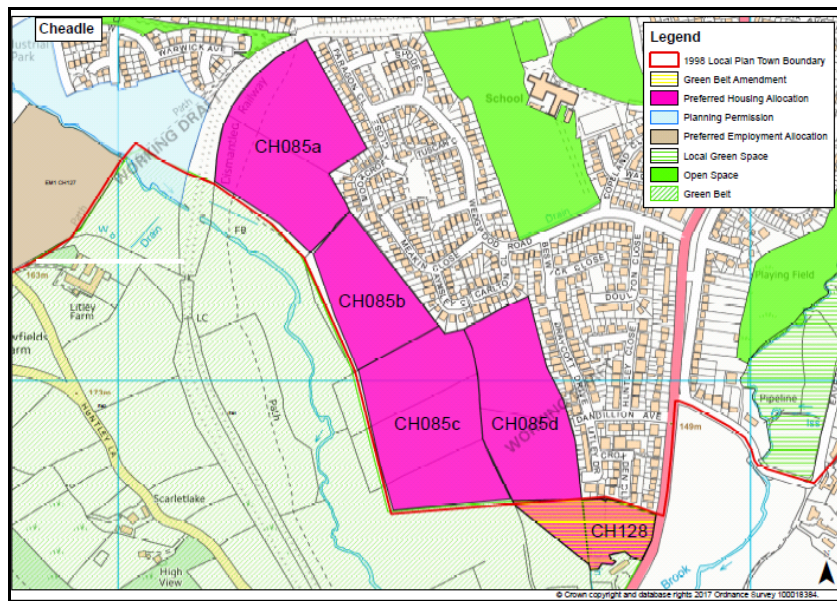
ISSUE	RESPONSE
Employment	The Local Plan also seeks to deliver employment opportunities in the Cheadle area.
Masterplanning and Design	Policy DSC 3 requires comprehensive master planning for the whole site which includes consideration of outcomes of the Council's Green Infrastructure Plan and mitigation measures identified in the Council's Landscape, Local Green Space and Heritage Impact Study as well as provision of open space. Policy DC3 sets out the design considerations that the Council expects new development to meet which includes designing out crime initiatives and the principles of active design.
Ecology	Policy DSC3 requires that surveys and actions recommended by the Extended Phase 1 Habitat Survey and Local Wildlife Assessment are undertaken.
Develop near JCB instead	The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and the Housing White Paper reiterates this commitment.
Public footpaths	Policy DSC3 requires that public footpaths crossing the site will need to be retained.
Develop near JCB instead	The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and the Housing White Paper reiterates this commitment. The Green Belt Review considered that the area to the north of Cheadle was of important landscape context and made a significant contribution towards the purposes of Green Belt.

Local Plan Publication (Submission Version February 2018)

Refer to Staffordshire Moorlands Local Plan (Submission Version) Consultation Analysis Report May 2018.

Cheadle

CH085c Land south of Aynsley Close



CH085d

Cheadle

CH085d Land west of Draycott Drive

Local Plan Process

- Site suggestion from the SHLAA
- Included in the options consultation July 2015
- Included in the Preferred Options consultation April 2016
- Included in the Preferred Options Local Plan July 2017 as part of the 'Mobberley Strategic Development Area'
- Included in the Submission Version Local Plan February 2018 as part of the 'Mobberley Strategic Development Area'

Current Position

Site taken forward into Submission Version Local Plan due to:

- Majority of site within current development boundary and no significant issues.
- Small part of Green Belt considered to be exceptional circumstances to release this small section of Green Belt to provide access to adjacent housing land which is currently landlocked.

Key Issues

- Southern section of the site within the Green Belt
- No direct access to whole site. Site should be developed in conjunction with adjacent sites and CH128.
- No justification for link road but access roads within the site should follow the safeguarded route and be of a sufficient design standard so they could potentially link up in the future.
- Moderate likelihood that the site could be agricultural Class 3a – best and most versatile.
- Screening to mitigate impact on listed building.
- Density is on the lower side to account for landscaping/open space, access road etc
- Traffic congestion in the town centre.

Site Information

Greenfield/ brownfield	Built up area boundary/ countryside	Est. housing capacity	Area (ha)	Ownership status	Site details
Greenfield	Most within development boundary / part within Green Belt & countryside	95 (based on 23 dph gross density)	4.2	Development of site supported by landowner	<ul style="list-style-type: none"> • Large open field, well related to existing development • Part within development boundary previously allocated for housing in 1998 Local Plan. • No direct access

Evidence Base

Local Plan and Site Allocations Viability Study (May 2018)

The results of the viability assessments for this site shows that at 33% affordable housing the surplus generated would be in the region of £58 per sqm. The level of surplus would be sufficient to

Cheadle

CH085d Land west of Draycott Drive

meet the costs of education contributions and the Optional Technical Standards M4(2) and remain viable.

The study states that the site at Mobberley Farm comprises a number of parcels of land which are understood to be in a number of different ownerships and it is assumed that all of the landowners will work together collaboratively to bring the site forward for development in a timely manner. This will include constructing access roads along the safeguarded route for a potential link road of sufficient design standard to facilitate a link road and has been included in the costs.

Local Plan Housing Trajectory (June 2018)

The site is in the housing trajectory (included within DSC3) to begin within five years and complete by 2031 (2021/22 – 2031).

Green Belt Review (2015)

Check Sprawl	Contribution
Maintain Separation	Limited Contribution
Prevent Encroachment	Contribution
Preserve Setting	Contribution

Moderate Impact on Green Belt

A small part of CH093 was incorporated within CH085d at the Preferred Options stage. The whole of CH093 was considered as part of the Green Belt Review Study. The whole of CH093 is a large site which is an extension of land already released from the Green Belt. The site is well set back and screened from the A522 Tean Road to the east and from the disused railway line and Huntley Lane to the west. The difficulty is the absence of a clear western boundary, which is related to the absence of a clear western boundary of the land removed from the Green Belt to the north. However, comprehensive masterplanning of this site and land immediately to the north would create a comprehensive scheme with significant external boundaries. To the south, Mobberley Brook could be used as a boundary.

Recommendation - Consider for Release under Exceptional Circumstances with amendment to the Town Boundary.

Extended Phase 1 Habitat Survey 2015 (FID 154)

Conclusion

The site has fairly low potential to support protected species as the habitats are mainly species poor and moderately connected to other more biodiverse habitats. However the species rich hedgerow and tree with bat potential warrants the site being attributed district ecological importance.

The following surveys/ actions are therefore recommended prior to any potential development works being carried out:

- Bat surveys of the tree with roosting potential
- Hedgerow survey
- Vegetation removal at the appropriate time of year

Extended Phase 1 Habitat Survey 2016 (southern section only)

Habitat is common and widespread locally and throughout UK, considered to be of importance to nature conservation level only. Recommends bat survey.

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CH085d Land west of Draycott Drive

Local Wildlife Assessment (ECUS, 2017)

Ecus Ltd conducted Local Wildlife Site (LWS) Assessment of the site in 2017 in order to establish potential SBI/BAS status against Staffordshire Wildlife Trust criteria. It concluded that most of site habitats are common throughout the region and not considered eligible for BAS / SBI status. However, the species-rich hedgerow has potential for BAS / SBI status, one oak tree has bat roost potential and the scattered trees also need to be assessed. Further surveys are therefore needed.

The following surveys/ actions are therefore recommended in order to establish SBI/ BAS status:

- HEGS survey of species-rich hedgerow
- Bat survey
- Tree survey

Landscape & Settlement Character Assessment 2008

Not within important landscape setting to the settlement.

Landscape, Local Green Space and Heritage Impact Study (August 2016)

Landscape Assessment

Site comprises generally flat fields on the south-western edge of the settlement, enclosed by residential development to the east and north. The site is open to the west however long distance views are screened by the railway embankment located further to the west of the site. Site fits well within the existing settlement pattern as it does not extend beyond the existing western settlement edge formed by Draycott Drive and Carlton Close. Planting could be undertaken on the western boundary in order to create a vegetated edge to the settlement.

Site is of low landscape sensitivity.

Heritage Assessment

There are two Grade II Listed Buildings within 400m; of which the site is part of the wider agricultural setting of a farm to the south. As a farm, the agricultural setting is considered to contribute to the overall significance of the asset. As such, development would be likely to cause adverse effects to its setting by altering some of that agricultural landscape. Mitigation through screening of the southern edge of the site would reduce those effects. Development in the site would change a part of the HLC zone CHECZ 8, although for the most part, it would remain unaltered (Historic Environment Character Assessment 2010).

Site suitable for development in heritage terms subject to appropriate masterplanning.

Level 1 SFRA (October 2015)

Site located in Flood Zone 1 – low probability. Site therefore meets the sequential test.

Best and Most Versatile Land (Natural England dataset)

Data supplied by Natural England indicates that there is a moderate likelihood that the site is best and most versatile land i.e. Class 3a.

Minerals

Part of site is in Mineral Safeguarding Area for superficial sand and gravel. Whole site is in Mineral Safeguarding Area for Coal and Fireclay. Any application should be accompanied by a Mineral Safeguarding Statement.

Staffordshire Minerals Planning Authority: Developers should take account of the requirements of Policy SD1 (5) and investigate the potential for using in-situ minerals in construction works.

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Cheadle Town Centre Phase 2 Study (2017)

The Phase 2 Study predicts that in 2031 general traffic growth plus additional trips generated by new housing and employment development will cause increased queuing and delays. There is limited scope to change junction characteristics due to the historically confined road structure, however the study recommends a package of mitigation measures which could provide some additional capacity to the overall network.

Link Road - Currently there is no link between the A522 Tean Road and Brookhouse Way / A521 due to it being severed by a disused railway line. The railway line is in third party ownership and a bridge will be required to connect a link road through. The proposed link road would allow a percentage of predicted trips from the SW area to traverse Brookhouse Way / A521 opposed to solely the A522, however the level of trips which would use the A521 from this area would have a minimal effect in improving congestion within Cheadle Town Centre. The study considers that the proposed Link Road would not be a solution on its own.

Sustainability Appraisal

Sustainability Appraisal Report June 2018

The proposed delivery of circa 115 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to health care services and facilities and areas of existing employment is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The site's ecological value and proximity to historic assets are likely to have a negative effect.

Initial HRA Screening

No Likely Significant Effects (LSEs) have been identified in relation to the preferred option site allocations in Cheadle.

Consultations

Options Consultation July 2015

Statutory bodies/stakeholders

SCC Highways: Can serve the envisaged no. dwellings of Dandillion Avenue if widened to 5.5m; if Dandillion Avenue remains at 4.8m wide then an additional approx 25-50 dwellings on area CH85c could be served.

Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.

Developer/Agent Supports allocation of site for housing. Core Strategy states Cheadle's role as a service centre market town will be expanded. South of town is logical place for development. Outside floodplain, no landscape/ecological constraints. Not good quality agricultural land. Access possible. Sustainable transport links to town. Size to safeguard land for community facilities.

Public response

37 objections, 4 support
Issues raised:

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CH085d Land west of Draycott Drive

Objections

- Infrastructure – Schools – Need more school places. Schools already full.
- Infrastructure - Traffic / Transport - Is some distance from schools/services would increase traffic congestion. Need southern link road to access site, this is not feasible has been ruled out by SCC & Core Strategy Inspector.. Access to the site is difficult. Traffic congestion will have an adverse impact on tourism. Railway next to site reinstatement of this line is feasible. Moorland & City Rail are considering opening part of line to Cresswell. Access difficult. Access through estate would create road safety issues. Would increase traffic. Cheadle is already congested and roads cannot cope. Traffic from Alton Towers/JCB & Tamarac. Site bounded by railway line reinstatement of this line is feasible. Access from south through green belt.
- Infrastructure – Other – Infrastructure inadequate. Need more health services. Are already overstretched. Lack of open space. No services/sewerage to the site. Too far from facilities/services.
- Scale of development - Disproportionate to infrastructure. Too many houses for Cheadle. Lead to urban sprawl. Unbalanced development of Cheadle. Site unsustainable too far from shops & facilities.
- Landscape Wardell Armstrong Study 2008 land west of Cheadle is an area of landscape enhancement.
- Nature Conservation – Site home to wildlife. Loss of wildlife from the area. Abundant wildlife on the site.
- Flood Risk Site borders River Tean, which has a history of flooding in Tean 2 miles away. Development would increase likelihood of further flooding. Is a flood risk area..
- Amenity (e.g. noise, privacy, loss of light) – Loss of light/privacy. Noise pollution. Existing residents would be overlooked. Loss of privacy/light. Increase in noise/pollution.
- Listed Building / Conservation Area - Need to conserve heritage assets
- Government Policy - Contrary to NPPF
- Other - Sites to north of Cheadle centre would balance town (provided infrastructure improved). Proposed development disproportionate to other towns. Where will the people come from Employment plans in Cheadle south are unacceptable. Cheadle will become a dormer town. Loss of green belt/ agricultural land. Loss of open space, used for walking/recreation. Should build in north & east of Cheadle. Is green belt. Coal workings on site. Land unsuitable for development possible need for piling. Loss of area used by residents for recreation.

Support

- Listed Building / Conservation Area Historic legibility/landscape been categorised as medium compared to high in NE Cheadle.
- Other Allocated for housing in 1998 Local Plan. Inside development boundary & new draft development boundary. Previous application on site, refused but indicates desirability of site. Walking distance to schools. Good bus links. Site was preferred site in Preferred Options stage 2008. Reluctantly accept more housing has to be built. Need to protect footpaths and countryside for tourism. New residents will work outside Cheadle sites need to be close to major roads & avoid town centre which can't cope with increased traffic

Council response –

- There are issues regarding access to the site and the number of dwellings that could be served. If access can be resolved to an acceptable standard then development could take place.
- The Highway Authority confirms that site CH128 could provide access to sites CH093 and CH085a – d.

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CH085d Land west of Draycott Drive

- The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability.
- Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.
- The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward.
- New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas.
- The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known.
- The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed.
- Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.
- The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year.
- The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs.
- The land is Agricultural Class 3 Good to Moderate.
- The site is not located within the Conservation Area or adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The development boundary will be amended to incorporate any new allocations. The site is not located within Green Belt.

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CH085d Land west of Draycott Drive

- The Coal Authority have confirmed that there are no issues that would prevent development of the site. Investigative work will take place in these areas prior to the commencement of any development.

Preferred Options Consultation April 2016

JMW Planning on behalf of Mr Campbell: This site is supported in the initial sustainability appraisal report which considered a south-west focus for new housing development. It is well located in relation to existing services within the town, most of which can be reached by means other than the private motor car. The landowners are willing to consider releasing the land for development initially taking access off the existing highways network.

SCC Highways: Potential link/access road identified connecting to A522 Tean Rd which will require assessment. Assessment of impact on Tape Street Corridor will be required. Connections to local advisory cycle network should be considered. Site will need to connect with existing pedestrian route network. Sustainable access to town centre requires consideration.

Cheadle Town Service 123 serves Wedgwood Road close to the sites between 09:30 and 13:30. Service 32 operates hourly along the A522 Tean Road between Uttoxeter, Cheadle and Hanley.

Link Road

With regard to proposed housing sites to the south west of Cheadle and their potential to deliver the Mobberley Link Road (western bypass), the benefits of this will need to be demonstrated through the study work identified in the Core Strategy section 8.1.53 Policy SS5c. Appended to this letter is a plan showing the protected line for this route. Presumably the access road to these proposed development sites could form the southern section of this route, although it would need to be designed to allow the required capacity for a bypass. This may be difficult to achieve if, for instance, the access road is designed in accordance with the Department for Transport's Manual for Streets. There is also the question of how many forms of access would be required to this development area which is intended to accommodate in excess of 400 dwellings.

Paragraph 3.32 of the Plan refers to the safeguarding of a potential indicative route to enable provision of the bypass. However it is difficult to see how this together with the Adopted Core Strategy Policy SS5c can effectively achieve this. The policy contains the phrase: improve environmental quality and accessibility by: reducing levels of through traffic in the town centre and along the A521 and A522 promoting the longer term provision of a bypass to the west of the town.

The explanatory text of the Core Strategy reads:

'8.1.53 One of the most significant challenges is identifying the need and viability of a bypass to relieve through traffic in the town and provide improved access to existing and planned housing and employment areas. Whilst some junction improvements have been implemented, there remains a strong need to investigate and identify other potential solutions to improve traffic flows through the town particularly in the light of the growth aspirations for the town. A Transportation Study will therefore be required to investigate the need and viability of a bypass and/or other traffic management solutions, including a link from the A50 at Blythe Bridge to Cheadle, the implications for surrounding villages and the wider area and the scope for funding from proposed developments. This will be undertaken as part of the review of the Core Strategy.'

The bypass is also not shown on the Core Strategy Key Diagram and Inset Maps. It is noted that paragraph 3.31 of the Plan refers to a further study to explore the case and feasibility of a bypass.

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Therefore, currently the Core Strategy says that the need / viability for a Bypass has yet to be established and all that's shown on Map 47 Cheadle as a 'potential link road' is part of the historic route of the A521-A522 Cheadle Western Bypass afforded protection by SCC in 2002 and currently declared on searches. It needs to be appreciated that in these circumstances the 'protection' afforded by SCC to this route may be insufficient to resist a challenge from a developer.

SCC Education: Future Need: Cheadle Town Requirement (based on the assumptions outlined in SCC report)

Primary School Provision

- The number of new homes planned for this school planning area indicate that education contributions will be required to fund additional primary school places at an existing or new school to mitigate the impact of local developments. At least an additional 1FE of primary school provision will be required in Cheadle Town during the Local Plan period to take into account the number of dwellings proposed over the duration of the Local Plan. We note that land to the east of the town (CH132) indicates an approximate location for a new/extended school and we ask that this land continues to be safeguarded.

High School Provision

- The High Schools in this School Place Planning Area are projected to have limited capacity to accommodate any children generated from housing allocated in this area, if the level of housing development is consistent with the estimated housing need. However, the allocation of housing sites, including windfall and small sites will continue to be monitored to ensure that there continues to be a sufficient supply of High School places in the town.

There is a small site allowance of 150 dwellings during the Local Plan period in Cheadle Town. As the location of these sites are not yet known the impact of these developments on school places will continue to be monitored as specific sites come forward and may result in additional school places required.

Please note that the allocation of housing in the rural area, including the small site allowance of 570 dwellings which has yet to be allocated, will have an impact on High School places in Cheadle Town, if those pupils attending school in the larger villages go on to attend High School in Cheadle Town.

LLFA: FRA required. Consult SCC. Flow route across site, needs investigation as to the risk posed to site.

Historic England: It is not clear how the impact of the site allocations, individually and cumulatively, has been assessed in respect of the Grade II listed building Mobberley House. Further information is required.

Coal Authority: Welcome the fact that the site assessment documents covering the site options does identify ground instability arising from mining legacy and as such The Coal Authority supports the broad approach taken to site selection. We have no views on the actual sites chosen as this is a matter for local determination following consideration of all relevant factors.

Latest Coal Authority data 27/04/2016. Development high risk area.

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SMDC Environmental Health: No significant Issues

Issues raised - public responses & petition :

- Scale of development
- Link road
- Location of new school (in north)
- Need for new housing
- Amenity issues
- Highways and access
- Traffic in town centre
- Landscape impact
- Flood Risk / surface water flooding
- Not all public open space is accessible to the public
- Pedestrian routes / open space
- Ecology / nature conservation issues
- Lack of infrastructure to accommodate new housing
- Agricultural Land Classification

Council response –

- Developer support for the site is noted.
- Some housing could be served off Dandillion Avenue and the capacity could be increased if Dandillion Avenue was widened.
- The Council has considered a number of sites within and on the edge of Cheadle. The majority of the proposed area for housing is located within the existing town boundary. It is acknowledged that together the cumulative amount of housing in this area would be significant, however, there are infrastructure benefits arising from allocating a larger area for residential development, such as highway improvements, affordable housing and community facilities such as public open space.
- The Council's Landscape, Green Space and Heritage Impact Study (August 2016) includes a Landscape Assessment for this site. It advises that the site comprises generally flat fields enclosed by residential development to the east and north. The site is open to the west however long distance views are screened by the railway embankment located further to the west of the site. Site fits in well with the existing settlement pattern as it does not extend beyond the existing western settlement edge formed by Draycott Drive and Carleton Drive. Planting could be undertaken on the western boundary in order to create a vegetated edge to the settlement. (low landscape sensitivity).
- The Council's Landscape, Green Space and Heritage Impact Study (August 2016) includes a Heritage Assessment for this site which advises that the wider agricultural setting is considered to contribute to the overall significance of the Grade II asset – Mobberley House. This could be mitigated through screening of the southern edge of the site. Development in the site would change a part of the HLC zone CHECZ 8, although for the most part, it would remain unaltered (Historic Environment Character Assessment 2010) and the Site is considered suitable for development in heritage terms subject to appropriate masterplanning.
- New housing schemes will need to incorporate areas of open space and landscaping, and also maintain existing pedestrian links as well as the consideration of new links.
- There are proposals for new housing development to the north of the town.
- The Cheadle Town Centre Phase 2 Study (2017) identifies the likely impacts of the housing and employment Preferred Options sites on the surrounding highway network. By 2031 the study predicts queuing and delays in certain locations, in part due to 17 years of potential traffic growth which is compounded by the additional trips generated by new housing and employment.

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There is limited scope to change junction characteristics to improve network capacity within the Town Centre due to its historically confined road structure. The study recommends a package of mitigation measures in order to provide additional capacity onto the overall network. Mitigation measures include junction and lane improvements, new sites having good access to public transport provision, measures to encourage walking and cycling to reduce short trips, improved HGV signage and new parking bays along High Street.

- The Cheadle Town Centre Phase 2 Study (2017) considers the potential SW link road. Currently there is no link between the A522 Tean Road and Brookhouse Way / A521 due to it being severed by a disused railway line. The railway line is in third party ownership and a bridge will be required to connect a link road through. The proposed link road would allow a percentage of predicted trips from the SW area to traverse Brookhouse Way / A521 opposed to solely the A522, however the level of trips which would use the A521 from this area would have a minimal effect in improving congestion within Cheadle Town Centre. The study considers that the proposed Link Road would not be a solution on its own.
- National planning guidance states that the Council should assess the quality and capacity of infrastructure to meet forecast demands. An Infrastructure Delivery Plan is being prepared which will identify the infrastructure necessary to support the Local Plan proposals. It builds on the findings of the Development Capacity Study for the Core Strategy. Consultation and work with infrastructure providers is ongoing and their feedback will inform the Infrastructure Delivery Plan and the Local Plan.
- The Council has considered a number of sites within and on the edge of Cheadle. There is not enough brownfield land or sites to meet the District's proposed housing requirement within the built up area of the town. This site is located on the edge of the settlement within the existing town boundary. It is acknowledged that together the cumulative amount of housing in this area would be significant, however, there are infrastructure benefits arising from allocating a larger area for residential development, such as highway improvements, affordable housing and community facilities such as public open space. Distance from the town centre needs to be balanced with other considerations such as Green Belt, Heritage, Landscape and viability / deliverability.
- The Council has completed a Level 1 Strategic Flood Risk Assessment (SFRA) for the District, the results of which have been used to inform the site selection process. The site is within Flood Zone 1 – Low probability. Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.
- The proposed new school is planned to serve the north of Cheadle and could therefore reduce school traffic currently accessing schools in the SW of the town. New housing development is also proposed in the north of the town. There are existing schools located in the SW of Cheadle to meet the needs of residents located in the south of the town.
- Agreed that not all the open spaces marked on the map are accessible to the public and should be indicated as 'open space' rather than 'public open space'. A public open space study is underway covering all designated public open spaces in the Staffordshire Moorlands. One of the areas this will advise on is where improvements are needed to these spaces and where new public open space is required.
- The site was subject to a Phase 1 ecological survey in 2014 and a later 2016 ecology study considered the scope for 'local wildlife site' i.e. SBI status. The Phase 1 survey concludes that the site has low potential to support protected species as the habitat is poor and the LWS survey considers that most of the site habitats are common and not considered eligible for SBI status. Both studies recommend further surveys and actions prior to development.
- Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.
- The National Planning Policy Framework requires that local planning authorities identify the objectively assessed need for housing in their areas, and that Local Plans translate those needs

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CH085d Land west of Draycott Drive

into land provision targets. The Council has prepared a Strategic Housing Market Assessment to assess the district's full housing needs, including affordable housing, whilst taking into account migration and demographic change. The Local Plan also proposes employment sites. The adopted Core Strategy sets out the distribution of housing development between the towns and rural areas: Leek 30%, Biddulph 20%, Cheadle 22% and Rural Areas 28%.

- The land is Agricultural Class 3 Good to Moderate. Data supplied by Natural England indicates that there is a moderate to high likelihood that the land is best and most versatile land i.e. Class 3a.
- The Council will seek a proportion of affordable housing on the site which meets the required design policies.

Preferred Options Local Plan July 2017

Statutory bodies/stakeholders (Comments relate to Mobberley Farm as a whole):

Staffordshire County Council:

- In relation to Mobberley Strategic Development Area (Paragraphs 9.78-9.85) it is unclear how developer contributions can be secured for a link road that is not supported by a clear evidence base, i.e. the Cheadle Town Centre Phase 2 Study.
- The proposed Link Road is not mentioned in Policy SS7 (Cheadle Area Strategy) and it is unlikely to be required to mitigate the impact of the development of the Mobberley Strategic Development area. It is acknowledged that there is an aspiration locally for a link road and development at Mobberley could provide for that.
- However, as it stands there is no certainty over the deliverability of the link or how it would be funded. It is therefore recommended that the District Council and developers engage further with the land owner of the disused railway with a view to including the required land within the allocation.
- Until such time as there is further detailed agreement between land owners and clarity on deliverability of the link it is suggested that "and secure developer contributions towards the construction of the link road" is deleted from paragraph 9.80.
- This policy is inconsistent with Policy SS7 and Para 7.49, as Policy DSC3 requires developer contributions to a link road.
- This policy is also inconsistent with Policy T1 as that does not currently require developer contributions to highway infrastructure.
- If evidence is available to support a link road through the development site, it would need to be designed to allow the required capacity for a bypass. This may be difficult to achieve if, for instance, the access road is designed in accordance with Manual for Streets and should be covered in the policy for the site.
- It is noted that Policy DSC3 makes reference to the development being subject to comprehensive master planning but it is suggested that this needs to be strengthened such that it is clear no planning applications will be considered until such time as a comprehensive Master Plan has been agreed by the District Council.
- It is recommended that the second bullet point is amended as follows: "**Construction of development access roads along the safeguarded route of the route without the site for a potential future link road and securing developer contributions towards its construction of a sufficient design standard to facilitate a link road**".

Council Response

- Agree that reference to developer contributions is deleted from the supporting text.
- Agree that the wording of DSC3 second bullet point be amended as suggested.

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CH085d Land west of Draycott Drive

- Add supporting text to clarify that developers should liaise with the District Council and the Highways Authority regarding the specification and route of the link road.

Environment Agency: Sites CH085a, CH085b and CH085c are immediately adjacent to Flood Zones 2 and 3 of the River Tean. The policy should detail how a flood risk assessment will be required to establish the level of flood risk. It should be ensured that there is no encroachment into the floodplain and that at least an 8m wide undeveloped easement/buffer strip is maintained adjacent to the river. The masterplan should include opportunities to make space for water through the design and layout of the proposed developments to help management surface water and accommodate climate change. If the potential link road proceeds there will be a need to ensure that it does not impact on the River Tean and its floodplain or increase flood risk elsewhere. A flood risk assessment will be required for this.

Council Response

Amend Policy DSC3 bullet 8 to read:

'A site specific flood risk assessment (FRA) and early discussions with the Lead Local Flood Authority. The FRA should determine the level of flood risk. It should be ensured that the development does not encroach into the floodplain and that at least 8m undeveloped easement/buffer strip is maintained adjacent to the river.'

Amend paragraph 9.81 to read: '...discuss SuDs. The masterplan should include opportunities to make space for water through the design and layout of the proposed developments to help management surface water and accommodate climate change. Land lying.....'

Add the following text to the end of paragraph 9.81: 'There will be a need to ensure that the link road does not impact on the River Tean and its floodplain or increase flood risk elsewhere. A flood risk assessment will be required to support this.'

Heritage England: The assessment cites that there could be adverse effects, yet we are not aware of the significance of the heritage asset and how it may be affected and as such would require further information.

Council Response

Amend the wording to reference the mitigation measures specified i.e. including screening of the southern edge of the site' as set out in the Council's Landscape, Local Green Space and Heritage Impact Study.

Severn Trent: Sewerage Comments

Known Network Constraints - The development is situated in south of the catchment. Existing foul system is running across the west border of the site. There are two recorded incidents on the flood register, which are located on the south boarder of site CH085D. There is also reported flooding of the manhole 1.5km downstream. If all developments are built, the flows could potentially have a negative impact on the system downstream. There are no Combined Sewer Overflows downstream and the system drains straight to CHEKLEY STW located 2.5km downstream.

Assumed Connectivity - The connection could potentially be made at node SK00415401 where the outgoing pipe is 525mm diameter. Topography in the area shows the development should drain with a gravity sewer and would not need to be pumped.

Cheadle

CH085d Land west of Draycott Drive

Surface Water Disposal - The RIVER TEAN flows to the west of the development, which could potentially be used to manage surface water. There are two existing outfalls into the river on site, which could possibly be used.

Potential impact on sewerage infrastructure - Medium (subject to hydraulic modelling).

Response

Comments noted

Developer/Agent/Owner

JMW Planning Limited (on behalf of landowner): Support

- This key strategic housing site for Cheadle is welcomed (specifically CH085 to CH085d).
- This part of town is a logical place for new growth - the development of the area should be optimised to support and facilitate new infrastructure.
- The owners of Mobberley Farm Strategic Development Area are generally supportive of the current allocation but feel that it should be extended to include the site CH093 which should be removed from Green Belt. The justification for this would be the urgent need to address the shortfall in house building in the town which conflicts with the Council's strategy for seeing the town expand significantly. CH093 should have been allocated too as has little reference to Green Belt objectives and the larger site would be better able to contribute to the infrastructure requirements and environmental improvements sought by this policy.
- A comprehensive masterplan is the way forward provided there is sufficient flexibility to allow for the early release of part of the site for housing.
- Concern that the list of development requirements for the site could make the development financially unviable.

Potential Link Road:

- The road through Mobberley Farm Strategic Development Site is shown as "potential link road indicative route only". The landowners wish to see the status of this road clarified as soon as possible.
- Matter of clarification needed in respect of the policy. This is with regard to the road through the site, which is referred to in a number of different ways. Is it a bypass or a link road? Has there been any recognition that this is also a distributor road which will have to service most of the dwellings built on Mobberley Farm? To what standard will it be constructed? Which route will it follow and where is the southern access going to be? Currently the intention appears to be to put it through SHLAA Site CH128, which is in the Green Belt.
- The dimensions of the road and how close to housing it is permitted needs to be clarified
- Safeguarding the route of the road would be part of any development, as would an element of affordable housing and appropriate environmental improvements.
- The landowners wish to know if it is possible to have a southern terminus which is not dependent on using Site CH128 as this is not in their ownership.

Council Response

- CH093 was considered as part of the Green Belt Review Study and the overall impact of development on the purposes of the Green Belt was considered to be moderate.
 - Check unrestricted sprawl – contribution
 - Prevent towns merging – limited contribution

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- Safeguarding from encroachment – contribution
- Setting of towns – contribution
- The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and although concludes that it could be considered for release, exceptional circumstances would need to be justified.
- The Landscape, Local Green Space and Heritage Impact Study considers the site to be of high landscape sensitivity. Some screening is provided by woodland to the south, particularly when viewed from the A522, however the land rises up from the woodland and visual prominence increases. The site does not fit well within existing settlement pattern and development of the site would adversely affect the existing settlement pattern and edge, and encroach on countryside.
- It is considered that there are no exceptional circumstances to justify amendment of the Green Belt boundary in this location. There are other housing sites available in Cheadle not located in the Green Belt and access to the site is available through site CH128 and is supported by the landowner.
- See responses to Staffordshire County Council regarding the link road above and the changes suggested.
- Viability work is being undertaken to support the delivery of the site.

Mr M Sutcliffe (on behalf of Landowners): Support

- Support the release of site CH128 from the Green Belt because it does not contribute significantly to the Green Belt.
- Agree that the Mobberley Development Area is of strategic importance because of its location.
- Commit to ensuring development proposals on CH128 will safeguard potential road development.
- It must be considered that development could have a negative impact on community amenities.
- Wish to cooperate with adjacent land owners.
- Wish to implement development proposals at own pace.
- As CH128 is of low ecological importance, not part of an important landscape, has a low probability of flooding, not agricultural land, has good access to facilities and is available, support is given to the removal of it from the Green Belt and development.

Council Response

- Support for the site noted.
- Policy DSC3 requires that contributions towards infrastructure, public open space, education, services and other community needs as required and affordable housing in accordance with Policy H3.

Aspbury Planning (on behalf of Muller Property Group): Support

- The area of the Mobberley Farm Site under Muller Property Group's control has the capacity to deliver additional housing over and above that provided for in the DSC3 allocation, either during the plan period or beyond it.
- The Muller Property Group supports this policy and in particular the requirement to adopt a comprehensive approach when bringing this key strategic site forward.
- The Company also supports the requirement to safeguard the route of the potential link road and the indicative alignment identified on the proposals map in principle.
- The Muller Property Group agree that a new primary access/egress to-and-from Tean Road will be required to accommodate the scale of housing development envisaged and to accommodate any future through link with development to the north of the allocation.

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CH085d Land west of Draycott Drive

- There are existing road links to the Allocation Site through the housing estate to the east and these can function as secondary/emergency vehicular and cycle/pedestrian links into the rest of the built-up area.
- This policy identifies 'land north of the veterinary practice' as an area which could be released from the Green Belt under exceptional circumstances to provide the primary access to the strategic site allocation. As outline in paragraph 9.85 this would require a comprehensive approach and co-operation between landowners. There is a risk that a failure to agree terms for this third party land might ultimately delay or prevent delivery of the strategic housing allocation.
- The Muller Property Group control land at Mobberley Farm to the south of the current allocation which could provide an alternative access without the need to acquire third party land. The Muller Property Group consider that this alternative access may be technically superior to the proposed access.
- The Muller Property Group propose that the wording in this policy is amended to admit of alternative primary access arrangements should the land north of the veterinary practice not be available.
- The Muller Property Group consider that the proposed southern boundary of the allocation is arbitrary in landscape terms. In particular it does not correspond to any natural or man-made features on the ground and at its western end cuts through the middle of a field. The present boundary appears to have been drafted to provide physical continuity with the southern edge of the existing built up area but the company questions the soundness and appropriateness of this approach on landscape and visual impact grounds. Given the company's control over land to the south, the opportunity exists to follow landscape features more, to mitigate the impact of the allocation with structural landscaping on the land to the south and to make the precise boundary subject to definition at the planning application stage and informed by a detailed landscape and visual impact assessment incorporating mitigation measures. The company proposed therefore that the policy and proposals map be amended to allow for precise delineation of the limits to development at the application stage.

Council Response

- Support for the allocation is noted.
- See response to JMW Planning Limited regarding land to the south of Mobberley Farm.
- The major part of the allocation lies within the town development boundary and outside the Green Belt boundary therefore the boundary is not considered arbitrary. No other additional housing is required.

RPS Planning and Development (on behalf of Gleeson Strategic Land Ltd): Support

- Mobberley Farm is being actively promoted by consultees, working on behalf of the land owner of the site and can confirm that the site is available for development in line with the Council's plan period for housing in Cheadle.
- The respondent considers that there is a need for the Council to follow the proposed strategy for housing growth in Staffordshire Moorlands, which would allow the District's more sustainable locations to grow in a positive way. The existing strategy for Cheadle including Mobberley Farm would assist in facilitating this strategy and is well placed to the key employment hub in the town, currently proposed for expansion.
- It is recommended that a more refined approach is taken to the overall capacity of the site and respondent will work with the Council to provide further certainty over the delivery of the proposals.

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Deliverability:

- The assessments of Mobberley Farm indicate that the site scores well against the Council's sustainability framework and there are no overriding reasons why the site cannot come forward for development.
- The proposed allocation at Mobberley Farm would involve the release of a small parcel of Green Belt land on parcel CH128, which is required to gain access to the site. This is a small parcel of land, which the respondent considers to be insignificant to the wider purposes of the Green Belt and can be justified through the exceptional circumstances of delivering strategic growth at Cheadle.

Policy Considerations:

- One of the significant policy requirements of DSC3 is that provision should be made to safeguard a route for a potential link road which would connect the A522 (Tean Road) and the A521 (Brookhouse Way). Although not explicit as part of the Cheadle Area Strategy, the supporting text to Policy SS7 indicates that one of the most significant challenges for Cheadle is to identify the need and viability for a link road (paragraph 7.49 refers). This is an important issue which needs thorough consideration in the Local Plan, as there will clearly be extraneous costs associated with the delivery of this infrastructure.
- More work would be necessary here to understand the financial implications associated with a new link road and how this could be expected to be apportioned in a fair and transparent way. Before considering viability, it is first necessary to consider whether there is in fact a need for a link road and whether this would be necessary to serve Mobberley Farm.
- The consultation Local Plan is supported by the Phase 2 Cheadle Town Centre Transport Study Report, prepared by Staffordshire County Council in April 2017. This document has considered the transport implications of the emerging Local Plan, testing the provision of around 1,100 dwellings in Cheadle along with 7.6ha of employment against the existing highways network. As part of this study, the County Council also took a view on the need for a new link road in Cheadle and the traffic flows associated with the Mobberley Road allocation. The Transport Study indicates (paragraph 4.2 refers) that the link road would not be an effective mechanism for the town and would not resolve congestion issues in Cheadle, a point also noted in paragraph 9.80 of the consultation Local Plan. Although the provision of a link road has been a longstanding aspiration for the Council, based on the above information, the provision of a link road would appear to require further justification for its inclusion.
- The other difficulty raised as part of the Transport Study is the feasibility of a link road to come forward. As indicated in the Transport Study, there is no link between the A522 and the A521, as the route is severed by a disused railway line in third party ownership. Notwithstanding issues with ownership, the Study indicates that a bridge would be required to connect a link road through. This clearly raises further issues.
- It is understood that there are known highways issues in Cheadle which the respondent is sympathetic to, however for the purposes of plan making, it is important that infrastructure requirements and necessary contributions are fairly and reasonably related to the development. The consultee understanding the provision of the link road is a priority for the Council. For this reason, further meetings with the Council are required to understand the need for the road in greater detail and potentially how the Mobberley Farm site may be able to facilitate part of its delivery.

Council Response

- Support for the allocation is noted.

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- See responses to LPPO2417 and LPPO2418 (Staffordshire County Council) regarding the link road and proposed amendment.
- Viability work is being undertaken to support the delivery of the site.

Public Response: comments – 7 support, 12 object and 4 general.

Main Issues Raised:

Support:

- Site can take advantage of existing road links such as through the housing estate to the east.
- Development would involve release of a Green Belt Parcel that is insignificant to wider purposes of Green Belt and can be justified through exceptional circumstances of delivering strategic growth at Cheadle.
- The respondent who supported this allocation suggested that Mobberley Farm Strategic Development Area be extended to include CH093.
- No specific reason was given by the respondent who submitted a representation in support of this allocation.

Objection:

- Development of housing behind Master Potter Estate will have a negative impact on residents in the surrounding area. Concern over the creation of a thoroughfare through what was a quiet estate road. Highways
- Development will have a negative effect on the south end of Cheadle.
- Smaller, more evenly dispersed housing developments would be more appropriate.
- Leek and Biddulph fair better in the Plan than Cheadle.
- Land has been used previously for mining. Part of the site is affected by a geological fault.
- Cheadle is the smallest town but has been allocated the largest number of houses.
- Insufficient infrastructure in place, including leisure facilities and GI, to accommodate the size of development.
- Development would increase traffic thereby causing congestion and greenhouse gas emissions. Highways
- Development would lead to an increase in wastewater disposal.
- Development would lead to reduction in natural draining which could increase risk of flooding.
- Development would have an adverse effect on wildlife.
- Development would lead to loss of good quality agricultural land.
- The south west of Cheadle is already overdeveloped. This development would lead to urban sprawl.
- Development will put pressure on school places, doctor's surgeries, and dentists.
- Site is more than 1km from town centre reducing walkability to local amenities, including schools, shops and doctors.
- Development will increase traffic congestion on Tean Road. Highways
- Scale of development disproportionate to size of Cheadle.
- Policy provides little detail on the safeguarded route to provide future link road.
- Unclear how developer contributions can be secured to fund link road. As such, there is no certainty over the deliverability of the link road.
- Policy is inconsistent with Policy SS7 and Para 7.49, as Policy DSC3 required developer contributions to build a link road.

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CH085d Land west of Draycott Drive

- The long list of development requirements for this site could make it unviable.
- Council took late decision not to proceed with previously proposed housing allocations in larger villages. This is a significant shift away from the adopted CS.
- Insufficient infrastructure in place, including leisure facilities and GI, to accommodate the size of development.

ISSUE	RESPONSE
Proportion of housing and shift from Core Strategy	Cheadle's has 25% of the District's housing requirement compared to 30% for Leek, 20% for Biddulph and 25% for the rural area. Green Belt is a significant constraint for Biddulph and many of the Rural Areas villages as it can only be released in exceptional circumstances. Cheadle's share has risen from the 22% previously put forward in the Core Strategy to reflect the availability of suitable development sites outside the Green Belt.
Need for new housing	Need for additional housing stems from a number of factors, for example household formation, in-migration, linkages with future workforce, and other factors. The NPPF makes clear that housing projections are the starting point for assessing housing needs; however these additional factors should also be taken in to account in Council SHMAs. The Council's own housing need assessments are set out in its evidence base on the website.
Lack of infrastructure to support new housing	National planning guidance states that the Council should assess the quality and capacity of infrastructure to meet forecast demands. An Infrastructure Delivery Plan is being prepared which will identify the infrastructure necessary to support the Local Plan proposals. Consultation and work with infrastructure providers is ongoing and their feedback will inform the Infrastructure Delivery Plan and the Local Plan.
Housing Mix & Affordable Housing	Policy H1 requires that new development should provide for a mix of housing sizes, types and tenure including affordable housing and housing for older people.
Scale of Development, Impact on southern Cheadle & Distance from town centre	<ul style="list-style-type: none"> • The Council has considered a number of sites within and on the edge of Cheadle. The majority of the proposed area for housing (DSC3) is located within the existing town boundary. • It is acknowledged that together the cumulative amount of housing in this area would be significant, however, there are infrastructure benefits arising from allocating a larger area for residential development, such as highway improvements, affordable housing and community facilities such as public open space. • Policy DC 1 - design considerations requires that new development should be well integrated for car, pedestrian and cycle use as well as other sustainable transport links.
Impact on landscape	Policy DSC3 requires mitigation measures identified in the Council's Landscape, Local Green Space and Heritage Impact Study. Policy DSC3 also requires that public open space is incorporated into the development.
Open Space	The Local Plan seeks to support a variety of open spaces

Cheadle

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ISSUE	RESPONSE
	<p>which may serve different functions. The open space study and playing pitch strategy will provide the basis for the amount and location of open space and sports facilities required as part of the allocation. Policy DSC3 allocates land for residential development including associated public open space.</p>
<p>Green Belt Release</p>	<p>There are considered to be exceptional circumstances to release this small section of Green Belt to be able to gain access to the Moberley Strategic Development Area. The Green Belt Review supports the consideration of this release.</p>
<p>Cheadle Transport Study</p>	<p>The Cheadle Town Centre Phase 2 Study (2017) identifies the likely impacts of the housing and employment Preferred Options sites on the surrounding highway network. By 2031 the study predicts queuing and delays in certain locations, in part due to 17 years of potential traffic growth which is compounded by the additional trips generated by new housing and employment. There is limited scope to change junction characteristics to improve network capacity within the Town Centre due to its historically confined road structure. The study recommends a package of mitigation measures in order to provide additional capacity onto the overall network. Mitigation measures include junction and lane improvements, new sites having good access to public transport provision, measures to encourage walking and cycling to reduce short trips, improved HGV signage and new parking bays along High Street.</p>
<p>Highways and Access</p>	<ul style="list-style-type: none"> • The Highway Authority has not raised any issues which would prevent the development of this site. • Policy DSC 3 states the requirement for a Transport Assessment.
<p>Link Road</p>	<ul style="list-style-type: none"> • The Cheadle Town Centre Phase 2 Study (2017) considers the potential SW link road. Currently there is no link between the A522 Tean Road and Brookhouse Way / A521 due to it being severed by a disused railway line. The railway line is in third party ownership and a bridge will be required to connect a link road through. The proposed link road would allow a percentage of predicted trips from the SW area to traverse Brookhouse Way / A521 opposed to solely the A522, however the level of trips which would use the A521 from this area would have a minimal effect in improving congestion within Cheadle Town Centre. The study considers that the proposed Link Road would not be a solution on its own. • The Council will continue to safeguard the route within the site for a potential future link road and will require that access roads to serve the new development will follow the indicative route and be of a sufficient design to facilitate a link road. • Policy DSC3 states that the site will be subject to comprehensive master planning to include a transport assessment with suitable access design and safeguarding

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CH085d Land west of Draycott Drive

ISSUE	RESPONSE
	<p>of the route within the site for a potential future link road. The supporting text states that currently there is not access into the site via the existing road network and access can be achieved via land to the north of the veterinary practice.</p> <ul style="list-style-type: none"> • Policy T2 states that the Council will continue to safeguard all existing disused railway lines within the district and support the reuse of these. A bridge would be required at the point where the railway embankment traverses the site.
Site Viability	The Council is undertaking Local Plan viability work which will consider the viability of allocated sites.
Previous Mining	The Coal Authority have confirmed that the area's mining legacy will not prevent development taking place. Policy DSC 3 requires a ground conditions survey.
Flood Risk	Site located in Flood Zone 1 - low probability. Policy DSC 3 requires a site specific flood risk assessment and early discussions with the Lead Local Flood Authority.
Greenfield / ALC Class 3	The Sustainability Appraisal takes into account Best and Most Versatile Land data provided by Natural England.
School Places & location of Primary School	<ul style="list-style-type: none"> • SCC Education have not identified the need for a new high school but state that the allocation of housing sites, including windfall and small sites will continue to be monitored to ensure that there continues to be a sufficient supply of High School places in the town. • The location of the new Primary school is intended to spread provision to the rest of the town. Currently, schools are clustered further to the south which exacerbates traffic problems at peak periods.
Employment	The Local Plan also seeks to deliver employment opportunities in the Cheadle area.
Masterplanning and Design	Policy DSC 3 requires comprehensive master planning for the whole site which includes consideration of outcomes of the Council's Green Infrastructure Plan and mitigation measures identified in the Council's Landscape, Local Green Space and Heritage Impact Study as well as provision of open space. Policy DC3 sets out the design considerations that the Council expects new development to meet which includes designing out crime initiatives and the principles of active design.
Ecology	Policy DSC3 requires that surveys and actions recommended by the Extended Phase 1 Habitat Survey and Local Wildlife Assessment are undertaken.
Develop near JCB instead	The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and the Housing White Paper reiterates this commitment.
Public footpaths	Policy DSC3 requires that public footpaths crossing the site will need to be retained.
Develop near JCB	The NPPF states that once established, Green Belt

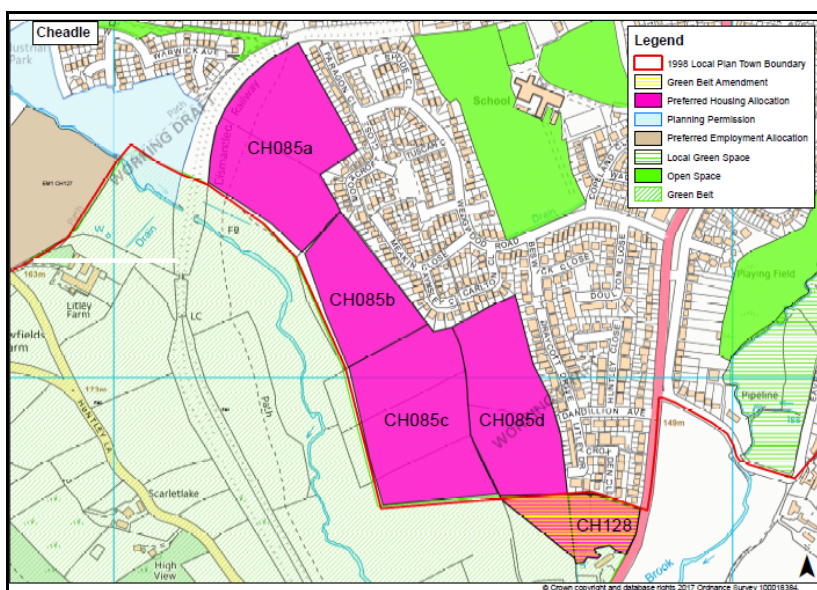
Cheadle

CH085d Land west of Draycott Drive

ISSUE	RESPONSE
instead	boundaries should only be altered in exceptional circumstances and the Housing White Paper reiterates this commitment. The Green Belt Review considered that the area to the north of Cheadle was of important landscape context and made a significant contribution towards the purposes of Green Belt.

Local Plan Publication (Submission Version February 2018)

Refer to Staffordshire Moorlands Local Plan (Submission Version) Consultation Analysis Report May 2018.



CH128

Cheadle

CH128 Land west of Tean Road

Local Plan Process

- Site suggestion from the SHLAA
- Included in the options consultation July 2015
- Included in the Preferred Options consultation April 2016
- Included in the Preferred Options Local Plan July 2017 as part of the 'Mobberley Strategic Development Area'
- Included in the Submission Version Local Plan February 2018 as part of the 'Mobberley Strategic Development Area'

Current Position

Site taken forward into Submission Version Local Plan due to:

- Considered to be exceptional circumstances to release this small section of Green Belt to provide access to adjacent housing land which is currently landlocked.

Key Issues

- Within Green Belt, however makes limited contribution and is well related to existing housing to the north.
- Provides access to the rest of the Strategic Development Area.
- Separate ownership to rest of Strategic Development Area.
- No justification for link road but access roads within the site should follow the safeguarded route and be of a sufficient design standard so they could potentially link up in the future.
- Moderate likelihood that the site could be agricultural Class 3a – best and most versatile.
- Screening to mitigate impact on listed building.
- Traffic congestion in the town centre.

Site Information

Greenfield/ brownfield	Built up area boundary/ countryside	Est. housing capacity	Area (ha)	Ownership status	Site details
Greenfield	Open countryside / Green Belt	20 (based on 25 dph gross density)	0.8	Site put forward by owner	<ul style="list-style-type: none"> • Site of former plant nursery, immediately north of the vets, now overgrown. • Could provide access to other housing sites and form part of the link road.

Evidence Base

Local Plan and Site Allocations Viability Study (May 2018)

The results of the viability assessments for this site shows that at 33% affordable housing the surplus generated would be in the region of £58 per sqm. The level of surplus would be sufficient to meet the costs of education contributions and the Optional Technical Standards M4(2) and remain viable.

Cheadle

CH128 Land west of Tean Road

The study states that the site at Mobberley Farm comprises a number of parcels of land which are understood to be in a number of different ownerships and it is assumed that all of the landowners will work together collaboratively to bring the site forward for development in a timely manner. This will include constructing access roads along the safeguarded route for a potential link road of sufficient design standard to facilitate a link road and has been included in the costs.

Local Plan Housing Trajectory (June 2018)

The site is in the housing trajectory (included within DSC3) to begin within five years and complete by 2031 (2021/22 – 2031).

Green Belt Review (2015)

Check Sprawl	Limited Contribution
Maintain Separation	Limited Contribution
Prevent Encroachment	Limited Contribution
Preserve Setting	Contribution

Limited Impact on Green Belt

A well contained parcel which is a direct extension of the existing built envelope of Cheadle. Development would be contained physically and visually and would not impact on the wider Green Belt in this location. *Recommendation - Consider for Release under Exceptional Circumstances with amendment to the Town Boundary.*

Extended Phase 1 Habitat Survey 2015 (FID 195)

Conclusion

The site is large enough to potentially support small mammals that could provide food for owls and raptors as well as supporting ground nesting birds. However, this former woodland site has species poor habitats and floral diversity and therefore is considered to have low ecological importance.

The following surveys/ actions are therefore recommended prior to any potential development works being carried out:

- Vegetation removal at the appropriate time of year

Local Wildlife Assessment (ECUS, 2017)

Ecus Ltd conducted Local Wildlife Site (LWS) Assessment of the site in 2017 in order to establish potential SBI/BAS status against Staffordshire Wildlife Trust criteria. It concluded that most of site habitats are common throughout the region and not considered eligible for BAS / SBI status. No protected species were identified on site and the site is considered to have low ecological importance.

The following surveys/ actions are therefore recommended in order to establish SBI/ BAS status:

- None required

Landscape & Settlement Character Assessment 2008

Not within important landscape setting to the settlement.

Cheadle

CH128 Land west of Tean Road

Landscape, Local Green Space and Heritage Impact Study (August 2016)

Landscape Assessment

Site comprises generally flat fields on the south-western edge of the settlement, enclosed by residential development to the east and north. The site is open to the west however long distance views are screened by the railway embankment located further to the west of the site. Site fits well within the existing settlement pattern as it does not extend beyond the existing western settlement edge formed by Draycott Drive and Carlton Close. Planting could be undertaken on the western boundary in order to create a vegetated edge to the settlement.

Site is of low landscape sensitivity.

Heritage Assessment

There are two Grade II Listed Buildings within 400m which are well screened by vegetation. Due to the topography and existing vegetation, development would be unlikely to cause high adverse effects to the settings of the assets. Mitigation could include screening of the eastern and southern edges to reduce effects. Development in the site would change a small element of the HLC zone CHECZ 8, although for the most part, it would remain unaltered (Historic Environment Character Assessment 2010).

Site suitable for development in heritage terms subject to appropriate masterplanning.

Level 1 SFRA (October 2015)

Site located in Flood Zone 1 – low probability. Site therefore meets the sequential test.

Best and Most Versatile Land (Natural England dataset)

Data supplied by Natural England indicates that there is a moderate likelihood that the site is best and most versatile land i.e. Class 3a.

Minerals

Site is in Mineral Safeguarding Area for superficial sand and gravel and Mineral Safeguarding Area for Coal and Fireclay. Any application should be accompanied by a Mineral Safeguarding Statement.

Staffordshire Minerals Planning Authority: Developers should take account of the requirements of Policy SD1 (5) and investigate the potential for using in-situ minerals in construction works.

Cheadle Town Centre Phase 2 Study (2017)

The Phase 2 Study predicts that in 2031 general traffic growth plus additional trips generated by new housing and employment development will cause increased queuing and delays. There is limited scope to change junction characteristics due to the historically confined road structure, however the study recommends a package of mitigation measures which could provide some additional capacity to the overall network.

Link Road - Currently there is no link between the A522 Tean Road and Brookhouse Way / A521 due to it being severed by a disused railway line. The railway line is in third party ownership and a bridge will be required to connect a link road through. The proposed link road would allow a percentage of predicted trips from the SW area to traverse Brookhouse Way / A521 opposed to solely the A522, however the level of trips which would use the A521 from this area would have a minimal effect in improving congestion within Cheadle Town Centre. The study considers that the proposed Link Road would not be a solution on its own.

Cheadle

CH128 Land west of Tean Road

Sustainability Appraisal

Sustainability Appraisal Report June 2018

The proposed delivery of circa 28 dwellings and accessibility to areas of existing employment is considered to have a significant positive effect. Similarly, the site's accessibility to services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The site's proximity to a historic assets is likely to have a negative effect.

Initial HRA Screening

No Likely Significant Effects (LSEs) have been identified in relation to the preferred option site allocations in Cheadle.

Consultations

Options Consultation July 2015

Statutory bodies/stakeholders

SCC Highways: Access onto highway and visibility can be achieved. Footway should be extended into the plot. Could provide access to CH093 and provide alternative access to CH085a to d to avoid all traffic accessing off existing residential roads.

Leek and Moorlands Historic Buildings Trust - Development of CH128 (and its neighbour CH093) extends too far into open countryside, where a good group of traditional buildings currently mark the break between town and countryside.

Developer/Agent – site is available

Public response

21 objections

Issues raised:

- Objections
- Infrastructure – Schools – Need more school places.
- Infrastructure - Traffic / Transport - Is some distance from schools/services would increase traffic congestion. Cheadle is already congested and roads cannot cope. Traffic from Alton Towers/JCB & Tamarac. Need southern link road to access site, this is not feasible has been ruled out by SCC & Core Strategy Inspector. Access to the site is difficult. Site bounded by railway line reinstitution of this line is feasible. Moorland & City Rail are considering opening part of line to Cresswell.
- Infrastructure – Other – Infrastructure inadequate. Need more health services. Are already overstretched. Lack of open space.
- Scale of development - Disproportionate to infrastructure. Site too far from shops & facilities..
- Landscape Wardell Armstrong Study 2008 land west of Cheadle is an area of landscape enhancement.
- Nature Conservation – Deter wildlife from the area. .Abundant wildlife on site.
- Flood Risk Site borders River Tean, which has a history of flooding in Tean 2 miles away. Development would increase likelihood of further flooding
- Amenity (e.g. noise, privacy, loss of light) Existing residents would be overlooked. Loss of privacy/light. Increase in noise/pollution.
- Scale of development - Too many houses for Cheadle.
- Listed Building / Conservation Area - Need to conserve heritage assets
- Government Policy - Contrary to NPPF

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- Other - Sites to north of Cheadle centre would balance town (provided infrastructure improved). Proposed development disproportionate to other towns. Where will the people come from Employment plans in Cheadle south are unacceptable. Cheadle will become a dormer town. Site is green belt. Should build in north & east of Cheadle. Coal workings on site. Loss of area used by residents for recreation. Green belt. Outside draft new town boundary
- Other - Reluctantly accept more housing has to be built. Need to protect footpaths and countryside for tourism. New residents will work outside Cheadle sites need to be close to major roads & avoid town centre which can't cope with increased traffic. Brownfield, good access & would access CH093. Close to housing. Flat . No constraints.

Council response –

- The Highway Authority has not raised any issues which would prevent the development of this site. In addition the site could provide access to site CH093, and sites CH085a – d.
- The site is within the Green Belt. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study concludes that site CH128 could be considered for release from the Green Belt.
- The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward.
- New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas.
- The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known.
- The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed.
- The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The site is within Flood Zone 1 – Low probability.
- Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.

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- Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.
- The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year.
- The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs.
- The site is not located within the Conservation Area or adjacent to any listed buildings. However note comments regarding group of traditional buildings marking edge of town and open countryside. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The development boundary will be amended to incorporate any new allocations.
- The Coal Authority have confirmed that there are no issues that would prevent development of the site. Investigative work will take place in these areas prior to the commencement of any development.

Preferred Options Consultation April 2016

SCC Highways: Potential link/access road identified connecting to A522 Tean Rd which will require assessment. Assessment of impact on Tape Street Corridor will be required. Connections to local advisory cycle network should be considered. Site will need to connect with existing pedestrian route network. Sustainable access to town centre requires consideration.

Cheadle Town Service 123 serves Wedgwood Road close to the sites between 09:30 and 13:30. Service 32 operates hourly along the A522 Tean Road between Uttoxeter, Cheadle and Hanley.

Link Road

With regard to proposed housing sites to the south west of Cheadle and their potential to deliver the Mobberley Link Road (western bypass), the benefits of this will need to be demonstrated through the study work identified in the Core Strategy section 8.1.53 Policy SS5c. Appended to this letter is a plan showing the protected line for this route. Presumably the access road to these proposed development sites could form the southern section of this route, although it would need to be designed to allow the required capacity for a bypass. This may be difficult to achieve if, for instance, the access road is designed in accordance with the Department for Transport's Manual for Streets. There is also the question of how many forms of access would be required to this development area which is intended to accommodate in excess of 400 dwellings.

Paragraph 3.32 of the Plan refers to the safeguarding of a potential indicative route to enable provision of the bypass. However it is difficult to see how this together with the Adopted Core Strategy Policy SS5c can effectively achieve this. The policy contains the phrase: improve environmental quality and accessibility by: reducing levels of through traffic in the town centre and along the A521 and A522 promoting the longer term provision of a bypass to the west of the town.

The explanatory text of the Core Strategy reads:

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'8.1.53 One of the most significant challenges is identifying the need and viability of a bypass to relieve through traffic in the town and provide improved access to existing and planned housing and employment areas. Whilst some junction improvements have been implemented, there remains a strong need to investigate and identify other potential solutions to improve traffic flows through the town particularly in the light of the growth aspirations for the town. A Transportation Study will therefore be required to investigate the need and viability of a bypass and/or other traffic management solutions, including a link from the A50 at Blythe Bridge to Cheadle, the implications for surrounding villages and the wider area and the scope for funding from proposed developments. This will be undertaken as part of the review of the Core Strategy.'

The bypass is also not shown on the Core Strategy Key Diagram and Inset Maps. It is noted that paragraph 3.31 of the Plan refers to a further study to explore the case and feasibility of a bypass.

Therefore, currently the Core Strategy says that the need / viability for a Bypass has yet to be established and all that's shown on Map 47 Cheadle as a 'potential link road' is part of the historic route of the A521-A522 Cheadle Western Bypass afforded protection by SCC in 2002 and currently declared on searches. It needs to be appreciated that in these circumstances the 'protection' afforded by SCC to this route may be insufficient to resist a challenge from a developer.

SCC Education: Future Need: Cheadle Town Requirement (based on the assumptions outlined in SCC report)

Primary School Provision

- The number of new homes planned for this school planning area indicate that education contributions will be required to fund additional primary school places at an existing or new school to mitigate the impact of local developments. At least an additional 1FE of primary school provision will be required in Cheadle Town during the Local Plan period to take into account the number of dwellings proposed over the duration of the Local Plan. We note that land to the east of the town (CH132) indicates an approximate location for a new/extended school and we ask that this land continues to be safeguarded.

High School Provision

- The High Schools in this School Place Planning Area are projected to have limited capacity to accommodate any children generated from housing allocated in this area, if the level of housing development is consistent with the estimated housing need. However, the allocation of housing sites, including windfall and small sites will continue to be monitored to ensure that there continues to be a sufficient supply of High School places in the town.

There is a small site allowance of 150 dwellings during the Local Plan period in Cheadle Town. As the location of these sites are not yet known the impact of these developments on school places will continue to be monitored as specific sites come forward and may result in additional school places required.

Please note that the allocation of housing in the rural area, including the small site allowance of 570 dwellings which has yet to be allocated, will have an impact on High School places in Cheadle Town, if those pupils attending school in the larger villages go on to attend High School in Cheadle Town.

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LLFA: FRA required. Looks ok.

Historic England: It is not clear how the impact of the site allocations, individually and cumulatively, has been assessed in respect of the Grade II listed building Mobberley House. Further information is required.

Coal Authority: Welcome the fact that the site assessment documents covering the site options does identify ground instability arising from mining legacy and as such The Coal Authority supports the broad approach taken to site selection. We have no views on the actual sites chosen as this is a matter for local determination following consideration of all relevant factors.

Latest Coal Authority data 27/04/2016. Development high risk area.

SMDC Environmental Health: Significant/ some constraints on residential due to coal mining / possible flood (low risk); no issues with link road

Issues raised - public responses & petition :

- Scale of development
- Link road
- Location of new school (in north)
- Need for new housing
- Highways and access
- Traffic in town centre
- Landscape impact
- Flood Risk / surface water flooding
- Not all public open space is accessible to the public
- Ecology / nature conservation issues
- Lack of infrastructure to accommodate new housing

Council response –

- The Council has considered a number of sites within and on the edge of Cheadle. The majority of the proposed area for housing is located within the existing town boundary. It is acknowledged that together the cumulative amount of housing in this area would be significant, however, there are infrastructure benefits arising from allocating a larger area for residential development, such as highway improvements, affordable housing and community facilities such as public open space.
- The Council's Landscape, Green Space and Heritage Impact Study (August 2016) includes a Landscape Assessment for this site. It advises that the site comprises generally flat fields enclosed by residential development to the east and north. The site is open to the west however long distance views are screened by the railway embankment located further to the west of the site. Site fits in well with the existing settlement pattern as it does not extend beyond the existing western settlement edge formed by Draycott Drive and Carleton Drive. Planting could be undertaken on the western boundary in order to create a vegetated edge to the settlement. (low landscape sensitivity).
- The Council's Landscape, Green Space and Heritage Impact Study (August 2016) includes a Heritage Assessment for this site which advises that there are two Grade II Listed Buildings within 400m which are well screened by vegetation. Due to the topography and existing vegetation, development would be unlikely to cause high adverse effects to the settings of the assets. Mitigation could include screening of the eastern and southern edges to reduce effects. Development in the site would change a small element of the HLC zone CHECZ 8, although for the most part, it would remain unaltered (Historic Environment Character Assessment 2010) and

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the Site is considered suitable for development in heritage terms subject to appropriate masterplanning.

- The Cheadle Town Centre Phase 2 Study (2017) identifies the likely impacts of the housing and employment Preferred Options sites on the surrounding highway network. By 2031 the study predicts queuing and delays in certain locations, in part due to 17 years of potential traffic growth which is compounded by the additional trips generated by new housing and employment. There is limited scope to change junction characteristics to improve network capacity within the Town Centre due to its historically confined road structure. The study recommends a package of mitigation measures in order to provide additional capacity onto the overall network. Mitigation measures include junction and lane improvements, new sites having good access to public transport provision, measures to encourage walking and cycling to reduce short trips, improved HGV signage and new parking bays along High Street.
- The Cheadle Town Centre Phase 2 Study (2017) considers the potential SW link road. Currently there is no link between the A522 Tean Road and Brookhouse Way / A521 due to it being severed by a disused railway line. The railway line is in third party ownership and a bridge will be required to connect a link road through. The proposed link road would allow a percentage of predicted trips from the SW area to traverse Brookhouse Way / A521 opposed to solely the A522, however the level of trips which would use the A521 from this area would have a minimal effect in improving congestion within Cheadle Town Centre. The study considers that the proposed Link Road would not be a solution on its own.
- National planning guidance states that the Council should assess the quality and capacity of infrastructure to meet forecast demands. An Infrastructure Delivery Plan is being prepared which will identify the infrastructure necessary to support the Local Plan proposals. It builds on the findings of the Development Capacity Study for the Core Strategy. Consultation and work with infrastructure providers is ongoing and their feedback will inform the Infrastructure Delivery Plan and the Local Plan.
- The Council has considered a number of sites within and on the edge of Cheadle. There is not enough brownfield land or sites to meet the District's proposed housing requirement within the built up area of the town. This site is located on the edge of the settlement within the Green Belt. The Green Belt Review Study (Nov 2015) considers the overall impact on the Green Belt to be limited and site CH128 could be considered for release under exceptional circumstances with an amendment to the Green Belt. It is acknowledged that together the cumulative amount of housing in this area would be significant, however, there are infrastructure benefits arising from allocating a larger area for residential development, such as highway improvements, affordable housing and community facilities such as public open space. Distance from the town centre needs to be balanced with other considerations such as landscape impact, viability and deliverability.
- The Council has completed a Level 1 Strategic Flood Risk Assessment (SFRA) for the District, the results of which have been used to inform the site selection process. The site is within Flood Zone 1 – Low probability. Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.
- The proposed new school is planned to serve the north of Cheadle and could therefore reduce school traffic currently accessing schools in the SW of the town. New housing development is also proposed in the north of the town. There are existing schools located in the SW of Cheadle to meet the needs of residents located in the south of the town.
- Agreed that not all the open spaces marked on the map are accessible to the public and should be indicated as 'open space' rather than 'public open space'. A public open space study is underway covering all designated public open spaces in the Staffordshire Moorlands. One of the areas this will advise on is where improvements are needed to these spaces and where new public open space is required.
- The site was subject to a Phase 1 ecological survey in 2014 and a later 2016 ecology study considered the scope for 'local wildlife site' i.e. SBI status. The Phase 1 survey concludes that

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the site has low potential to support protected species as the habitat is poor and the LWS survey considers that most of the site habitats are common and not considered eligible for SBI status. Recommended that vegetation is removed at an appropriate time of year.

- The National Planning Policy Framework requires that local planning authorities identify the objectively assessed need for housing in their areas, and that Local Plans translate those needs into land provision targets. The Council has prepared a Strategic Housing Market Assessment to assess the district's full housing needs, including affordable housing, whilst taking into account migration and demographic change. The Local Plan also proposes employment sites. The adopted Core Strategy sets out the distribution of housing development between the towns and rural areas: Leek 30%, Biddulph 20%, Cheadle 22% and Rural Areas 28%.

Preferred Options Local Plan July 2017

Statutory bodies/stakeholders (Comments relate to Mobberley Farm as a whole):

Staffordshire County Council:

- In relation to Mobberley Strategic Development Area (Paragraphs 9.78-9.85) it is unclear how developer contributions can be secured for a link road that is not supported by a clear evidence base, i.e. the Cheadle Town Centre Phase 2 Study.
- The proposed Link Road is not mentioned in Policy SS7 (Cheadle Area Strategy) and it is unlikely to be required to mitigate the impact of the development of the Mobberley Strategic Development area. It is acknowledged that there is an aspiration locally for a link road and development at Mobberley could provide for that.
- However, as it stands there is no certainty over the deliverability of the link or how it would be funded. It is therefore recommended that the District Council and developers engage further with the land owner of the disused railway with a view to including the required land within the allocation.
- Until such time as there is further detailed agreement between land owners and clarity on deliverability of the link it is suggested that "and secure developer contributions towards the construction of the link road" is deleted from paragraph 9.80.
- This policy is inconsistent with Policy SS7 and Para 7.49, as Policy DSC3 requires developer contributions to a link road.
- This policy is also inconsistent with Policy T1 as that does not currently require developer contributions to highway infrastructure.
- If evidence is available to support a link road through the development site, it would need to be designed to allow the required capacity for a bypass. This may be difficult to achieve if, for instance, the access road is designed in accordance with Manual for Streets and should be covered in the policy for the site.
- It is noted that Policy DSC3 makes reference to the development being subject to comprehensive master planning but it is suggested that this needs to be strengthened such that it is clear no planning applications will be considered until such time as a comprehensive Master Plan has been agreed by the District Council.
- It is recommended that the second bullet point is amended as follows: "**Construction of development access roads along the safeguarded route of the route without the site for a potential future link road and securing developer contributions towards its construction of a sufficient design standard to facilitate a link road**".

Council Response

- Agree that reference to developer contributions is deleted from the supporting text.
- Agree that the wording of DSC3 second bullet point be amended as suggested.

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- Add supporting text to clarify that developers should liaise with the District Council and the Highways Authority regarding the specification and route of the link road.

Environment Agency: Sites CH085a, CH085b and CH085c are immediately adjacent to Flood Zones 2 and 3 of the River Tean. The policy should detail how a flood risk assessment will be required to establish the level of flood risk. It should be ensured that there is no encroachment into the floodplain and that at least an 8m wide undeveloped easement/buffer strip is maintained adjacent to the river. The masterplan should include opportunities to make space for water through the design and layout of the proposed developments to help management surface water and accommodate climate change. If the potential link road proceeds there will be a need to ensure that it does not impact on the River Tean and its floodplain or increase flood risk elsewhere. A flood risk assessment will be required for this.

Council Response

Amend Policy DSC3 bullet 8 to read:

'A site specific flood risk assessment (FRA) and early discussions with the Lead Local Flood Authority. The FRA should determine the level of flood risk. It should be ensured that the development does not encroach into the floodplain and that at least 8m undeveloped easement/buffer strip is maintained adjacent to the river.'

Amend paragraph 9.81 to read: '...discuss SuDs. The masterplan should include opportunities to make space for water through the design and layout of the proposed developments to help management surface water and accommodate climate change. Land lying.....'

Add the following text to the end of paragraph 9.81: 'There will be a need to ensure that the link road does not impact on the River Tean and its floodplain or increase flood risk elsewhere. A flood risk assessment will be required to support this.'

Heritage England: The assessment cites that there could be adverse effects, yet we are not aware of the significance of the heritage asset and how it may be affected and as such would require further information.

Council Response

Amend the wording to reference the mitigation measures specified i.e. including screening of the southern edge of the site' as set out in the Council's Landscape, Local Green Space and Heritage Impact Study.

Severn Trent: Sewerage Comments

Known Network Constraints - The development is situated in south of the catchment. Existing foul system is running across the west border of the site. There are two recorded incidents on the flood register, which are located on the south boarder of site CH085D. There is also reported flooding of the manhole 1.5km downstream. If all developments are built, the flows could potentially have a negative impact on the system downstream. There are no Combined Sewer Overflows downstream and the system drains straight to CHEKLEY STW located 2.5km downstream.

Assumed Connectivity - The connection could potentially be made at node SK00415401 where the outgoing pipe is 525mm diameter. Topography in the area shows the development should drain with a gravity sewer and would not need to be pumped.

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Surface Water Disposal - The RIVER TEAN flows to the west of the development, which could potentially be used to manage surface water. There are two existing outfalls into the river on site, which could possibly be used.

Potential impact on sewerage infrastructure - Medium (subject to hydraulic modelling).

Response

Comments noted

Developer/Agent/Owner

JMW Planning Limited (on behalf of landowner): Support

- This key strategic housing site for Cheadle is welcomed (specifically CH085 to CH085d).
- This part of town is a logical place for new growth - the development of the area should be optimised to support and facilitate new infrastructure.
- The owners of Mobberley Farm Strategic Development Area are generally supportive of the current allocation but feel that it should be extended to include the site CH093 which should be removed from Green Belt. The justification for this would be the urgent need to address the shortfall in house building in the town which conflicts with the Council's strategy for seeing the town expand significantly. CH093 should have been allocated too as has little reference to Green Belt objectives and the larger site would be better able to contribute to the infrastructure requirements and environmental improvements sought by this policy.
- A comprehensive masterplan is the way forward provided there is sufficient flexibility to allow for the early release of part of the site for housing.
- Concern that the list of development requirements for the site could make the development financially unviable.

Potential Link Road:

- The road through Mobberley Farm Strategic Development Site is shown as "potential link road indicative route only". The landowners wish to see the status of this road clarified as soon as possible.
- Matter of clarification needed in respect of the policy. This is with regard to the road through the site, which is referred to in a number of different ways. Is it a bypass or a link road? Has there been any recognition that this is also a distributor road which will have to service most of the dwellings built on Mobberley Farm? To what standard will it be constructed? Which route will it follow and where is the southern access going to be? Currently the intention appears to be to put it through SHLAA Site CH128, which is in the Green Belt.
- The dimensions of the road and how close to housing it is permitted needs to be clarified
- Safeguarding the route of the road would be part of any development, as would an element of affordable housing and appropriate environmental improvements.
- The landowners wish to know if it is possible to have a southern terminus which is not dependent on using Site CH128 as this is not in their ownership.

Council Response

- CH093 was considered as part of the Green Belt Review Study and the overall impact of development on the purposes of the Green Belt was considered to be moderate.
 - Check unrestricted sprawl – contribution
 - Prevent towns merging – limited contribution

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- Safeguarding from encroachment – contribution
- Setting of towns – contribution
- The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and although concludes that it could be considered for release, exceptional circumstances would need to be justified.
- The Landscape, Local Green Space and Heritage Impact Study considers the site to be of high landscape sensitivity. Some screening is provided by woodland to the south, particularly when viewed from the A522, however the land rises up from the woodland and visual prominence increases. The site does not fit well within existing settlement pattern and development of the site would adversely affect the existing settlement pattern and edge, and encroach on countryside.
- It is considered that there are no exceptional circumstances to justify amendment of the Green Belt boundary in this location. There are other housing sites available in Cheadle not located in the Green Belt and access to the site is available through site CH128 and is supported by the landowner.
- See responses to Staffordshire County Council regarding the link road above and the changes suggested.
- Viability work is being undertaken to support the delivery of the site.

Mr M Sutcliffe (on behalf of Landowners): Support

- Support the release of site CH128 from the Green Belt because it does not contribute significantly to the Green Belt.
- Agree that the Mobberley Development Area is of strategic importance because of its location.
- Commit to ensuring development proposals on CH128 will safeguard potential road development.
- It must be considered that development could have a negative impact on community amenities.
- Wish to cooperate with adjacent land owners.
- Wish to implement development proposals at own pace.
- As CH128 is of low ecological importance, not part of an important landscape, has a low probability of flooding, not agricultural land, has good access to facilities and is available, support is given to the removal of it from the Green Belt and development.

Council Response

- Support for the site noted.
- Policy DSC3 requires that contributions towards infrastructure, public open space, education, services and other community needs as required and affordable housing in accordance with Policy H3.

Aspbury Planning (on behalf of Muller Property Group): Support

- The area of the Mobberley Farm Site under Muller Property Group's control has the capacity to deliver additional housing over and above that provided for in the DSC3 allocation, either during the plan period or beyond it.
- The Muller Property Group supports this policy and in particular the requirement to adopt a comprehensive approach when bringing this key strategic site forward.
- The Company also supports the requirement to safeguard the route of the potential link road and the indicative alignment identified on the proposals map in principle.
- The Muller Property Group agree that a new primary access/egress to-and-from Tean Road will be required to accommodate the scale of housing development envisaged and to accommodate any future through link with development to the north of the allocation.

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- There are existing road links to the Allocation Site through the housing estate to the east and these can function as secondary/emergency vehicular and cycle/pedestrian links into the rest of the built-up area.
- This policy identifies 'land north of the veterinary practice' as an area which could be released from the Green Belt under exceptional circumstances to provide the primary access to the strategic site allocation. As outline in paragraph 9.85 this would require a comprehensive approach and co-operation between landowners. There is a risk that a failure to agree terms for this third party land might ultimately delay or prevent delivery of the strategic housing allocation.
- The Muller Property Group control land at Mobberley Farm to the south of the current allocation which could provide an alternative access without the need to acquire third party land. The Muller Property Group consider that this alternative access may be technically superior to the proposed access.
- The Muller Property Group propose that the wording in this policy is amended to admit of alternative primary access arrangements should the land north of the veterinary practice not be available.
- The Muller Property Group consider that the proposed southern boundary of the allocation is arbitrary in landscape terms. In particular it does not correspond to any natural or man-made features on the ground and at its western end cuts through the middle of a field. The present boundary appears to have been drafted to provide physical continuity with the southern edge of the existing built up area but the company questions the soundness and appropriateness of this approach on landscape and visual impact grounds. Given the company's control over land to the south, the opportunity exists to follow landscape features more, to mitigate the impact of the allocation with structural landscaping on the land to the south and to make the precise boundary subject to definition at the planning application stage and informed by a detailed landscape and visual impact assessment incorporating mitigation measures. The company proposed therefore that the policy and proposals map be amended to allow for precise delineation of the limits to development at the application stage.

Council Response

- Support for the allocation is noted.
- See response to JMW Planning Limited regarding land to the south of Mobberley Farm.
- The major part of the allocation lies within the town development boundary and outside the Green Belt boundary therefore the boundary is not considered arbitrary. No other additional housing is required.

RPS Planning and Development (on behalf of Gleeson Strategic Land Ltd): Support

- Mobberley Farm is being actively promoted by consultees, working on behalf of the land owner of the site and can confirm that the site is available for development in line with the Council's plan period for housing in Cheadle.
- The respondent considers that there is a need for the Council to follow the proposed strategy for housing growth in Staffordshire Moorlands, which would allow the District's more sustainable locations to grow in a positive way. The existing strategy for Cheadle including Mobberley Farm would assist in facilitating this strategy and is well placed to the key employment hub in the town, currently proposed for expansion.
- It is recommended that a more refined approach is taken to the overall capacity of the site and respondent will work with the Council to provide further certainty over the delivery of the proposals.

Deliverability:

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- The assessments of Mobberley Farm indicate that the site scores well against the Council's sustainability framework and there are no overriding reasons why the site cannot come forward for development.
- The proposed allocation at Mobberley Farm would involve the release of a small parcel of Green Belt land on parcel CH128, which is required to gain access to the site. This is a small parcel of land, which the respondent considers to be insignificant to the wider purposes of the Green Belt and can be justified through the exceptional circumstances of delivering strategic growth at Cheadle.

Policy Considerations:

- One of the significant policy requirements of DSC3 is that provision should be made to safeguard a route for a potential link road which would connect the A522 (Tean Road) and the A521 (Brookhouse Way). Although not explicit as part of the Cheadle Area Strategy, the supporting text to Policy SS7 indicates that one of the most significant challenges for Cheadle is to identify the need and viability for a link road (paragraph 7.49 refers). This is an important issue which needs thorough consideration in the Local Plan, as there will clearly be extraneous costs associated with the delivery of this infrastructure.
- More work would be necessary here to understand the financial implications associated with a new link road and how this could be expected to be apportioned in a fair and transparent way. Before considering viability, it is first necessary to consider whether there is in fact a need for a link road and whether this would be necessary to serve Mobberley Farm.
- The consultation Local Plan is supported by the Phase 2 Cheadle Town Centre Transport Study Report, prepared by Staffordshire County Council in April 2017. This document has considered the transport implications of the emerging Local Plan, testing the provision of around 1,100 dwellings in Cheadle along with 7.6ha of employment against the existing highways network. As part of this study, the County Council also took a view on the need for a new link road in Cheadle and the traffic flows associated with the Mobberley Road allocation. The Transport Study indicates (paragraph 4.2 refers) that the link road would not be an effective mechanism for the town and would not resolve congestion issues in Cheadle, a point also noted in paragraph 9.80 of the consultation Local Plan. Although the provision of a link road has been a longstanding aspiration for the Council, based on the above information, the provision of a link road would appear to require further justification for its inclusion.
- The other difficulty raised as part of the Transport Study is the feasibility of a link road to come forward. As indicated in the Transport Study, there is no link between the A522 and the A521, as the route is severed by a disused railway line in third party ownership. Notwithstanding issues with ownership, the Study indicates that a bridge would be required to connect a link road through. This clearly raises further issues.
- It is understood that there are known highways issues in Cheadle which the respondent is sympathetic to, however for the purposes of plan making, it is important that infrastructure requirements and necessary contributions are fairly and reasonably related to the development. The consultee understanding the provision of the link road is a priority for the Council. For this reason, further meetings with the Council are required to understand the need for the road in greater detail and potentially how the Mobberley Farm site may be able to facilitate part of its delivery.

Council Response

- Support for the allocation is noted.
- See responses to LPPO2417 and LPPO2418 (Staffordshire County Council) regarding the link road and proposed amendment.
- Viability work is being undertaken to support the delivery of the site.

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Public Response: comments – 7 support, 12 object and 4 general.

Main Issues Raised:

Support:

- Site can take advantage of existing road links such as through the housing estate to the east.
- Development would involve release of a Green Belt Parcel that is insignificant to wider purposes of Green Belt and can be justified through exceptional circumstances of delivering strategic growth at Cheadle.
- The respondent who supported this allocation suggested that Mobberley Farm Strategic Development Area be extended to include CH093.
- No specific reason was given by the respondent who submitted a representation in support of this allocation.

Objection:

- Development of housing behind Master Potter Estate will have a negative impact on residents in the surrounding area. Concern over the creation of a thoroughfare through what was a quiet estate road. Highways
- Development will have a negative effect on the south end of Cheadle.
- Smaller, more evenly dispersed housing developments would be more appropriate.
- Leek and Biddulph fair better in the Plan than Cheadle.
- Land has been used previously for mining. Part of the site is affected by a geological fault.
- Cheadle is the smallest town but has been allocated the largest number of houses.
- Insufficient infrastructure in place, including leisure facilities and GI, to accommodate the size of development.
- Development would increase traffic thereby causing congestion and greenhouse gas emissions. Highways
- Development would lead to an increase in wastewater disposal.
- Development would lead to reduction in natural draining which could increase risk of flooding.
- Development would have an adverse effect on wildlife.
- Development would lead to loss of good quality agricultural land.
- The south west of Cheadle is already overdeveloped. This development would lead to urban sprawl.
- Development will put pressure on school places, doctor's surgeries, and dentists.
- Site is more than 1km from town centre reducing walkability to local amenities, including schools, shops and doctors.
- Development will increase traffic congestion on Tean Road. Highways
- Scale of development disproportionate to size of Cheadle.
- Policy provides little detail on the safeguarded route to provide future link road.
- Unclear how developer contributions can be secured to fund link road. As such, there is no certainty over the deliverability of the link road.
- Policy is inconsistent with Policy SS7 and Para 7.49, as Policy DSC3 required developer contributions to build a link road.
- The long list of development requirements for this site could make it unviable.
- Council took late decision not to proceed with previously proposed housing allocations in larger villages. This is a significant shift away from the adopted CS.
- Insufficient infrastructure in place, including leisure facilities and GI, to accommodate the size of development.

Cheadle

CH128 Land west of Tean Road

ISSUE	RESPONSE
Proportion of housing and shift from Core Strategy	Cheadle's has 25% of the District's housing requirement compared to 30% for Leek, 20% for Biddulph and 25% for the rural area. Green Belt is a significant constraint for Biddulph and many of the Rural Areas villages as it can only be released in exceptional circumstances. Cheadle's share has risen from the 22% previously put forward in the Core Strategy to reflect the availability of suitable development sites outside the Green Belt.
Need for new housing	Need for additional housing stems from a number of factors, for example household formation, in-migration, linkages with future workforce, and other factors. The NPPF makes clear that housing projections are the starting point for assessing housing needs; however these additional factors should also be taken in to account in Council SHMAs. The Council's own housing need assessments are set out in its evidence base on the website.
Lack of infrastructure to support new housing	National planning guidance states that the Council should assess the quality and capacity of infrastructure to meet forecast demands. An Infrastructure Delivery Plan is being prepared which will identify the infrastructure necessary to support the Local Plan proposals. Consultation and work with infrastructure providers is ongoing and their feedback will inform the Infrastructure Delivery Plan and the Local Plan.
Housing Mix & Affordable Housing	Policy H1 requires that new development should provide for a mix of housing sizes, types and tenure including affordable housing and housing for older people.
Scale of Development, Impact on southern Cheadle & Distance from town centre	<ul style="list-style-type: none"> • The Council has considered a number of sites within and on the edge of Cheadle. The majority of the proposed area for housing (DSC3) is located within the existing town boundary. • It is acknowledged that together the cumulative amount of housing in this area would be significant, however, there are infrastructure benefits arising from allocating a larger area for residential development, such as highway improvements, affordable housing and community facilities such as public open space. • Policy DC 1 - design considerations requires that new development should be well integrated for car, pedestrian and cycle use as well as other sustainable transport links.
Impact on landscape	Policy DSC3 requires mitigation measures identified in the Council's Landscape, Local Green Space and Heritage Impact Study. Policy DSC3 also requires that public open space is incorporated into the development.
Open Space	The Local Plan seeks to support a variety of open spaces which may serve different functions. The open space study and playing pitch strategy will provide the basis for the amount and location of open space and sports facilities required as part of the allocation. Policy DSC3 allocates land for residential development including associated public open space.

Cheadle

CH128 Land west of Tean Road

ISSUE	RESPONSE
Green Belt Release	There are considered to be exceptional circumstances to release this small section of Green Belt to be able to gain access to the Mobberley Strategic Development Area. The Green Belt Review supports the consideration of this release.
Cheadle Transport Study	The Cheadle Town Centre Phase 2 Study (2017) identifies the likely impacts of the housing and employment Preferred Options sites on the surrounding highway network. By 2031 the study predicts queuing and delays in certain locations, in part due to 17 years of potential traffic growth which is compounded by the additional trips generated by new housing and employment. There is limited scope to change junction characteristics to improve network capacity within the Town Centre due to its historically confined road structure. The study recommends a package of mitigation measures in order to provide additional capacity onto the overall network. Mitigation measures include junction and lane improvements, new sites having good access to public transport provision, measures to encourage walking and cycling to reduce short trips, improved HGV signage and new parking bays along High Street.
Highways and Access	<ul style="list-style-type: none"> • The Highway Authority has not raised any issues which would prevent the development of this site. • Policy DSC 3 states the requirement for a Transport Assessment.
Link Road	<ul style="list-style-type: none"> • The Cheadle Town Centre Phase 2 Study (2017) considers the potential SW link road. Currently there is no link between the A522 Tean Road and Brookhouse Way / A521 due to it being severed by a disused railway line. The railway line is in third party ownership and a bridge will be required to connect a link road through. The proposed link road would allow a percentage of predicted trips from the SW area to traverse Brookhouse Way / A521 opposed to solely the A522, however the level of trips which would use the A521 from this area would have a minimal effect in improving congestion within Cheadle Town Centre. The study considers that the proposed Link Road would not be a solution on its own. • The Council will continue to safeguard the route within the site for a potential future link road and will require that access roads to serve the new development will follow the indicative route and be of a sufficient design to facilitate a link road. • Policy DSC3 states that the site will be subject to comprehensive master planning to include a transport assessment with suitable access design and safeguarding of the route within the site for a potential future link road. The supporting text states that currently there is not access into the site via the existing road network and access can be achieved via land to the north of the veterinary practice. • Policy T2 states that the Council will continue to safeguard

Cheadle

CH128 Land west of Tean Road

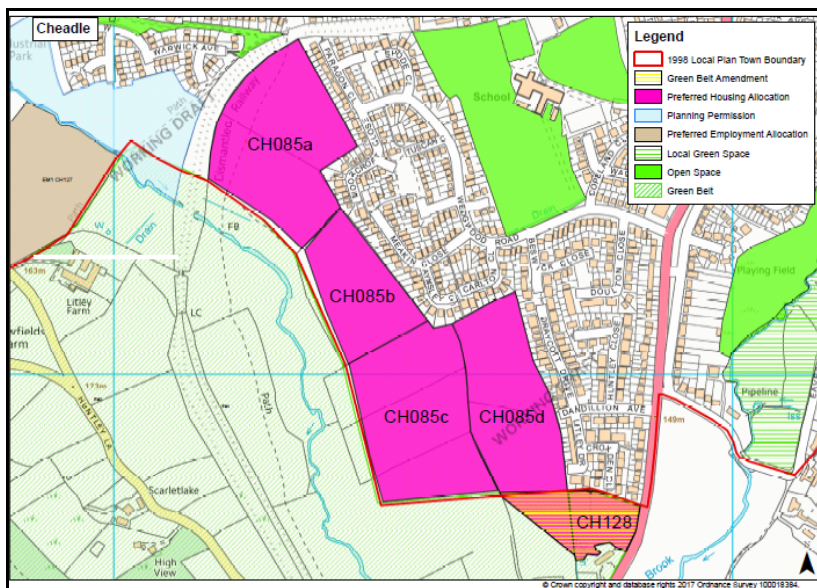
ISSUE	RESPONSE
	all existing disused railway lines within the district and support the reuse of these. A bridge would be required at the point where the railway embankment traverses the site.
Site Viability	The Council is undertaking Local Plan viability work which will consider the viability of allocated sites.
Previous Mining	The Coal Authority have confirmed that the area's mining legacy will not prevent development taking place. Policy DSC 3 requires a ground conditions survey.
Flood Risk	Site located in Flood Zone 1 - low probability. Policy DSC 3 requires a site specific flood risk assessment and early discussions with the Lead Local Flood Authority.
Greenfield / ALC Class 3	The Sustainability Appraisal takes into account Best and Most Versatile Land data provided by Natural England.
School Places & location of Primary School	<ul style="list-style-type: none"> • SCC Education have not identified the need for a new high school but state that the allocation of housing sites, including windfall and small sites will continue to be monitored to ensure that there continues to be a sufficient supply of High School places in the town. • The location of the new Primary school is intended to spread provision to the rest of the town. Currently, schools are clustered further to the south which exacerbates traffic problems at peak periods.
Employment	The Local Plan also seeks to deliver employment opportunities in the Cheadle area.
Masterplanning and Design	Policy DSC 3 requires comprehensive master planning for the whole site which includes consideration of outcomes of the Council's Green Infrastructure Plan and mitigation measures identified in the Council's Landscape, Local Green Space and Heritage Impact Study as well as provision of open space. Policy DC3 sets out the design considerations that the Council expects new development to meet which includes designing out crime initiatives and the principles of active design.
Ecology	Policy DSC3 requires that surveys and actions recommended by the Extended Phase 1 Habitat Survey and Local Wildlife Assessment are undertaken.
Develop near JCB instead	The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and the Housing White Paper reiterates this commitment.
Public footpaths	Policy DSC3 requires that public footpaths crossing the site will need to be retained.
Develop near JCB instead	The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and the Housing White Paper reiterates this commitment. The Green Belt Review considered that the area to the north of Cheadle was of important landscape context and made a significant contribution towards the purposes of Green Belt.

Cheadle

CH128 Land west of Tean Road

Local Plan Publication (Submission Version February 2018)

Refer to Staffordshire Moorlands Local Plan (Submission Version) Consultation Analysis Report May 2018.



CH132

Cheadle

CH132 Land south east of Hammersley Hayes Road and Silver Street

Local Plan Process

- Site suggestion from the SHLAA
- Included in the options consultation July 2015
- Included in the Preferred Options consultation April 2016
- Included in the Preferred Options Local Plan July 2017 as part of 'Cheadle North Strategic Development Area'
- Included in the Submission Version Local Plan February 2018 as part of 'Cheadle North Strategic Development Area'

Current Position

Site taken forward into the Submission Version Local Plan due to:

- Site to be developed as strategic residential scheme in conjunction with CH001 and include land for a new primary school to serve the north of the town.
- Site not located within Green Belt.
- Support from agent.
- Hybrid planning application by Persimmon Homes (North West) Ltd seeking 1) full permission for 125 dwellings and access to proposed primary school and 2) outline permission for up to 175 dwellings and primary school with multi-use games area, with all matters reserved. Application reference SMD/2018/0180 submitted April 2018. Status pending decision (June 2018).

Key Issues

- Should be developed in conjunction with site CH001 and includes land for a new Primary School.
- Small edge area previously within Flood Zones 2 & 3 been excluded from site – but could form part of open space / surface water mitigation.
- Moderate likelihood that the site could be agricultural Class 3a – best and most versatile.
- Cecilly Brook holds a strong isolated population of water voles. As a protected species their habitat must be maintained.
- Traffic congestion in the town centre.

Site Information

Greenfield/ brownfield	Built up area boundary/ countryside	Est. housing capacity	Area (ha)	Ownership status	Site details
Greenfield	Countryside	80 + 2 ha for new school and open space	4.3 - 2.3 ha housing at 35 dph (gross density) - 2 ha for school / playing pitches/op en space	Site promoted by agent on behalf Mosaic and supports allocation. Whole site in single ownership.	<ul style="list-style-type: none"> • Relatively flat land • Relatively well related to existing settlement • Eastern edge adjacent to Cecilly Brook within flood risk excluded from site area. • Delivery of new Primary School • Access via existing estate roads or

Cheadle

CH132 Land south east of Hammersley Hayes Road and Silver Street

					directly off Froghall Road.
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Evidence Base

Local Plan and Site Allocations Viability Study (May 2018)

The results of the viability assessments for this site shows that at 33% affordable housing the surplus generated would be in the region of £90 per sqm. The level of surplus would be sufficient to meet the costs of education contributions and the Optional Technical Standards M4(2) and remain viable.

As the policy relating to this site has a requirement for part of the allocation to be provided for educational purposes to facilitate the construction of a new primary school and community playing pitches it has assumed that the developer will be compensated for this land by a commensurate reduction in the level of planning obligations and/or policy requirements from the site.

Local Plan Housing Trajectory (June 2018)

The site is in the housing trajectory (included within DSC1) to begin within five years and complete by 2026 (2019/20 – 2025/26).

Extended Phase 1 Habitat Survey 2015 (FID 146)

Conclusion

The site mainly has low potential to support protected species as the habitats are species poor and poorly connected to other more biodiverse habitats. Nevertheless the species rich hedgerow and trees that have potential to support roosting bats gives the site district ecological importance.

The following surveys/ actions are therefore recommended prior to any potential development works being carried out:

- Bat surveys of the 5 trees with roosting potential
- Hedgerow survey
- Vegetation removal at the appropriate time of year

Local Wildlife Assessment (ECUS, 2017)

Ecus Ltd conducted Local Wildlife Site (LWS) Assessment of the site in 2017 in order to establish potential SBI/BAS status against Staffordshire Wildlife Trust criteria. It concluded that the site generally has some scattered trees and species rich hedgerows.

The following surveys/ actions are therefore recommended in order to establish SBI/ BAS status:

- HEGS survey on species-rich hedgerow
- Bat roost check on the trees

Landscape & Settlement Character Assessment 2008

Not within important landscape setting to the settlement.

Landscape, Local Green Space and Heritage Impact Study (August 2016)

Landscape Assessment

Site comprises a large field on the northern edge of Cheadle, which slopes down from the settlement edge to Cecily Brook. Broad Hayes Park (mobile home park) is adjacent to the north-

Cheadle

CH132 Land south east of Hammersley Hayes Road and Silver Street

west site boundary. The site is open and visually prominent, particularly when viewed from the opposite side of the valley. However the existing settlement edge is urbanised. Development could be limited to the north of the site, on the higher land adjacent to the existing development, allowing planting to be undertaken on the edge of the development and landscaping on the lower ground adjacent to the brook. This could create a vegetated edge to the settlement. Building heights could be limited to reduce the prominence of the development, particularly on lower land.

Site is of medium landscape sensitivity. Site-specific landscape mitigation measures could include limiting building heights, limiting development to the higher ground, and advanced planting on the southern boundary.

Heritage Assessment

There is one Grade II Listed Buildings within the 400m buffer. As a farm, the wider agricultural setting is considered to contribute to the overall significance of the asset. The site is not within the immediate setting of the asset and development would likely be viewed as part of the existing residential to the west. However, development may cause adverse effects to its wider setting which could be reduced through mitigation including screening of the northeastern boundary. Development would be highly unlikely to adversely affect the HLC zone CHECZ 3 (Historic Environment Character Assessment 2010).

Site suitable for development in heritage terms subject to appropriate masterplanning.

Level 1 SFRA (October 2015)

Site located in Flood Zone 1 – low probability. Small edge area previously within Flood Zones 2 & 3 been excluded from site. Site therefore meets the sequential test.

Cheadle Town Centre Phase 2 Study (2017)

The Phase 2 Study predicts that in 2031 general traffic growth plus additional trips generated by new housing and employment development will cause increased queuing and delays. There is limited scope to change junction characteristics due to the historically confined road structure, however the study recommends a package of mitigation measures which could provide some additional capacity to the overall network.

Best and Most Versatile Land

Data supplied by Natural England indicates that there is a moderate likelihood that the land is best and most versatile land i.e. Class 3a.

Minerals

Site is in Mineral Safeguarding Area for Coal and Fireclay. Any application should be accompanied by a Mineral Safeguarding Statement.

Staffordshire Minerals Planning Authority: No comment.

Sustainability Appraisal

Sustainability Appraisal Report June 2018

The proposed delivery of circa 130 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to areas of existing employment and distance away from historic assets is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as could the site's partial location within flood zone 2 and 3. The site's proximity to two Local Nature Reserves and ecological value is likely to have a negative effect.

Cheadle

CH132 Land south east of Hammersley Hayes Road and Silver Street

Initial HRA Screening

No Likely Significant Effects (LSEs) have been identified in relation to the preferred option site allocations in Cheadle.

Consultations

Options Consultation July 2015

Statutory bodies/stakeholders

SCC Highways: Vehicular access to link site CH001 to South but nos would be limited to approx 50 with this access arrangement. To deliver total envisaged no. need new vehicular link to Froghall Road via Thorpe Rise. Pedestrian access to be provided to existing residential estate to the West and South. Acceptable subject to access design, provision of adequate visibility and pedestrian links. No direct connection to the highway. How is access proposed? Hammersley Hayes Road will need significant improvement. Additional land will be required if it can be acquired, from multiple owners.

Natural England – The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.

Environment Agency - Cecilly Brook holds a strong isolated population of water voles. As a protected species their habitat must be maintained with no development creating direct or indirect impacts to impinge movement and expansion of the population along the riparian corridor

Developer/Agent

RPS Supports allocation. Is promoting site and CH001 for development. Will provide access to CH001. Have produced a masterplan for the sites which includes land for a new primary school

- new area of public open space & allotments
- play area
- SUDs
- Improvements to local highways network
- Landscaping
- 33% affordable housing (subject to viability)
-

Public response

290 objections

Issues raised:

Objections

- Infrastructure – Schools are full to capacity
- Infrastructure - Traffic / Transport – No direct road access. Roads are dangerous due to volumes of traffic & HGVs. One person knocked over a week.. Existing traffic congestion in the area. Alton Towers traffic. JCB expanding leading to more traffic. Need to look at road system before houses are built. Roads cannot cope with existing traffic and increase in traffic. Need a traffic survey. Cheadle cannot support massive proposed developments. Pavements are a major problem.
- Infrastructure –Need more GPs & dentists. Sewage issues.
- Landscape - In the countryside would be visually prominent would have significant landscape impact.
- Nature Conservation – Impact on wildlife.

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- Flood Risk -. Will increase flooding Wrong to build houses close to brook that feeds Cecily Brook & other sites of nature significance will impact on wildlife & will lose flood plain.
- Amenity (e.g. noise, privacy, loss of light)
- Scale of development- Too high
- Listed Building / Conservation Area In the vicinity of Broad Haye Farmhouse grade II listed. Area full of local history should be publicised.
- Government Policy
- Other - Site outside Local Plan (1998) boundary & new draft development boundary. Well used footpath on sites. Loss of open space for recreation/green spaces. Loss of green belt Not enough jobs. Should use brownfield sites e.g. Thomas Bolton site and sites in town boundary. Need an infrastructure plan before development can be considered. Cheadle becoming overpopulated. Lack of shops on High Street. Should be self build.to a high standard. Need affordable housing. Loss of agricultural land.

Council response –

- The Highway has raised issues regarding access. No of dwellings would be limited to 50 if accessed through adjacent site CH001. Additional land would be required if other access gained into site which would involve numerous landowners.
- The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. A small section to the east of the site is located in Flood Zone 3 – High probability and will need to be incorporated into uses other than housing i.e. open space.
- Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.
- The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed.
- Cecilly Brook has water voles which are a protected species. Environment Agency comments are noted and advice should be included in any detailed Ecological Study.
- The site is not located within the Conservation Area and there are no listed buildings within the site. Comments about Broad Haye Farmhouse are noted. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward.

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CH132 Land south east of Hammersley Hayes Road and Silver Street

- A Masterplan has been submitted by the developer for the proposed development of the site (CH001 & CH132) which indicates land for a primary school.
- The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known.
- New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas.
- Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.
- The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs.
- The land is Agricultural Class 3 Good to Moderate.
- The development boundary will be amended to incorporate any new allocations.
- New housing will support the town centre.
- There is a requirement for the developer to provide a proportion of affordable housing on each site.

Preferred Options Consultation April 2016

RPS Planning & Development on behalf of Mosaic Estates: The Council has proposed site CH132 as a preferred allocation for Cheadle for 80 dwellings. This forms part of a wider urban extension (along with CH001) for the north of Cheadle for around 320 dwellings. Mosaic considers that this represents a logical and deliverable solution to meet a significant proportion of the town's needs, which is welcomed as part of the PSA. As illustrated on the plan supporting the allocation, the Council has indicated that the site could provide a location for a new primary school in addition to residential uses. This position has been confirmed with Staffordshire County Council and it is considered that as part of the wider masterplan for the site, land can be safeguarded for the Council to bring forward a new primary school in line with evidence of need. The figure of 80 dwellings on the site was proposed by Mosaic as part of discussions with the Council however, reflecting the comments above, Mosaic consider it appropriate for the Council to present this figure as a minimum, if it is decided that the site could deliver additional dwellings, or the County Council take the decision that a new school site would be better located elsewhere. A number of comments were received concerning this site in response to the previous consultation, summarised below: Comments were received from Staffordshire County Council (SCC) as the statutory agency responsible for highways. The comments considered the suitability of the adjacent road network and the potential access points. It was perhaps not understood by SCC that this site would be accessed from CH001, as illustrated in the wider masterplan for the site prepared by Mosaic, however the site is considered deliverable from a highways perspective. Following the Cheadle Transport Study, it is understood that the Council are considering ways in which the local highways network can be upgraded and the site promoters will remain in discussion with the Council in respect of land to the north of Cheadle. Natural England has commented on the proposed allocation, echoing comments similar to those offered in response to CH001. As previously noted, issues of landscape impact have been considered as part of the delivery document prepared by RPS for Mosaic, which took the

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CH132 Land south east of Hammersley Hayes Road and Silver Street

view that this site had the capacity to accommodate residential development without detriment to landscape or visual amenity. It is noted that a small section of the site falls within Flood Zone 3. This has been accounted for in the latest masterplan provided to the Council, which indicates that a green buffer could be provided in this area which would ensure that instances of potential flood risk can be avoided, compatible with the NPPF. The Council's own comments from the Sustainability Appraisal offer largely supportive comments on the sustainability of the site. There are however negative comments linked to the Grade 3 Agricultural Land Classification of the site. The Council has not defined whether this is Grade 3a or Grade 3b land, taking a broad brush approach to the assessment. In either case, Grade 3a represents only marginally better quality land than 3b, which is not recognised as 'best and most versatile', along with categories Grade 1 and Grade 2. It appears that the assessment of significant negative effect is, in this regard, an inappropriate conclusion. Mosaic welcomes the Council's inclusion of site CH132 as part of a wider allocation to the north of Cheadle. The information submitted as part of the 2014 Delivery Document to the Council includes evidence and a strategy of how the site can be delivered which addresses the concerns raised as part of the earlier consultation and is capable of assisting the County Council in finding land for a new primary school.

SCC Highways: Appropriately designed accesses would accommodate 240 + 80 + School. This number would require at least 2 accesses. A new access off Froghall Road would be preferable with secondary accesses through the existing estate. If the 80 units were separate, they could be served off a single point.

No specific access arrangements identified although could be accessed via an improved Donkey Lane? Access onto A521 would require assessment. Consideration should be given to providing cycle route facilities to access the town centre. Traffic impacts on the Tape Street corridor and town centre traffic flows would require assessment, including key junctions. The presence of a school within the new residential development would contain trips, allowing them to be made sustainably and there is the potential for some existing school journeys currently being made to the town to be reassigned.

Cheadle Town Service 123 serves Ness Grove close to the site hourly between 09:30 and 13:30. Services 32/32A operate every 20-30 minutes along the A521 Froghall Road between Hanley and Cheadle. Service 30 (from 12th June 2016) operates every 2 hours along Froghall Road between Leek and Cheadle.

SCC Education: In Cheadle we acknowledge the allocation of a site for a new Primary School. The proposed location will provide for a good spread of provision across the town.

Future Need: Cheadle Town Requirement (based on the assumptions outlined in SCC report)

Primary School Provision

- The number of new homes planned for this school planning area indicate that education contributions will be required to fund additional primary school places at an existing or new school to mitigate the impact of local developments. At least an additional 1FE of primary school provision will be required in Cheadle Town during the Local Plan period to take into account the number of dwellings proposed over the duration of the Local Plan. We note that land to the east of the town (CH132) indicates an approximate location for a new/extended school and we ask that this land continues to be safeguarded.

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CH132 Land south east of Hammersley Hayes Road and Silver Street

High School Provision

- The High Schools in this School Place Planning Area are projected to have limited capacity to accommodate any children generated from housing allocated in this area, if the level of housing development is consistent with the estimated housing need. However, the allocation of housing sites, including windfall and small sites will continue to be monitored to ensure that there continues to be a sufficient supply of High School places in the town.

There is a small site allowance of 150 dwellings during the Local Plan period in Cheadle Town. As the location of these sites are not yet known the impact of these developments on school places will continue to be monitored as specific sites come forward and may result in additional school places required.

Please note that the allocation of housing in the rural area, including the small site allowance of 570 dwellings which has yet to be allocated, will have an impact on High School places in Cheadle Town, if those pupils attending school in the larger villages go on to attend High School in Cheadle Town.

LLFA: FRA required, consult SCC. Surface water flooding shown on site. May need modelling. Please put developer in contact with SCC as early as possible.

Coal Authority: Welcome the fact that the site assessment documents covering the site options does identify ground instability arising from mining legacy and as such The Coal Authority supports the broad approach taken to site selection. We have no views on the actual sites chosen as this is a matter for local determination following consideration of all relevant factors.

Latest Coal Authority data 27/04/2016. Majority development low risk area, very small part development high risk area (area to north).

SMDC Environmental Health: No significant Issues, part flood zone

Issues raised - public responses:

- Previously found unsound by planning inspector
- Location of a new school
- Amenity issues
- Highways and access
- Traffic in town centre
- Landscape and heritage impact
- Flood Risk / surface water flooding
- Cecilly Brook / nature conservation issues
- No need for housing following Thorley Drive permission
- Location of a new school
- Lack of infrastructure to accommodate new housing
- Agricultural Land Classification
- Site is in Green Belt
- Use other sites elsewhere in the Green Belt

Cheadle

CH132 Land south east of Hammersley Hayes Road and Silver Street

Council response –

- Site CH132 is not the same area as 'broad Area 2' which was considered during the Core Strategy examination. Broad Area 2 was a significantly larger area than site CH132 and could accommodate up to 320 dwellings. A large proportion of this broad area was located to the east of the Cecilly Brook and extended to the east into the open countryside. During the consideration of 'broad Area 2' the Inspector raised concerns regarding evidence in the SA which did not justify the 'broad area' particularly as the County Council could not confirm at that stage that a new school would be needed. An updated Sustainability Appraisal has been undertaken which looks in more detail at individual housing site options rather than a broad brush approach taken to the broad area. CH132 is a small section of the previous 'broad Area 2' and together with site CH001 to the south forms a logical and deliverable solution, including land for a new primary school which is supported by the developer.
- The location of the school site to the north of Cheadle is supported by Staffordshire County Council and considers its location would offer a good spread across Cheadle.
- Site CH024 was previously earmarked for a school in the 1998 Local Plan. Site CH009 was not included within this area. Access to the site was subsequently acquired to serve the adjacent factory and the remaining part of CH024 became landlocked.
- Staffordshire County Council support the preferred location for the new school and consider it provides for a good spread of provision around the town. In terms of spatial distribution the location of the previous site and the preferred site are close together. No housing allocations are proposed on the east of Cheadle and therefore it is not the most sustainable location for a new school.
- Staffordshire County Council estimate that 1.2 ha is required to deliver a 1 Form Entry school. Site CH024 is surrounded by existing development and would be unlikely to accommodate any further expansion.
- The previous site has a limited frontage and offers less opportunity to arrange the school access and how the building fits within the street scene. It also is surrounded by residential streets and may lead to residential amenity issues during the school run. The preferred site can be accommodated into the estate in such a way to design out such issues.
- The previous site has good access on foot although some of the routes from residential areas lead through areas that are not overlooked. The preferred school site can have access designed and delivered to the most appropriate standard.
- The delivery of a new school will need to be funded by developer contributions and the cost will include land acquisition and building costs. The inclusion of safeguarded land for a school as part of a wider masterplan means that the school is likely to be deliverable and appropriately designed.
- Traffic – The highways authority has confirmed that appropriately designed accesses would accommodate 240 + 80 + school. This number would require at least 2 accesses. A new access off Frogghall Road would be preferable with secondary accesses through the existing estate. Pedestrian connections should be made to the residential area to the north.
- The Cheadle Town Centre Phase 2 Study (2017) identifies the likely impacts of the housing and employment Preferred Options sites on the surrounding highway network. By 2031 the study predicts queuing and delays in certain locations, in part due to 17 years of potential traffic growth which is compounded by the additional trips generated by new housing and employment. There is limited scope to change junction characteristics to improve network capacity within the Town Centre due to its historically confined road structure. The study recommends a package of mitigation measures in order to provide additional capacity onto the overall network. Mitigation measures include junction and lane improvements, new sites having good access to public transport provision, measures to encourage walking and cycling to reduce short trips, improved HGV signage and new parking bays along High Street.

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- National planning guidance states that the Council should assess the quality and capacity of infrastructure to meet forecast demands. An Infrastructure Delivery Plan is being prepared which will identify the infrastructure necessary to support the Local Plan proposals. It builds on the findings of the Development Capacity Study for the Core Strategy. Consultation and work with infrastructure providers is ongoing and their feedback will inform the Infrastructure Delivery Plan and the Local Plan.
- The Council has completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which have been used to inform the site selection process. The site is within Flood Zone 1 – Low probability, however a small section located to the east of the site is located in Flood Zone 3 – High probability. This could be incorporated open space. Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.
- The site is adjacent to the Cecilly Brook Local Nature Reserve and there is an isolated population of water voles (protected species) Natural England have advised that a buffer along the watercourse would be required.
- The Landscape, Local Green Space and Heritage Impact Study (2016) has considered the site as being of medium landscape sensitivity and suggests some site-specific landscape mitigation measures such as limiting building heights and advanced planting on the southern boundary.
- The land is Agricultural Class 3 Good to Moderate. Data supplied by Natural England indicates that there is a moderate likelihood that the land is best and most versatile land i.e. Class 3a. The Sustainability Appraisal will be updated to reflect the most up to date evidence base.
- Amenity issues and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received, and residents will have the opportunity to comment on the content of that application.
- The Thorley Drive planning permission can be taken into account as a housing commitment once the final decision notice has been issued. Housing commitments form part of the supply of new housing and will be deducted from the required provision for Cheadle.
- Site CH132 is not designated as Green Belt.
- The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and the recent Housing White Paper reiterates this commitment.

Preferred Options Local Plan July 2017

Statutory bodies/stakeholders (Comments relate to Cheadle North Strategic Development Area as a whole):

Natural England - Previously raised concerns over the proximity of the Cecily Brook Nature Reserve to these allocations and note that this has been taken into account within the policy wording including a requirement for a masterplan which shows how biodiversity impacts can be minimised and net gains achieved.

Council Response

Comments noted.

Environment Agency – The edge of Sites CH001 and CH132 are adjacent to Flood Zones 2 and 3 of an ordinary watercourse. The policy should detail how a flood risk assessment will be required in order to determine the level of risk from river flooding as well as the management of surface water taking account of climate change. The sites are large enough for any flood risk to be managed

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through site layout and design, therefore the Environment Agency has no objection to this allocation.

Response

Amend Policy DSC1 to reflect the above comments.

Heritage England – Paragraph 9.66 states that the site is not within the 'immediate setting of the asset' and that screening would be appropriate. However, we are not told what the significance of the asset is and how this may be impacted as a result of the proposed development.

Council Response

Amend the wording to reference the mitigation measures specified i.e. including screening of the north-eastern boundary' as set out in the Council's Landscape, Local Green Space and Heritage Impact Study.

Severn Trent: Sewerage Comments

Known Network Constraints - The development is proposed in the north of Cheadle at the upstream end of the catchment. There are a number of hydraulic flooding incidents recorded downstream of the development that could be exacerbated by the new development. Due to the large number of dwellings in this development downstream assets QUEEN STREET/OAKAMoor ROAD (Combined Sewer Overflow) 1km, CHEADLE - TEAN ROAD (Combined Sewer Overflow) 2.5km could be impacted by extra flows created by new development. Alternatively, if the development was to be connected on Wetherby Close or Cheltenham Avenue then CHEADLE - QUEEN ST/OAKAMoor RD (Combined Sewer Overflow) should not be affected as the flows would join downstream of this CSO. However, the flows would impact CHEADLE - BEDBROOK FARM (Sewage Pumping Station) and CHEADLE - BEDBROOK FARM (Sewage Pumping Station). Further modelling is required to ascertain the effects of this development.

Assumed Connectivity - There is a surface water system approximately 100m south east of the site comprising of 375mm and 600mm pipes. Due to change in elevation, the development will require a pumped connection. The outfall for the surface system is an unnamed watercourse.

Surface Water Disposal - There is a surface water system approximately 100m south east of the site comprising of 375mm and 600mm pipes. Due to change in elevation, the development will require a pumped connection. The outfall for the surface system is an unnamed watercourse.

Potential impact on sewerage infrastructure - Medium (subject to hydraulic modelling).

Response

Comments noted

Staffordshire County Council - This policy makes provision for 'a new County Primary School (approximately 2Ha) and associated public open space', which is broadly supported.

- However, Staffordshire County Council (SCC) are aware that there may be a desire on behalf of SMDC's leisure services to incorporate some community sporting use into the school site.
- In principle this is acceptable and combining the school site requirement with the leisure requirement may result in a smaller land take than were they to be considered separately.

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- SCC will need to understand what the potential community use may be so that they can ensure the site is of an appropriate size to deliver the curriculum and also provide community use outside school hours.
- SCC will also need to assess whether the school design should include any additional facilities associated with community use and how these would be funded. SCC therefore request a meeting to discuss further and determine what is appropriate and deliverable and how that should be framed in policy.

Council Response

Amend Policy DSC2 to state that the new County Primary School and school/community playing pitches will amount to approximately 2ha.

Developer/Agent/Owner

Persimmon Homes - Persimmon Homes support this allocation as deliverable under the terms of Paragraph 14 of the NPPF in that it is capable of contributing to the 5 year supply of housing land.

- The first phase of development will be on land already within the urban area and identified within the adopted Core Strategy as a Broad Location for housing. The site as a whole is outside of the Green Belt and well related to the urban form of Cheadle. Much of the site is surrounded by existing built development and the corridor of Cecilly Brook defines the eastern boundary. The Council's Landscape Character Assessment shows that the site is not affected by landscape constraints. The north eastern boundary adjoins open countryside, and here a landscape buffer will be created to reinforce the existing hedge line.
- Persimmon Homes have commissioned an Ecological Assessment and an interim report was received in August 2017. The primary ecological interest is within the corridor of the brook and here an 8m corridor will be retained to protect the habitats of water vole. There are opportunities to enhance biodiversity elsewhere within the site, including infill planting within retained hedgerows.
- Built development will take place entirely within Flood Zone 1 and so the site is sequentially preferred for development in accordance with the approach set out in the NPPF.
- As with much of Cheadle, the site is affected by a coal mining legacy. However, investigations indicate that the majority of the site is little affected. Development will be restricted in the immediate vicinity of the two mine shafts which are present, at which remediation will be required. The route of the former mine tramway is of some interest in heritage terms, and is incorporated in an existing footpath which will be retained. Otherwise there is a listed farmhouse beyond the north east site boundary which will be little affected with a reinforced landscaped belt.
- In relation to Policy SS7, Cheadle is a relatively compact settlement and this is a site which will be accessible to the town centre by means other than the private car. Whilst a site-specific Transport Assessment is underway, there is no suggestion that the development of the site requires significant highways infrastructure.
- The provision of a primary school within the site will satisfy the needs of new residents in the form of a sustainable mixed-use extension, but also serve a wider role within Cheadle, as supported under Policy SS7. the provision of this balance of land uses will minimise journey lengths for education, so complying with paragraph 37 of the NPPF.
- A Masterplan is being developed as part of the pre-application process and will clarify the net developable area.
- Suggests that Paragraph 9.76 is amended to state that the development area is within Flood Zone 1, rather than the site as a whole.

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- It should be recognised that the proposed school is not simply to serve the proposed development but has a wider benefit in meeting the needs of northern Cheadle and surrounding areas and will reduce traffic movements within the town centre.
- As set out in Paragraph 173 of NPPF, it is important that the scale of obligations and policy burdens is not such that viability is threatened. Subject to the agreement on the form and extent of developer contributions, this will impose abnormal costs on the housing development. There are also abnormal costs from remediation of the coal mining shafts. The policy should therefore clarify that developer contributions at this site are subject to viability.
- Similarly, Persimmon Homes accept the desirability of some level of affordable housing at the site, notwithstanding the Council's identified wider strategic priority to re-balance the housing market with more aspirational properties. However, this is an additional cost to factor into the viability equation.
- Persimmon Homes are happy to engage with the Council as the Local Plan progresses. They are happy to share technical reports with the Council.

Response

- Support noted.
- The Council is undertaking Local Plan viability work which will consider the viability of proposed housing allocations.
- Agreed that an amendment can be made to paragraph 9.70 to clarify that the development area is within Flood Zone 1.

Public Response: 21 comments – 3 support, 14 object and 5 general.

Main Issues Raised:

Support:

- Allocation is deliverable in accordance with Paragraph 14 of the NPPF.
- Site is unaffected by landscape, flooding constraints and there are opportunities to enhance biodiversity in the area.

Objection:

- Development proposals are located in the Green Belt and there are brownfields sites available that would be better suited for development.
- Insufficient infrastructure, particularly road infrastructure, is in place to accommodate new development.
- Number of allocated houses is too many for one area.
- Insufficient infrastructure in place e.g. roads to accommodate proposed housing.
- The level and scale of development proposed in CH001 and CH132 would mean compromising road, health, and safety issues, and will not provide Cheadle with an integrated and sustainable development plan.
- The school would be better placed in a more central location rather than in an area with poor road access and situated on an outer peninsular of the town, away from the majority of existing homes.
- Highways department has raised issues regarding access in relation to CH001 and CH132.
- Area susceptible to flooding due to Cecilly Mills Brook.
- Policy involves developing on Greenfield land and Grade 3 ALC.
- Development could harm population of water voles on land adjacent to Cecilly Mills.

Cheadle

CH132 Land south east of Hammersley Hayes Road and Silver Street

Council Response to all Issues Raised:

ISSUE	RESPONSE
Overall housing numbers for Cheadle	25% of the District's housing requirement is to be met in Cheadle. Cheadle's share has risen from the 22% previously put forward in the Core Strategy to reflect the availability of suitable development sites outside of the Green Belt.
No need for new houses – plenty empty or for sale	The Strategic Housing Market Assessment (SHMA) assesses the local housing market and provides an assessment of need. This factors in vacant properties and houses for sale.
Previous comments been ignored	Previous objections to this site have been taken into account.
Consultation	All the consultation details were included on the Council's website.
Liaise with neighbouring LPAs such as Stoke	National planning guidance states that the Council should seek to meet the development needs of their area. Housing allocations are needed to ensure the Districts housing requirement is met.
Housing should reflect employment allocations	Policy SS7 seeks to create employment growth in Cheadle and increase the diversity of employment opportunities. Employment land is also proposed at New Haden Road in Cheadle.
Delivery of Site	The site is in one ownership and its allocation is supported by the landowner.
Lack of infrastructure to support new housing	National planning guidance states that the Council should assess the quality and capacity of infrastructure to meet forecast demands. An Infrastructure Delivery Plan is being prepared which will identify the infrastructure necessary to support the Local Plan proposals. Consultation and work with infrastructure providers is ongoing and their feedback will inform the Infrastructure Delivery Plan and the Local Plan.
Highways and Access	The Highway Authority has not raised any issues which would prevent the development of this site. The highways authority has confirmed that appropriately designed accesses would accommodate 240 + 80 + school. This number would require at least 2 accesses. A new access off Froghall Road would be preferable with secondary accesses through the existing estate. Pedestrian connections should be made to the residential area to the north.
Cheadle Transport Study	The Cheadle Town Centre Phase 2 Study (2017) identifies the likely impacts of the housing and employment Preferred Options sites on the surrounding highway network. By 2031 the study predicts queuing and delays in certain locations, in part due to 17 years of potential traffic growth which is compounded by the additional trips generated by new housing and employment. There is limited scope to change junction characteristics to improve network capacity within the Town Centre due to its historically confined road structure. The study recommends a package of mitigation measures in order to provide additional capacity onto the overall network. Mitigation measures include junction and lane improvements, new sites having good access to public transport provision,

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ISSUE	RESPONSE
	measures to encourage walking and cycling to reduce short trips, improved HGV signage and new parking bays along High Street.
Former Minerals	There are former mineral workings on the site. The Coal Authority have confirmed that this would not prevent development from taking place. Policy DSC1 requires detailed investigation work in relation to the mining legacy of the site.
Flood Risk and Water Voles	Policy DSC1 requires a site specific flood risk assessment and early discussions with the Lead Local Flood Authority. It also requires consideration of the growth that may impact on the Cecilly Brook Local Nature Reserve (LNR). No objections have been raised by the Environment Agency or Natural England.
Location of new school	Staffordshire County Council support the location of the proposed new school as it provides for an improved distribution of education provision. They also state that over time the new school to the north may also pull in children from existing residential areas to the north of the town which may aid in lessening the impact of primary school based trips through the town centre in morning peak hour. No housing allocations are proposed to the east of Cheadle and therefore it is not the most sustainable location for a new school. Land off Churchill Road is considered to be a more suitable location for housing.
Scale of Development	There are infrastructure benefits arising from allocating a larger area for residential development, such as highway improvements, affordable housing and community facilities such as public open space.
Greenfield / ALC Class 3	The Sustainability Appraisal takes into account Best and Most Versatile Land data provided by Natural England.
Other sites more sustainable / previous consideration in Core Strategy	Policy DSC1 covers a small part of previous 'broad Area 2' which was considered during the Core Strategy examination. A large proportion of 'broad area 2' was located to the east of the Cecilly Brook and extended to the east into the open countryside. During the consideration of 'broad Area 2' the Inspector raised concerns regarding evidence in the Sustainability Appraisal (SA) which did not justify the 'broad area' particularly as the County Council could not confirm at that stage that a new school would be needed. An updated SA has been undertaken which looks in more detail at individual allocations rather than a broad brush approach taken to the previous 'broad areas. It considers that development of this site would have a significant positive effect.
Masterplanning / issues around crime	Policy DSC1 requires comprehensive master planning for the whole site which includes consideration of outcomes of the Council's Green Infrastructure Plan and mitigation measures identified in the Council's Landscape, Local Green Space and Heritage Impact Study as well as provision of open space. Policy DC 1 sets out the design considerations that the Council expects new development to meet which includes

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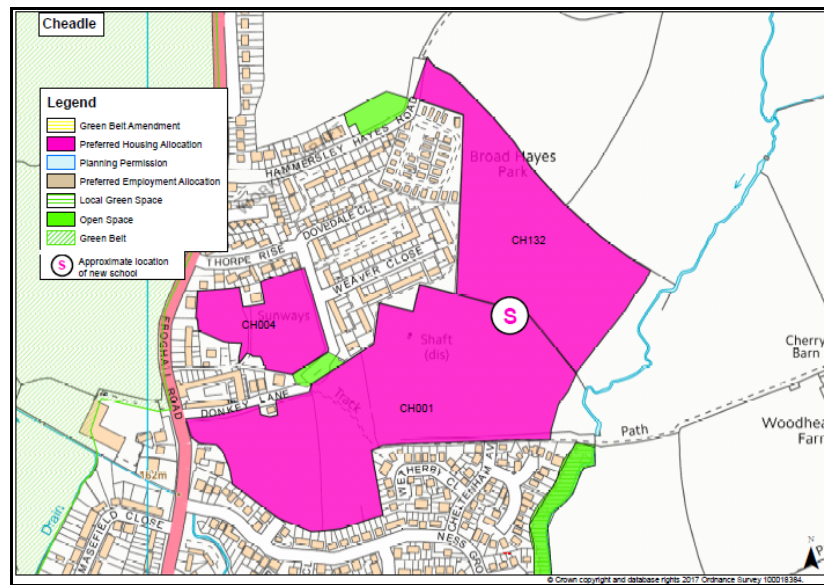
ISSUE	RESPONSE
	designing out crime initiatives and the principles of active design.
Ecology	Policy DSC1 requires that surveys and actions recommended by the Extended Phase 1 Habitat Survey and Local Wildlife Assessment are undertaken.
Impact on landscape need for open space	Policy DSC1 requires mitigation measures identified in the Council's Landscape, Local Green Space and Heritage Impact Study. It has not identified the site as being suitable for designation as Local Greenspace (which replaces Visual Open Space designations). Policy DSC1 also requires that public open space is incorporated into the development.
Pedestrian links	The site is in private ownership however Policy DSC1 requires pedestrian connections should be made the residential areas surrounding the site. Agree that an amendment could be added to the final bullet to read 'Public footpaths crossing the site will need to be retained and pedestrian connections....'
Develop near JCB instead	The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and the Housing White Paper reiterates this commitment.
Develop on Brownfield sites instead	The Council has included viable and deliverable brownfield sites as preferred options in the Local Plan. There are significant constraints on the Thomas Bolton site at Froghall.

Local Plan Publication (Submission Version February 2018)

Refer to Staffordshire Moorlands Local Plan (Submission Version) Consultation Analysis Report May 2018.

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CH132 Land south east of Hammersley Hayes Road and Silver Street



9.2 Site Proformas are included for the following employment sites:

Cheadle EM1

Cheadle

Cheadle EM1 CH127 – Land North of New Haden Road

Local Plan Process

- Site included in Council's SELAA employment database on basis of its identification in the Council's 2008 District Employment Land Study as employment opportunity land.
- Included in the options consultation July 2015
- Included in the Preferred Options consultation April 2016
- Included in the Submission Version Local Plan 2018

Current Position

Site taken forward into Submission Version Local Plan as:

- Existing employment allocation from 1998 Local Plan – not constructed
- Within current town development boundary
- Not in Green Belt
- Abuts long established industrial area
- Accessible to other services and facilities

Key Issues

- Identity of landowner, and their position with respect to employment allocation, is still unclear
- **Flood risk** - Small northern strip of site affected by floodzone 2/3 (opposite Brookhouse Way estate)
- **Ecology** – Further survey work recommended in order to establish SBI/BAS status.

Site Information

Greenfield / brownfield	Built up area boundary/ countryside	Est. housing capacity	Area (ha)	Ownership status	Site details
Greenfield	Built up area	NIL (proposed employment allocation)	4.27 gross (estimated employment floorspace = 17080m ²)	Identity of landowner, and their position with respect to employment allocation, is still unclear	<ul style="list-style-type: none"> • FZ2/3 runs along north of site • Public right of way runs up eastern perimeter • SBI approx. 260m to South

Local Plan and Site Allocations Viability Study (May 2018)

The results of the commercial viability testing (based on generic typologies of industrial uses across different site sizes and accounting for developer profit) indicate that at present, standalone industrial development is unviable across the District on this basis. In the case of employment sites identified in the Local Plan there is likely to be a range of different types of employment development including offices, industrial and warehousing. Development may be brought forward using a variety of different mechanisms or the landowners may simply service the sites and seek to sell plots for owner occupation or design and build. The study concludes that the Plan Policy obligations do not place such a burden on new employment development so as to prejudice its future delivery.

Cheadle

Cheadle EM1 CH127 – Land North of New Haden Road

Evidence Base

Extended Phase 1 Habitat Survey 2015 (FID 218)

Conclusion

The site has species poor habitats present on site; however the surrounding habitats are potentially biodiverse and reptiles could be found along the site's boundaries, especially to the north and west. Therefore the site is given district ecological importance due to its species rich hedgerow and potential to support reptile populations.

The following surveys/actions are therefore recommended prior to any potential development works being carried out:

- Reptile survey
- Hedgerow survey
- Vegetation removal at the appropriate time of year.

Local Wildlife Assessment (ECUS, 2017)

Ecus Ltd conducted Local Wildlife Site (LWS) Assessment of the site in 2017 in order to establish potential SBI/BAS status against Staffordshire Wildlife Trust criteria. It concluded that most of site habitats are common throughout the region and not considered eligible for BAS / SBI status. However, the two scattered trees present could support roosting bats and be eligible for BAS status.

The following surveys/ actions are therefore recommended in order to establish SBI/ BAS status:

- Bat survey of two oak trees

Landscape & Settlement Character Assessment 2008

Not within important landscape setting to the settlement.

Landscape, Local Green Space and Heritage Impact Study (August 2016)

Landscape Assessment

The site comprises a large field south of existing industrial development, which slopes down from New Haden Road to a stream on the northern site boundary. The site is open, however the land continues to rise to the south, screening longer distance views from this direction. Tree planting and vegetation on the site boundaries and within adjacent land reduces visual prominence. Views of the site from the north would be seen in the context of the adjacent industrial development. If the site were to be developed the site should be developed in a similar style to the adjacent industrial development, i.e. development concentrated on the lower ground, and planting undertaken on the site boundaries to increase screening. The height of development should not extend above the adjacent industrial development. The existing planting on the boundary with the adjacent development is sparse. Thicker planting should be undertaken on the south-east boundary of the site to increase screening and potentially create a vegetated settlement edge. **Site is of medium landscape sensitivity. Site-specific landscape mitigation measures could include additional advanced planting on the site boundaries and limiting building heights.**

Heritage Assessment

No designated heritage assets within the 400m buffer. Whilst the HEA states that the HLC zone CHECZ 7 has little capacity to absorb change, with sensitive development, this could be accommodated on the site (Historic Environment Character Assessment 2010). **Site suitable for development in heritage terms.**

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Cheadle EM1 CH127 – Land North of New Haden Road

Minerals

Site is in Mineral Safeguarding Area for Coal and Fireclay and in Mineral Safeguarding Area for Bedrock Sand. Any application should be accompanied by a Mineral Safeguarding Statement.

Staffordshire Minerals Planning Authority: Developers should take account of the requirements of Policy SD1 (5) and investigate the potential for using in-situ minerals in construction works.

Sustainability Appraisal

Sustainability Appraisal Report June 2018

The development of new employment premises should have a significant positive effect upon the vitality and viability of the District, strengthen economic growth and support a higher level of employment within the District. Similarly, the accessibility of other services and facilities and its location away from historic assets is likely to have a positive effect. However, the development of greenfield, grade 4 ALC land and its partial location within a flood zone are likely to have a negative effect as could the ecological value of the site.

Initial HRA Screening

No Likely Significant Effects (LSEs) have been identified in relation to the preferred option site allocations in Cheadle.

Options Consultation July 2015

SCC Highways: TA required. New Haden Road would likely need improvement. Extension of Brookhouse Way may be a better access.

Historic England: Made no comments on individual sites recommended that a heritage impact assessment of sites is carried out.

Coal Authority: Staffordshire Moorlands is an area where there have been significant coal mining activities which have left a legacy. Recommend that sites are assessed to determine if there coal related hazards which require remediation and the likely impact on mineral resources. Previous coal workings do not prevent development of sites and therefore do not wish to recommend any sites are excluded from assessment on mining legacy grounds.

Public response

3 objections, 1 support

Objections

- Infrastructure - Schools
- Infrastructure - Traffic / Transport –Will increase number of HGVs in residential area & be dangerous for residents & children that play in the area. Will park in residential area causing noise disturbance – engines running. Access via a country lane.
- Infrastructure - Other
- Landscape
- Nature Conservation
- Flood Risk
- Amenity (e.g. noise, privacy, loss of light) – Noise from units.
- Scale of development
- Other – Units will be target for crime as they will be empty for long periods.

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Cheadle EM1 CH127 – Land North of New Haden Road

Footpath crosses site. Leisure facility should be protected.

Council response –

- The Highway Authority has indicated that a TA would be required and improvements would be likely along New Haden Road. If these can be resolved to an acceptable standard then development could take place.
- The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward.
- The land in question is not highlighted as significant in the Council's Landscape & Settlement Setting Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed.
- The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability. The small area of the site adjacent to the Brook is medium probability and will need to be incorporated into uses other than housing i.e. open space.
- Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.
- Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.
- The scale of development is considered appropriate and is well related to the existing settlement.
- New developments should be well designed and incorporate 'designing out crime' initiatives.

Preferred Options Consultation April 2016

SCC Transportation: Access to this site may not be suitable from New Haden Road without significant improvements but could be provided via an extension to Brookhouse Way potentially via

Cheadle

Cheadle EM1 CH127 – Land North of New Haden Road

site CH143. New cycle links into the existing advisory network should be provided as well footway links to existing footways. Assessment should include The Green/Brookhouse Way junction. The closest bus service to this site is the 31 service along the A521 at Brookhouses, which from September will operate every 2 hours between Cheadle, Blythe Bridge and Hanley. The nearest bus stop is over 700m away from the site.

SCC LLFA Officer: River Tean floodplain, upstream of Main River. Contact EA for nearest flood level and flood risk needs to be investigated to ascertain risk to site. FRA required.

Coal Authority: Welcome the fact that the site assessment documents covering the site options does identify ground instability arising from mining legacy and as such The Coal Authority supports the broad approach taken to site selection. We have no views on the actual sites chosen as this is a matter for local determination following consideration of all relevant factors.

Latest Coal Authority data 27/04/2016. Majority development high risk area, rest development low risk area.

SMDC Environmental Health: Suitable for Employment / low sensitive end use , not residential . Significant contamination issues possible due to former colliery/ opecast mine and noise nuisance issues from other buisness in the vicinity.

Public response

- Poor quality access road to this area. Why not expand by JCB in the north with better access roads.
- The two areas identified as potential employment sites do not justify the amount of housing development that is proposed for the town.
- This would be one industrial site too many on this country lane. Also footpath No 17 edges this area and needs protecting.
- Employment plans in Cheadle South on the Green Belt are totally unacceptable.

Council response –

- The Council consults with SCC Highways during Local Plan preparation. SCC Highways did not object to the allocation of this site for employment purposes; however has indicated that a TA would be required and improvements would be likely along New Haden Road. If these can be resolved to an acceptable standard then development could take place.
- JCB Leek Road premises lies in the Green Belt. Whilst Councils can allocate within the Green Belt National Planning policy is clear that this requires exceptional circumstances to justify (as compared to non-Green Belt). The Council recently completed a Green Belt Review which assessed the suitability for retention of all areas of Green Belt in the District, against the five Green Belt 'purposes' set out in the NPPF. This will be used by the Council alongside other evidence in progressing its Local Plan. The NPPF also allows for consideration of development proposals that would represent 'limited infilling', or in some cases redevelopment of 'brownfield' sites in the Green Belt.
- Councils must firstly assess their OANs (development requirements) for future land uses such as housing and employment land; and then meet these requirements, to have a sound Local Plan in place. An assessment of employment land requirements and housing requirements by NLP in February 2017 concluded that 13ha to 27ha of employment land, and 320 homes/year were required to meet the needs of the district 2014-2031. To dovetail

Cheadle

Cheadle EM1 CH127 – Land North of New Haden Road

with the housing requirement it was recommended to and agreed by Council Assembly on 08/03/17 that 27ha of employment land should be provided 2014-2031. The Council's adopted Core Strategy Policy SS3 sets out how District housing and employment requirements be 'split' across the District, including for Cheadle. This forms the basis of the housing and employment land provision for the town.

- Development proposals affecting the routes of recognised public rights of way would need to make allowance for them.
- Note that both of the preferred options employment sites Cheadle EM1 and Cheadle EM2 lie within the town development boundary; and do not fall within Green belt.
- Sites affected by mining legacy to have a policy criterion to clarify that developers should recognise mining legacy problems and demonstrate how they can be positively addressed by new development. Policy also to clarify that no development should take place over mine entries even when treated.

Preferred Options Local Plan July 2017

Statutory bodies/stakeholders:

Environment Agency:

- The north-eastern boundary of site EM1 CH127 is adjacent to the River Tean (ordinary watercourse) and appears to include Flood Zones 2 and 3. The policy should detail how a flood risk assessment will be required to establish the level of fluvial and surface water flood risk of both the site itself and potential impacts elsewhere.
- The site should be large enough to be able to manage any flood risk through the design and layout of any proposed development.

Council Response -

Agree to amend Policy wording to refer to need to submit FRA, and requirement for early discussion with EA+LLFA.

Severn Trent: Sewerage Comments

Known network constraints - The proposed development is located on land north of New Haden Road, Cheadle. The Development should be considered with CH085A, CH085B, CH085C, CH085D, and CH128 (Mobberley Strategic Development Area) as this development is slightly upstream of the Mobberley Strategic Development Area sites and flows from all sites could potentially have a negative impact on the system downstream. There is a reported flooding incident approximately 2.7KM downstream with flooding from 5 manholes into a field reported in 2014. Flows then drain straight to CHECKLEY STW located 6.6KM downstream.

Assumed Connectivity - The foul flows from the new development could connect at node SJ99429401 (225mm) or SK00420301 (225mm) which are located along the north east edge of the site. This would require laying pipe network underneath the River Tean but this option could well be easier than trying to connect at node SJ99425509 north of the site (which is on the same side of the river as the development but 300m away). From looking at the topology in the area if the connection was to be made to one of the two nodes on the other side of the River Tean then a gravity connection would probably be required. If the connection was to be made north of the site

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Cheadle EM1 CH127 – Land North of New Haden Road

then a pumped connection would be required. Further modelling analysis would be required to assess the hydraulic impact of the extra flows to the existing network from the new development.

Surface Water Disposal - There is no existing surface water system for flows from the site to drain to. However the River Tean runs along the north west edge of the development and as flows would naturally gravitate that way they could outfall there.

Potential impact on sewerage infrastructure - Medium - (subject to hydraulic modelling and consideration to the other developments mentioned in the network constraints).

Council Response - Comments noted.

Public Response: comments – 1 support, 0 object and 0 general.

Main Issues Raised:

Objections:

- Draycott Cross is of insufficient width to accommodate HGVs associated with the development.
- Proposed development will bring extra vehicle congestion and safety issues if this road is not widened. Additional cars from this new housing development will cause bottleneck at this point.
- There will need to be traffic lights or a roundabout at either end of Draycott Cross Road to assist in traffic flow and help prevent congestion.
- Proposed Brookhouse Road development will come onto an already congested road, particularly when Alton Towers is open.
- Highways improvements including road widening, traffic lights and roundabouts required to address congestion.

Support:

- Support the expansion of this existing and popular industrial estate, which provides a much more appropriate location for additional employment development than the retention of Cecily Mill.

Council response:

- The Council consults with SCC Highways during Local Plan preparation. SCC Highways did not object to the allocation of this site for employment purposes; however has indicated that a TA would be required and improvements would be likely along New Haden Road. If these can be resolved to an acceptable standard then development could take place.
- Policies T1 and DC1 require that new development should provide for safe and satisfactory access.

Local Plan Publication (Submission Version February 2018)

Refer to Staffordshire Moorlands Local Plan (Submission Version) Consultation Analysis Report May 2018.

The Omission Sites



10 The Omission Sites

Local Plan Omission Sites

10.1 Site Proformas are included for the following residential sites **not** to be taken forward into the Submission Version Local Plan:

CH075b - d

Cheadle

CH075b-d Thorley Drive

Local Plan Process

- Site suggestion from the SHLAA
- Included in the options consultation July 2015

Current Position

Site not taken forward due to:

- The Plan includes sufficient land to meet the needs of Cheadle
- Land is important to the setting of Cheadle

Key Issues

- High landscape sensitivity

Site Information

Greenfield/ brownfield	Built up area boundary/ countryside	Est. housing capacity	Area (ha)	Ownership status	Site details
Greenfield	Open countryside	230	7.6	Available	<ul style="list-style-type: none"> • Agricultural land to the east of Thorley Drive playing fields.

Studies

Evidence Base

Extended Phase 1 Habitat Survey 2015 (FID159)

Conclusion

The site has district potential to support protected species despite the majority of the area being species poor habitats. However, the site is connected to other more biodiverse habitats, has a small pond and a large quantity of trees with potential to support roosting bats and therefore as a whole is attributed regional ecological importance.

The following surveys/ actions are therefore recommended prior to any potential development works being carried out:

- Bat surveys of the trees with roosting potential
- Great crested newt survey
- Reptile survey
- Hedgerow survey
- Vegetation removal at the appropriate time of year

Landscape & Settlement Character Assessment 2008

Within important landscape setting to the settlement.

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CH075b-d Thorley Drive

Landscape, Local Green Space and Heritage Impact Study (August 2016)

CH075b - Landscape Assessment

Site comprises a field east of Cheadle, immediately south of the B5032 (Ashbourne Road). CH075a separates the site from the settlement edge. The site is partially screened by the hedgerows on the site boundaries. As the site is separated from the settlement edge it should not be developed in isolation. However as CH075a could not be developed without substantial landscape impacts, it is unlikely that the site could be developed without adversely affecting the settlement pattern and encroaching on the wider countryside. Development of the site could also potentially affect the rural approach to Cheadle, as views of development would likely be available.

Site is of high landscape sensitivity.

CH075c – Landscape Assessment

Site comprises fields to the east of Cheadle, south of residential development on Thorley Drive (separated by CH075a), and south-west of the B5032 (separated by CH075b). The site is partially screened by the hedgerows which enclose the site, and further vegetation in the surrounding area. The site is separated from the settlement edge it should not be developed in isolation. However as CH075a could not be developed without substantial landscape impacts, it is unlikely that the site could be developed without adversely affecting the settlement pattern and encroaching on the wider countryside. Development of the site could also potentially affect the rural approach to Cheadle, as views of development would likely be available.

Site is of high landscape sensitivity.

CH075d – Landscape Assessment

Site comprises a linear field on the eastern edge of Cheadle, south of residential development on Thorley Drive, and east of the Thorley Drive sports facility. The site extends south from the existing settlement edge created by development on Thorley drive to development on Millers View to the south. Due to the linear nature of the site and its connection to developed areas, it does not encroach on the surrounding countryside. The vegetation of the eastern site boundary is gappy, however screening of the site from the B5032 and footpath to the east is provided by further hedgerows on the intervening field boundaries, resulting in low visual prominence. Planting could be undertaken on the eastern and southern site boundaries in order to create a well-defined, vegetated settlement edge. The site does form part of the land which links Cecily Brook LNR to the wider countryside, and therefore consideration should be given to maintaining this link if the site were to be developed.

Site is of medium landscape sensitivity.

CH075b – Heritage Assessment

There are no designated heritage assets within the 400m buffer. Whilst the HEA states that the HLC zone CHECZ 1 has little capacity to absorb change, with sensitive development, this could be accommodated on the site (Historic Environment Character Assessment 2010).

Site suitable for development in heritage terms.

CH075c – Heritage Assessment

There is one Grade II* Listed Building within the 400m buffer. Although this is a farmhouse, its location on the urban fringe has diminished its wider rural setting to some extent. Whilst development would further encroach on this, its appreciation

Cheadle

CH075b-d Thorley Drive

within farmyard complex and its immediate rural setting would remain unchanged. Mitigation including the use of screening along the southern boundary would further reduce effects. Whilst the HEA states that the HLC zone CHECZ 1 has little capacity to absorb change, with sensitive development, this could be accommodated on the site (Historic Environment Character Assessment 2010).

Site suitable for development in heritage terms subject to appropriate masterplanning.

CH075d – Heritage Assessment

There is one Grade II* Listed Building within the 400m buffer. Although this is a farmhouse, its location on the urban fringe has diminished its wider rural setting to some extent. Whilst development would further encroach on this, its appreciation within farmyard complex and its immediate rural setting would remain unchanged. Mitigation including the use of screening along the southern boundary would further reduce effects. Whilst the HEA states that the HLC zone CHECZ 1 has little capacity to absorb change, with sensitive development, this could be accommodated on the site (Historic Environment Character Assessment 2010).

Site suitable for development in heritage terms subject to appropriate masterplanning.

Level 1 SFRA (October 2015)

All sites located in Flood Zone 1 – low probability.

Cheadle Town Centre Phase 2 Study (2017)

The Phase 2 Study predicts that in 2031 general traffic growth plus additional trips generated by new housing and employment development will cause increased queuing and delays. There is limited scope to change junction characteristics due to the historically confined road structure, however the study recommends a package of mitigation measures which could provide some additional capacity to the overall network.

Sustainability Appraisal

Sustainability Appraisal Report June 2018

CH075b – summary of overall assessment and likely significant effects.

The proposed delivery of circa 60 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services and facilities is likely to have a positive effect as could its location away from historic assets. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect, as could the site's proximity to designated assets. The site's inaccessibility to areas of existing employment is likely to have a negative effect.

CH075c – summary of overall assessment and likely significant effects.

The proposed delivery of circa 125 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services and facilities is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land and the site's proximity to designated assets is assessed as having a significant negative effect. The site's inaccessibility to areas of existing employment is likely to have a negative effect.

Cheadle

CH075b-d Thorley Drive

CH075d – summary of overall assessment and likely significant effects.

The proposed delivery of circa 45 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land and proximity to designated assets is assessed as having a significant negative effect.

Consultations

Options Consultation July 2015

Site CH075b

SCC Highways: Access for 220 dwellings will require more than one access point. May need to be combined with CH075a. Transport Assessment will need to look at junctions and access through Cheadle town centre. Acceptable subject to provision of adequate accesses and visibility splays, which may be compromised by geometry of Ashbourne Road. Mature hedge on Ashbourne road frontage which may be desirable to retain. Careful consideration of access locations required. May require speed limit extension. Pedestrian links must be considered and provided. Planning application SMD/2014/0227 has been submitted for this site.

Developer: Providence Land Ltd - Supports residential development of site.

- Would avoid Green Belt and areas of flood risk
- Could provide additional green space in the area
- Well related to settlement no significant constraints.
- Landscaping can be provided

Landowner: Supports residential development of sites CH075a and CH075b.

- Considers it is a natural extension to the Thorley Drive housing estate
- Adjacent to sports facilities
- Local facilities close by
- Local bus services connecting the area with town centre
- Considers the size of development would be more appropriate than a larger scheme (refers to previous planning application)

Public response: 7 objections

Issues raised:

Objections

- Infrastructure - Schools
- Infrastructure - Traffic / Transport – will significantly increase traffic roads already congested cannot accommodate further development, impact on emergency services using the road network. Is contrary to Core Strategy policy T1.
- Infrastructure - Other
- Landscape – Development would harm the landscape. In Landscape & Settlement Character Appraisal most of site is important to setting of Cheadle. Conflict with Core Strategy policy DC3 & NPPF chapter 11 and paragraph 17 which requires planning to protect the landscape
- Nature Conservation
- Flood Risk - Poor drainage on Millbrook estate. Potential flooding.

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- Amenity (e.g. noise, privacy, loss of light)
- Scale of development
- Listed Building / Conservation Area
- Government Policy – Harm of development is significant & demonstrable & outweighs the benefits, contrary to NPPF & Core Strategy policies T1, DC2 & C2. Development unsustainable does not conform with NPPF

Council Response

- The Highway Authority has indicated that a TA and also improvements to the highway network including Cheadle Town Centre are likely to be required. If access can be resolved to an acceptable standard then development could take place.
- The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward.
- The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known.
- New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas.
- The land in question is highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. The Study recognises the connections with other biodiverse habitats and recommends additional surveys / actions before development takes place.
- The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability.
- Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.
- Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been

Cheadle

CH075b-d Thorley Drive

determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.

- The scale of development will depend on the number of sites allocated in this particular location. Site is not as well related to settlement as other sites. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year.
- The site is not located within the Conservation Area and is not adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs.

Site CH075c

SCC Highways: CH075c is not connected to the highway. Access for 220 dwellings will require more than one access point. May need to be combined with CH075a. Transport Assessment will need to look at junctions and access through Cheadle town centre. Acceptable subject to provision of adequate accesses and visibility splays, which may be compromised by geometry of Ashbourne Road. Mature hedge on Ashbourne road frontage which may be desirable to retain. Careful consideration of access locations required. May require speed limit extension. Pedestrian links must be considered and provided. Planning application SMD/2014/0227 has been submitted for this site.

Natural England: The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.

Developer/Agent: land subject to recent planning application

Public response: 5 objections

Issues raised:

Objections

- Infrastructure - Schools
- Infrastructure - Traffic / Transport – will significantly increase traffic roads already congested cannot accommodate further development, impact on emergency services using the road network. Is contrary to Core Strategy policy T1.
- Infrastructure - Other
- Landscape – Development would harm the landscape. In Landscape & Settlement Character Appraisal most of site is important of setting of Cheadle. Conflict with Core Strategy policy DC3 & NPPF chapter 11 and paragraph 17 which requires planning to protect the landscape
- Nature Conservation
- Flood Risk
- Amenity (e.g. noise, privacy, loss of light)
- Scale of development

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CH075b-d Thorley Drive

- Government Policy – Harm of development is significant & demonstrable & outweighs the benefits, contrary to NPPF & Core Strategy policies T1, DC2 & C2. Development unsustainable does not conform with NPPF.

Council Response

- There is no direct access onto the highway and therefore access would have to be achieved through an adjacent site. The Highway Authority has indicated that a TA and also improvements to the highway network including Cheadle Town Centre are likely to be required. If access can be resolved to an acceptable standard then development could take place.
- The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward.
- The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known.
- New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas.
- The land in question is highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. The Study recognises the connections with other biodiverse habitats and recommends additional surveys / actions before development takes place.
- The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability.
- Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.
- Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.
- The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year.
- The site is not located within the Conservation Area and is not adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward.

Cheadle

CH075b-d Thorley Drive

- The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs.

Site CH075d

SCC Highways: CH075d is not connected to the highway. Access for 220 dwellings will require more than one access point. May need to be combined with CH075a. Transport Assessment will need to look at junctions and access through Cheadle town centre. Acceptable subject to provision of adequate accesses and visibility splays, which may be compromised by geometry of Ashbourne Road. Mature hedge on Ashbourne road frontage which may be desirable to retain. Careful consideration of access locations required. May require speed limit extension. Pedestrian links must be considered and provided. Planning application SMD/2014/0227 has been submitted for this site.

Developer/Agent: land is available

Public response: 5 objections

Issues raised:

Objections

- Infrastructure - Schools
- Infrastructure - Traffic / Transport – will significantly increase traffic roads already congested cannot accommodate further development, impact on emergency services using the road network. Is contrary to Core Strategy policy T1.
- Infrastructure - Other
- Landscape – Development would harm to landscape. In Landscape & Settlement Character Appraisal most of site is important to setting of Cheadle. Conflict with Core Strategy policy DC3 & NPPF chapter 11 and paragraph 17 which requires planning to protect the landscape
- Nature Conservation
- Flood Risk
- Amenity (e.g. noise, privacy, loss of light)
- Scale of development
- Government Policy – Harm of development is significant & demonstrable & outweighs the benefits, contrary to NPPF & Core Strategy policies T1, DC2 & C2. Development unsustainable does not conform with NPPF

Council Response

- There is no direct access onto the highway and therefore access would have to be achieved through an adjacent site. The Highway Authority has indicated that a TA and also improvements to the highway network including Cheadle Town Centre are likely to be required. If access can be resolved to an acceptable standard then development could take place.
- The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward.

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CH075b-d Thorley Drive

- The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known.
- New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas.
- If there is a need to provide additional playing fields in Cheadle this site is adjacent to Thorley Drive Playing Fields and existing facilities there.
- The land in question is highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed. The Study recognises the connections with other biodiverse habitats and recommends additional surveys / actions before development takes place.
- The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability.
- Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.
- Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.
- The scale of development will depend on the number of sites allocated in this particular location. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year.
- The site is not located within the Conservation Area and is not adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs.

Preferred Options Local Plan July 2017

Developer/Agent/Owner – Providence Land Ltd

- There are additional potentially suitable sites behind the Thorley Drive proposal, including SHLAA Site CHO75c which lies immediately south of approved Thorley Drive scheme. Respondent believes that the upper field of this SHLAA site would make a natural extension to approved scheme and could deliver 40 dwellings.

Cheadle

CH075b-d Thorley Drive

- A location plan showing the boundaries of this site is attached. Suggests this is considered for the next stage of the Plan strategy.
- The landowner is willing to make the site available for development and to share access and infrastructure arrangements with approved scheme.

Council Response

The Council considers that the plan includes sufficient land to meet the housing needs for Cheadle. No further allocated sites are required.

Local Plan Publication (Submission Version February 2018)

Agent: states that respondent objects to the exclusion of the remainder of SHLAA Site CH075 b/c/d in the Proposed Town Boundary. As stated in the SHLAA, CH075a is a logical extension to the existing housing. In the assessment of the suitability of CH075 b/c/d the SHLAA states that in combination these could be a possible extension to existing housing, and that they are well related to the existing settlement.

As such, the Plan is not positively prepared as it does not take account of growth potential in a sustainable location identified in the evidence base. Furthermore, it does not take account of the need for delivery of homes. This is a serious local problem but this site can perform.

In order for the Plan to be positively prepared the Cheadle Town Boundary should be amended to include SHLAA Site CH075 a/b/c/d in its entirety. This would enable the delivery of additional housing in a sustainable location in addition to the opportunities identified in the SHLAA such as providing links with existing housing and pedestrian routes. Respondent has attached a suggested amendment to the Cheadle Town Boundary.

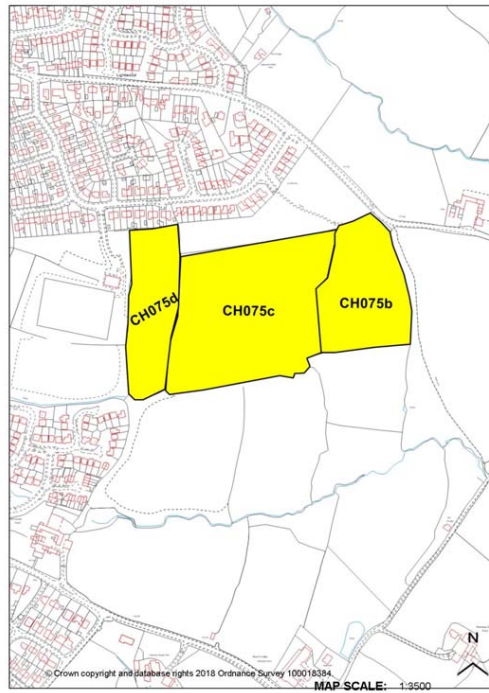
Council Response:

This area was considered at the earlier site options stage and is of high landscape sensitivity (Landscape and Settlement Character Assessment) and (Landscape, Local Green Space and Heritage Impact Study). It was not taken forward to the Preferred Option Sites and Boundaries stage.

The Council considers that the plan includes sufficient sustainable and deliverable sites to meet the housing needs for Cheadle. No amendments to the town boundary to accommodate additional allocated sites are required.

Cheadle

CH075b-d Thorley Drive



CH083

Cheadle

CH083 Land east of Abbots Hays

Local Plan Process

- Site suggestion from the SHLAA

Current Position

Site not taken forward due to:

- Site is remote from main urban area.
- Potential impact on adjacent listed building and historic landscape.

Key Issues

- Site is remote from main urban area.
- Potential impact on adjacent listed building and historic landscape.

Site Information

Greenfield/ brownfield	Built up area boundary/ countryside	Est. housing capacity	Area (ha)	Ownership status	Site details
Greenfield	Open countryside	20	0.71	Available	• Small paddock in agricultural use outside town boundary.

Evidence Base

Landscape & Settlement Character Assessment 2008

Within remnant historic landscape.

Level 1 SFRA (October 2015)

Site located in Flood Zone 1 – low probability.

Cheadle Town Centre Phase 2 Study (2017)

The Phase 2 Study predicts that in 2031 general traffic growth plus additional trips generated by new housing and employment development will cause increased queuing and delays. There is limited scope to change junction characteristics due to the historically confined road structure, however the study recommends a package of mitigation measures which could provide some additional capacity to the overall network.

Sustainability Appraisal

Sustainability Appraisal Report June 2018

The proposed delivery of circa 20 dwellings is considered to have a significant positive effect, as could the site's location outside of flood zones 2 and 3. However the site is remote from the main urban area and its lack of accessibility to a range of services and facilities is likely to have a negative effect. Similarly negative effects are likely to result from the development of a greenfield site, indicated on the predictive map of best and most versatile agricultural land as within an area where 20-60% of the land is likely to be BMV, such that development of this site could result in the loss of best and most versatile land. The site also lies within the mineral safeguarding

Cheadle

CH083 Land east of Abbots Haye

area for bedrock sand. The site's proximity to designated natural and heritage assets is likely to lead to negative effects. An applicant should be required to provide an NPPF compliant heritage statement. The site is also considered to form part of the remnant historic landscape associated with grade II* listed Hales Hall. Landscape impact and ecological assessments are required.

Consultations

Options Consultation July 2015

Landowner - Land is available for development. It has direct access with Cherry Lane and there is only Woodheadhall Farm between it and the CH080 and CH081 'potentially suitable sites'.

Council Response

Outside settlement boundary and remote from main urban area. Identified in Landscape & Settlement Character Assessment as forming part of remnant historic landscape. Impact on setting of adjoining Hales Hall (Listed Building)

NO CHANGE TO PLAN RECOMMENDED

Preferred Options Local Plan July 2017

Landowner (summary) - Of the six acres that comprise Abbot's Haye, the two acres adjacent to Cherry Lane are available for residential development. These two acres are outside the current ward boundary and are not in the Green Belt. Development of these two acres would benefit Abbot's Haye and the associated guest house business. The capital gained from this would allow for upgrades to be made to Abbot's Haye, helping it contribute to the local economy. Constructive advice on the best and most affordable way forward would be appreciated.

Council Response

Site is outside settlement boundary and remote from main urban area. Identified in the Landscape & Settlement Character Assessment as forming part of remnant historic landscape. Impact on setting of adjacent Hales Hall listed building.

Local Plan Publication (Submission Version February 2018)

Landowner: Abbot's Haye on Cherry Lane is a quality country house and has been since December 1999. Respondent has, in the past, made what might be regarded as half-hearted approaches to SMDC, regarding two of their six acres of land, of which they would like to obtain planning permission. The revenue from the development of their two acres of land would be used to bring Abbot's Haye up to scratch, enabling it to provide quality guest house accommodation well into the future.

A similar approach was allowed in the past with Woodhead Hall. Although, unlike Woodhead Hall, Abbot's Haye is not listed, respondent would like to be considered in

Cheadle

CH083 Land east of Abbots Haye

the same way. Any development would be shaped to hopefully fall in line with what is most needed in the area, but ideally in line with the quality of the development associated with Woodhead Hall. However, even though development was allowed for the benefit of Woodhead Hall, like Abbot's Haye it is not in any of the allocated development areas.

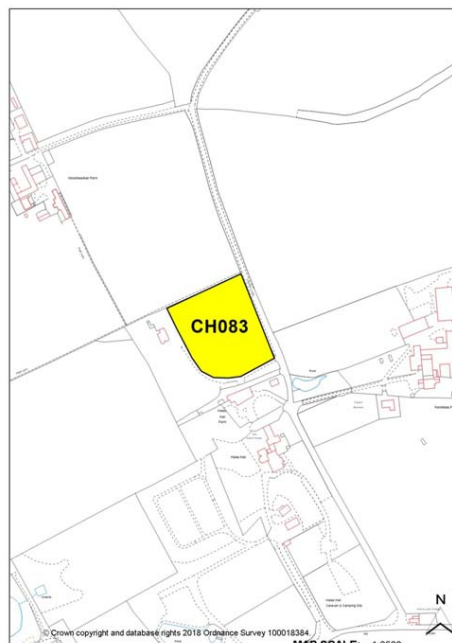
Respondent requests that the Local Plan be amended to include their two acres of land, bounding Cherry Lane, so that Abbot's Haye may be improved for the benefit of the local economy and its future. Respondent would appreciate being informed whether this is the correct place to raise their concern, with an eye to any dates which would hinder their progress with the proposed development and associated upgrade of Abbot's Haye.

The two acres of land available at Abbot's Haye should be included within the Plan, for development.

Council Response:

Abbot's Haye is outside the settlement boundary and remote from main urban area. It is identified in the Landscape & Settlement Character Assessment as forming part of remnant historic landscape and there is a potential impact on setting of adjacent Hales Hall listed building.

The site is not considered suitable as a housing allocation in the Local Plan.



CH093

Cheadle

CH093 South of Mobberley

Local Plan Process

- Site suggestion from the SHLAA
- Included in the options consultation July 2015

Current Position

Site not taken forward due to:

- Green Belt location
- Other available sites not in the Green Belt

Key Issues

- Green Belt location. Other sites available not located in the Green Belt
- Site is of high landscape sensitivity

Site Information

Greenfield/ brownfield	Built up area boundary/ countryside	Est. housing capacity	Area (ha)	Ownership status	Site details
Greenfield	Open countryside and within Green Belt	165	5.5	Available	Several agricultural fields separated by hedgerows. Slopes down to stream along western boundary.

Evidence Base

Landscape, Local Green Space and Heritage Impact Study (August 2016)

Landscape Assessment

Site to the south of Cheadle, comprising part of Mobberley Farm and the surrounding fields. The site is separated from the existing settlement edge by the sites (CH085a-d) to the north. Some screening is provided by woodland to the south, particularly when viewed from the A522, however the land rises up from the woodland and visual prominence increases. The site does not fit well within existing settlement pattern and development of the site would adversely affect the existing settlement pattern and edge, and encroach on the countryside.

Site is of high landscape sensitivity.

Heritage Assessment

There are two Grade II Listed Buildings within the 400m buffer; of which the site is part of the agricultural setting of a farm to the east of the site. As a farm, the agricultural setting is considered to contribute to the overall significance of the asset. As such, development would be likely to cause adverse effects to the asset's setting by altering its agricultural landscape. Mitigation could include restricting development to the northern part of the site, and using screening to limit intervisibility. Development in the site would change a small element of the HLC zone CHECZ 8, although as a whole, it would remain unaltered (Historic Environment Character Assessment 2010).

Site suitable for development in heritage terms, subject to appropriate masterplanning.

Cheadle

CH093 South of Mobberley

Level 1 SFRA (October 2015)

Majority of the site is located in Flood Zone 1 – low probability. Small area of southern edge falls within Flood Zone 2.

Sustainability Appraisal

Sustainability Appraisal Report June 2018

The proposed delivery of circa 165 dwellings is considered to have a significant positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect as could the site's partial location within flood zone 2. The site's proximity to historic assets is likely to have a negative effect, as could the inaccessibility of areas of existing employment.

Consultations

Options Consultation July 2015

SCC Highways: Not connected to highway. Obvious access through CH128, will require adjacent landowners to cooperate. TA required.

Natural England: The site may present a strategic site. Has a Landscape and Visual Impact Assessment been carried out? Those sites taken forward to the next stage of the process may require LVIA in order to inform the development specification for the site.

Environment Agency: Site is likely to be affected to some degree by flood risk and if taken forward will require the support of the Sequential Test and a Level 2 SFRA.

Leek and Moorlands Historic Buildings Trust: Development of CH093 (and its neighbour CH128) extends too far into open countryside, where a good group of traditional buildings currently mark the break between town and countryside.

Developer/Agent – Land available

Public response: 22 objections

Issues raised:

Objections

- Infrastructure – Schools – Need more school places. Schools already full.
- Infrastructure - Traffic / Transport - Is some distance from schools/services would increase traffic congestion. Cheadle is already congested and roads cannot cope. Traffic from Alton Towers .Need southern link road to access site, this is not feasible has been ruled out by SCC & Core Strategy Inspector Access to the site is difficult. Site bounded by railway line reinstatement of this line is feasible. Moorland & City Rail are considering opening part of line to Cresswell. Road system already inadequate.
- Infrastructure – Other – Infrastructure inadequate. Need more health services. Are already overstretched. Lack of open space.
- Landscape Wardell Armstrong Study 2008 land west of Cheadle is an area of landscape enhancement.
- Nature Conservation – Deter wildlife from the area. Abundant wildlife on site.

Cheadle

CH093 South of Mobberley

- Flood Risk Site borders River Tean, which has a history of flooding in Tean 2 miles away. Development would increase likelihood of further flooding.
- Amenity (e.g. noise, privacy, loss of light) Existing residents would be overlooked. Loss of privacy/light. Increase in noise
- Scale of development - Too many houses for Cheadle Disproportionate to infrastructure. Too far from shops & facilities.
- Listed Building / Conservation Area - Need to conserve heritage assets
- Government Policy - Contrary to NPPF.
- Other - Sites to north of Cheadle centre would balance town (provided infrastructure improved). Proposed development disproportionate to other towns. Where will the people come from Employment plans in Cheadle south are unacceptable. Cheadle will become a dormer town. Site is green belt. Should build in north & east of Cheadle. Are other suitable brownfield sites. Coal workings on site. Loss of land used by residents for recreation. Green belt land. Good agricultural land.

Support

Other - Reluctantly accept more housing has to be built. Need to protect footpaths and countryside for tourism. New residents will work outside Cheadle sites need to be close to major roads & avoid town centre which can't cope with increased traffic. Planning gain develop southern link road.

Council Response

- There is no direct access onto the highway and therefore access would have to be achieved through an adjacent site. If access can be resolved to an acceptable standard then development could take place.
- The Highway Authority confirms that site CH128 could provide access to sites CH093 and CH085a – d.
- The site is within the Green Belt. The Council has recently completed a Green Belt Review in order to assess parts of the Green Belt where minor adjustments can be made without having an impact on the function of the Green Belt as a whole (as defined in government planning guidance). This study concludes that site CH093 could be considered for release from the Green Belt.
- The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The majority of the site is within Flood Zone 1 – Low probability.
- Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.
- The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward.
- New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas.

Cheadle

CH093 South of Mobberley

- The Cheadle Transport Study has assessed the impact of proposed new development on local roads. This concludes that improvements are required and additional work will need to be undertaken to identify mitigation measures once the location of new sites is known.
- The land in question is not highlighted as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed.
- Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.
- The scale of development will depend on the number of sites allocated in this particular location. Site is not as well related to settlement as other sites. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year.
- The National Planning Policy Framework supports housing growth which meets the Council's objectively assessed housing needs.
- The land is Agricultural Class 3 Good to Moderate.
- The site is not located within the Conservation Area or adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The development boundary will be amended to incorporate any new allocations.
- The Coal Authority have confirmed that there are no issues that would prevent development of the site. Investigative work will take place in these areas prior to the commencement of any development.

Preferred Options Consultation April 2016

Agent/Landowner:

- The boundary excludes site CH093 which is a deliverable housing site. It is currently in the Green Belt and representations were made about removing this designation last year. Greater weight should have been given to those representations given the Council's strategy for Cheadle and the lack of alternative suitable sites to bring forward development quickly. The site should be taken out of the green belt and be allocated for housing with the development boundary adjusted accordingly.
- The retention of site CH093 within the green belt is not justified on functional or visual grounds. It meets none of the purposes for having this designation set out in paragraph 80 of the National Planning Policy Framework. Given the urgent need for the Council to find deliverable housing sites in the District and in Cheadle in particular this land should be taken out of the green belt and should be shown as a preferred residential site as the Plan moves forward.

Cheadle

CH093 South of Mobberley

Council Response

- CH093 was considered as part of the Green Belt Review Study and the overall impact of development on the purposes of the Green Belt was considered to be moderate.
 - Check unrestricted sprawl – contribution
 - Prevent towns merging – limited contribution
 - Safeguarding from encroachment – contribution
 - Setting of towns – contribution
- The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and although concludes that it could be considered for release, exceptional circumstances would need to be justified.
- The Landscape, Local Green Space and Heritage Impact Study considers the site to be of high landscape sensitivity. Some screening is provided by woodland to the south, particularly when viewed from the A522, however the land rises up from the woodland and visual prominence increases. The site does not fit well within existing settlement pattern and development of the site would adversely affect the existing settlement pattern and edge, and encroach on countryside.

It is considered that there are no exceptional circumstances to justify amendment of the Green Belt boundary in this location. There are other housing sites available in Cheadle not located in the Green Belt.

Preferred Options Local Plan July 2017

Agent/Landowner:

- The owners of Mobberley Farm Strategic Development Area are generally supportive of the current allocation but feel that it should be extended to include the site CH093 which should be removed from Green Belt. The justification for this would be the urgent need to address the shortfall in house building in the town which conflicts with the Council's strategy for seeing the town expand significantly.
- This part of town is a logical place for new growth - the development of the area should be optimised to support and facilitate new infrastructure.

Council Response

- CH093 was considered as part of the Green Belt Review Study and the overall impact of development on the purposes of the Green Belt was considered to be moderate.
 - Check unrestricted sprawl – contribution
 - Prevent towns merging – limited contribution
 - Safeguarding from encroachment – contribution
 - Setting of towns – contribution
- The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and although concludes that it could be considered for release, exceptional circumstances would need to be justified.
- The Landscape, Local Green Space and Heritage Impact Study considers the site to be of high landscape sensitivity. Some screening is provided by

Cheadle

CH093 South of Mobberley

woodland to the south, particularly when viewed from the A522, however the land rises up from the woodland and visual prominence increases. The site does not fit well within existing settlement pattern and development of the site would adversely affect the existing settlement pattern and edge, and encroach on countryside.

- It is considered that there are no exceptional circumstances to justify amendment of the Green Belt boundary in this location. There are other housing sites available in Cheadle not located in the Green Belt.

Local Plan Publication (Submission Version February 2018)

Agent/Landowner: The respondent expresses two concerns with regard to this paragraph. Firstly, access to the Mobberley Strategic Development Area cannot be gained from some parts of the existing road network. Access to the area can be achieved via land north of the veterinary practice which is currently in the Green Belt. Secondly, the Submission Version Plan recommends that land is taken out of the Green Belt for access to Site CH128 but not the larger site, CH093. Yet the Green Belt Review (November 2015) identifies the limited role that both sites play in the function of the Green Belt to the south west of Cheadle. It is therefore illogical to take one site out of the Green Belt and not the other, given the clear physical and easily defensible boundary to CH093 and the need for a comprehensive approach to the development of the Mobberley Farm Area.

SHLAA site CH093 should be taken out of the Green Belt and allocated for housing, as part of the Mobberley Strategic Development Area (Policy DSC3).

Council Response:

- A limited part of the Mobberley Strategic Development Area could be served by accesses through the adjacent housing estate, however comprehensive development and delivery of the site depends on another access.
- CH128 forming part of the Mobberley Strategic Development Area can provide access to the whole site. Although it is located in the Green Belt it is a small site (0.9ha) and is well related to the settlement of Cheadle.
- CH093 is a much larger site (approximately 5.5 ha) and would significantly extend into the Green Belt. Although the site could allow for an alternative access into the strategic site there are other housing sites available in Cheadle not located in the Green Belt.
- The Landscape, Local Green Space and Heritage Impact Study considers the site to be of high landscape sensitivity. Some screening is provided by woodland to the south, particularly when viewed from the A522, however the land rises up from the woodland and visual prominence increases. The site does not fit well within existing settlement pattern and development of the site would adversely affect the existing settlement pattern and edge, and encroach on countryside.

Muller Property Group:

- Following the preferred options consultation the Council's response to the consultation noted that the development boundary is not arbitrary as it lies outside of the Green Belt and within the town development boundary. Whilst it

Cheadle

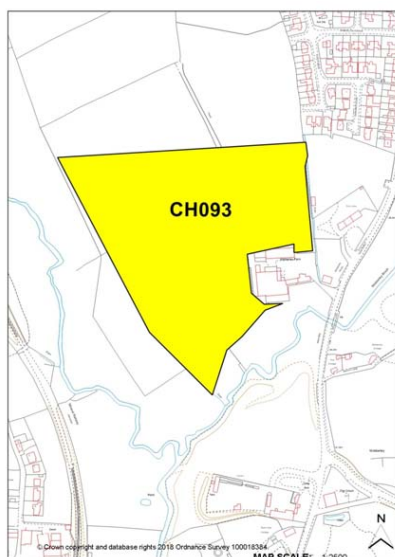
CH093 South of Mobberley

is accepted by consultee that the existing boundary provides continuity to the built form, it is not an appropriate approach given the landscape and visual sensitivities of the site.

- Extension of the boundary south would help to deliver more housing and increase likelihood of delivery as access currently requires co-operation between landowners. With regard to providing additional housing, it is noted that the Officer's response to the respondent's previous representation LPPO2532 states there is no requirement for additional housing. The respondent argues this does not comply with the NPPF which seeks for the Council to provide a more proactive and positive approach to securing residential development.

Council Response:

- The major part of the allocation lies within the town development boundary and outside the Green Belt boundary therefore the boundary is not considered arbitrary. Policy DSC 3 requires a comprehensive approach to the development of this site which will include landscaping and screening which can create a soft edge to this area.
- The area outside the town boundary is Green Belt. The NPPF states that Green Belt boundaries should only be altered in exceptional circumstances. There are not considered to be exceptional circumstances to justify taking this area out of the Green Belt and there are other housing sites available in Cheadle not located in the Green Belt.



CH165

Cheadle

CH165 Park Lane

Local Plan Process

- Site suggestion from the SHLAA
- Included in the options consultation July 2015

Current Position

Site not taken forward due to:

- Green Belt location
- Other available sites not in the Green Belt

Key Issues

- Green Belt location. Other sites available not located in the Green Belt
- Within important landscape setting
- Site too small to allocate in terms of housing capacity

Site Information

Greenfield/ brownfield	Built up area boundary/ countryside	Est. housing capacity	Area (ha)	Ownership status	Site details
Greenfield	Green Belt and Open Countryside	5	0.9	Available	Site located close to the town centre. Agent proposed limiting development to the north of the site.

Evidence Base

Landscape & Settlement Character Assessment 2008

Within important landscape setting to the settlement.

Level 1 SFRA (October 2015)

Site located in Flood Zone 1 – low probability.

Sustainability Appraisal

Sustainability Appraisal Report June 2018

The proposed delivery of circa 26 dwellings is considered to have a significant positive effect. Similarly, the site's accessibility to services, facilities and areas of existing employment is likely to have a positive effect. However, the development of greenfield, grade 3 ALC land is assessed as having a significant negative effect. The site's proximity to historic assets is likely to have a negative effect.

Consultations

Options Consultation July 2015

SCC Highways: Park Lane is a private road. It is narrow and unmade. It would need to be widened and improved over its full length to provide access to this plot.

Cheadle

CH165 Park Lane

Developer/Agent – land is available

Site should not be included as a large site and is more suitable for 4 – 6 dormer bungalows.

Public response - 14 objections

Issues raised:

Objections

- Infrastructure – Schools- Can't support increase in housing.
- Infrastructure - Traffic / Transport – Access poor along a narrow lane. Single track road with limited pavements which is main access to cemetery and is well used by people visiting cemetery Junction with Town Lane poor. Unsuitable for significant development. Would cause traffic congestion. Need to improve road infrastructure. Road floods.
- Infrastructure – Other – Infrastructure will not support development.
- Landscape – Beautiful landscape important to setting of Cheadle. Landscape & Character Assessment states site is important to setting of Cheadle.
- Nature Conservation – Wildlife would be destroyed. Are buzzards in the area.
- Flood Risk – Road floods adding to flood problems in the area.
- Amenity (e.g. noise, privacy, loss of light)
- Scale of development – Too high
- Listed Building / Conservation Area
- Government Policy – Site is green belt contrary to NPPF to develop it.

Other – Close to cemetery should be respected left in peace & quiet. Previous applications in Park Lane area in 1980s refused. Small semi rural area development is out of keeping with this. Is green belt. Would destroy rural nature of the area. One of the few places that provides residents access to the countryside without a long hike. Area popular with walkers. Wrongly classified as urban is Special Landscape Area. 26 capacity is wrong.

Council response –

- The land in question is identified as being important to the setting of the settlement in the Council's Landscape & Settlement Character Assessment. A Landscape & Visual Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The District Council is working with the County Council on the issue of school capacity. The County has determined that additional school provision would be required to support housing growth at the Primary phase of education. At this early stage in the site selection process there are a number of options for delivering school capacity dependant on the sites selected to take forward.
- New development is the main way to deliver new or improved infrastructure e.g. more residents may support more local facilities. Infrastructure needs specifically related to a new development will be provided as part of that development e.g. children's play areas.
- The Council has recently completed a Phase 1 Ecological Study for the District. This assessed sites included in the Site Options consultation. The site survey results will be used as part of the site selection process. Any other sites which come forward and are potentially suitable for development will also need to be assessed.

Cheadle

CH165 Park Lane

- The Council has recently completed a Level 1 Strategic Flood Risk Assessment for the District, the results of which are being used to inform the site selection process. The site is within Flood Zone 1 – Low probability.
- Any application would be accompanied by an FRA which would consider surface water run-off. Mitigation would be required to ensure that neighbouring areas are not affected.
- Amenity – issues such as overlooking, screening and other impacts on existing residents will be assessed in detail once a site layout has been determined at the time a planning application is received and residents will have the opportunity to comment on the content of that application.
- The scale of development is considered to be limited. Any new development taking place will be subject to design policies contained within the new Local Plan – which will be subject to public consultation next year.
- The site is not located within the Conservation Area or adjacent to any listed buildings. A Heritage Impact Assessment will be undertaken during the plan production process if the site is taken forward.
- The development boundary will be amended to incorporate any new allocations.

Preferred Options Consultation April 2016

Agent - Respondent proposes site at Nursery Close, Cheadle be put forward for residential development within the emerging Local Plan and the amendment to the Green Belt boundary and Town boundary to reflect this.

Summary of main points:

- proximity and accessibility to Cheadle High Street and other facilities nearby;
- proximity to existing built development and the northern half of the site is an infill plot amongst this existing development;
- safe and suitable vehicular access onto the site could be achieved ;
- suitable housing layout of an appropriate density and character for the area could be provided on site;
- The assessment of site CH165 is based on the development of circa 26 dwellings, therefore no account has been taken of our previous representations that promote the development of circa 5 dwellings on the northern part of the site only;
- Consider that there is a good supply of grade 3 land in the vicinity and the site itself has severely limited potential for agricultural purposes as a result of its limited size and the proximity of existing dwellings;
- Query the comment from SCC Highways that the access would need to be widened and improved as other development has taken place nearby without the need for improvements. State the low number of vehicle movements.
- Site promoted by a willing landowner and is deliverable and viable.
- Opportunities to deliver housing on previously developed land and other infill or windfall sites within Cheadle are severely limited.
- The release of land from the Green Belt is justified through an increase in the housing requirement and the release of the northern part of this site from the Green Belt is considered to be justified, effective and would be consistent with national policy.

Cheadle

CH165 Park Lane

Council Response

- CH165 was considered as part of the Green Belt Review Study and the overall impact of development on the purposes of the Green Belt was considered to be significant.
 - Check unrestricted sprawl – contribution
 - Prevent towns merging – limited contribution
 - Safeguarding from encroachment – significant contribution
 - Setting of towns – significant contribution
- The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and the recent Housing White Paper reiterates this commitment.
- Although the site is in a sustainable location close to the town centre and development would be of a much more limited scale (5 dwellings compared to an indicative 26 dwellings) the Green Belt review considers that development in this location would create an unacceptable intrusion into open countryside on rising land. It is considered that there are no exceptional circumstances to justify amendment of the Green Belt boundary in this location. There are other housing sites available in Cheadle not located in the Green Belt.
- Land is identified as important landscape setting to settlement in the LCA.

Preferred Options Local Plan July 2017

Agent in support:

- Respondent proposes the allocation of the land at Park Lane, Cheadle for housing development.
- The NPPF states that LPAs should seek to "boost significantly" the supply of housing, as well as ensure choice and competition in the market for land. The land at Park Lane should be allocated to provide an enhanced prospect of the Council meeting its full objectively assessed housing needs.
- The land at Park Lane, Cheadle is a technically sound/deliverable housing site with a willing land owner, and - despite its current Green Belt status - is in an accessible/sustainable location close to (within a short walking distance of) Cheadle Town Centre and thus also public transport connections and a wide range of local amenities.
- The allocation of this site (infill or in part) is therefore preferable to the allocation of Green Belt land elsewhere on the edge of Cheadle from an accessibility/sustainability perspective.
- The lower half of the site - which could come forward/be allocated on its own/without the balance of the site - effectively comprises an infill site mindful that it has existing development on three sides. Consultation with the owners of neighbouring properties has also established that they would have no objection to this site coming forward for housing development.

Cheadle

CH165 Park Lane

Council Response

- CH165 was considered as part of the Green Belt Review Study and the overall impact of development on the purposes of the Green Belt was considered to be significant.
 - Check unrestricted sprawl – contribution
 - Prevent towns merging – limited contribution
 - Safeguarding from encroachment – significant contribution
 - Setting of towns – significant contribution
- The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and the recent Housing White Paper reiterates this commitment.
- Although the site is in a sustainable location close to the town centre and development would be of a much more limited scale (5 dwellings compared to an indicative 26 dwellings) the Green Belt review considers that development in this location would create an unacceptable intrusion into open countryside on rising land. It is considered that there are no exceptional circumstances to justify amendment of the Green Belt boundary in this location. There are other housing sites available in Cheadle not located in the Green Belt.
- Land is identified as important landscape setting to settlement in the LCA.

Local Plan Publication (Submission Version February 2018)

Agent: Policy H2 proposes the allocation of seven sites in Cheadle (covered by Policies DSC1, DSC2 and DSC3), one of which involves a proposed amendment to the Green Belt (see Map A3.1 Cheadle). It is proposed that Policy H2 is amended to include an additional proposed housing allocation at Site CH165 (Park Lane, Cheadle). This land can provide an enhanced prospect of the Council meeting its full objectively assessed housing need.

Site CH165 is a technically sound/deliverable housing site with a willing land owner and despite its Green Belt status, is in a highly accessible and sustainable location close to (within a short walking distance of) Cheadle Town Centre. There are good public transport connections and a wide range of local amenities. The allocation of this site is therefore preferable to the allocation of land elsewhere on the edge of Cheadle (both within and outside the Green Belt) from an accessibility/sustainability perspective. Furthermore, the lower half of the site, which could come forward/be allocated on its own, effectively comprises an infill site. The landowners consultation with the owners of neighbouring properties has also established that they would have no objection to this site coming forward for housing development.

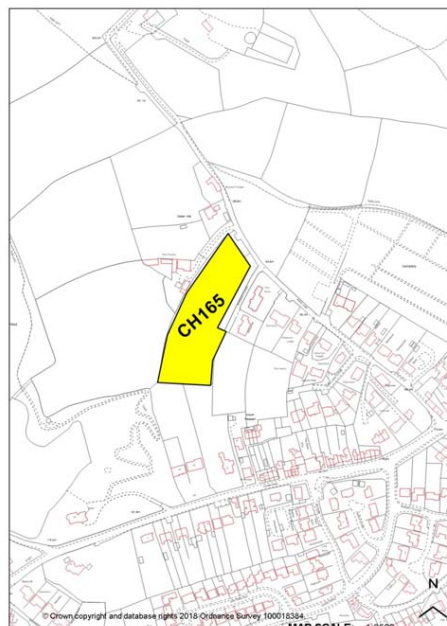
Due to the infill nature of this site, it is considered that its development would have a low impact on the purposes of including land in the Green Belt as compared to other larger and more prominent and open Green Belt alternatives that have been considered by the LPA in the past. Mindful of the site's characteristics and the form, character and appearance of the existing development adjoining the site, it is considered that it lends itself to provision of single storey dwellings (bungalows) that would suit the ageing population.

Cheadle

CH165 Park Lane

Council Response:

- CH165 was considered as part of the Green Belt Review Study and the overall impact of development on the purposes of the Green Belt was considered to be significant.
 - Check unrestricted sprawl – contribution
 - Prevent towns merging – limited contribution
 - Safeguarding from encroachment – significant contribution
 - Setting of towns – significant contribution
- The NPPF states that once established, Green Belt boundaries should only be altered in exceptional circumstances and the recent Housing White Paper reiterates this commitment.
- Although the site is in a sustainable location close to the town centre and development would be of a much more limited scale (5 dwellings compared to an indicative 26 dwellings) the Green Belt review considers that development in this location would create an unacceptable intrusion into open countryside on rising land. It is considered that there are no exceptional circumstances to justify amendment of the Green Belt boundary in this location. There are other housing sites available in Cheadle not located in the Green Belt.
- Land is identified as important landscape setting to Cheadle in the LCA.



Gypsy and Travellers Assessments



11 Gypsy and Travellers Assessments

