

# Cheshire East Local Plan

## Site Allocations and Development Policies Document

### Review of existing employment allocations [ED 12]

August 2020

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# 1. Introduction

1.1 The Cheshire East Local Plan will be made up of four key documents:

- The Local Plan Strategy (LPS) sets out the vision and overall planning strategy for the borough. It includes strategic policies and allocates strategic sites for development over the plan period to 2030.
- The Site Allocations and Development Policies Document (SADPD) is the second part of the Local Plan, and will set detailed planning policies to guide planning decisions and allocate additional sites for development to assist in meeting the overall development requirements set out in the LPS.
- The Minerals and Waste Development Plan Document (MWDPD) is the third part of the Local Plan and will set out planning policies for minerals and waste, including the identification of specific sites for these uses.
- The Crewe Station Hub Area Action Plan (CSHAAP) will set out a planning framework to manage change and support investment and development of Crewe station and the surrounding area associated with the arrival of HS2 rail in Crewe.

1.2 The LPS was adopted on 27 July 2017 and the council is working on the evidence base and draft proposals and policies for inclusion in the SADPD. Consultation on the first draft SADPD took place in Autumn 2018; and consultation on an initial Publication Draft SADPD took place in Autumn 2019. A number of studies / reports are underway or have been recently completed and it is intended to publish a Revised Publication Draft SADPD for representations in the autumn of 2020. Following this, it is intended to submit the plan, with all the representations to the Secretary of State for independent examination.

1.3 The statutory development plan for the borough also includes a number of 'saved' policies from the legacy local plans of the former districts:

- Borough of Crewe and Nantwich Local Plan;
- Congleton Borough Local Plan;
- Macclesfield Borough Local Plan;
- Cheshire Minerals Local Plan; and
- Cheshire Waste Local Plan.

1.4 LPS Policy PG 1 sets the overall development strategy, which includes a requirement for a minimum of 380 ha of land for business, general industrial and storage and distribution uses over the period 2010 to 2030. Table A.10 in Appendix A of the LPS shows a planned provision of 386.21 ha employment land over the plan period, comprising:

- take-up in the early years of the plan period (1.60 ha);
- existing employment land supply (46.67 ha);
- LPS site allocations (322.80 ha); and
- SADPD site allocations (15.14 ha).

- 1.5 The existing employment land supply forms an important component of the overall employment land provision. This supply consists of committed sites, sites under construction and allocated sites from the legacy local plans.
- 1.6 Upon adoption of the LPS in July 2017, a number of policies from the legacy local plans ceased to be 'saved' and were replaced by policies in the LPS. However, all of the policies that allocate land for employment uses in the legacy local plans continue to be 'saved' and therefore the sites allocated under these 'saved' policies continue to be allocated and continue to form part of the existing employment land supply.
- 1.7 Following adoption of the SADPD, it is intended that all remaining policies from the legacy local plans (except those related to minerals and waste) will cease to be 'saved' and therefore those employment sites allocated under the legacy local plans will cease to be allocated and will cease to form part of the existing employment land supply upon adoption of the SADPD, unless those site are reallocated under policies in the SADPD.
- 1.8 A number of these employment sites allocated in legacy local plans are considered to be valuable sites which should be retained for employment use where possible and this report reviews each of these sites to determine whether each site is suitable for continued allocation for employment uses through the SADPD.
- 1.9 In line with the definition set out in the LPS glossary, the term 'Employment Land' refers to land identified for business, general industrial, and storage and distribution uses as defined by Classes B1, B2 and B8 of the planning use classes order.

## 2. Planning policy context

- 2.1 This section reviews the relevant local and national planning policy context.

### National planning policy

#### National Planning Policy Framework

- 2.2 The National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how these are expected to be applied. The framework acts as guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications.
- 2.3 As with other forms of development, the guiding principle for employment development is the presumption in favour of sustainable development.
- 2.4 ¶18 sets out the three overarching objectives of the planning system which contribute to achieving sustainable development. The first of these is an economic objective – *“to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved*

*productivity; and by identifying and coordinating the provision of infrastructure”.*

- 2.5 The framework also includes a presumption in favour of sustainable development (¶10) and the requirement to meet objectively assessed needs for development in full (¶11).
- 2.6 ¶28 clarifies that non-strategic policies can allocate sites in local plans.
- 2.7 ¶80 requires planning policies and decisions to help create the conditions in which businesses can invest, extend and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.
- 2.8 Under ¶81(b) planning policies should set criteria, or identify strategic sites, for local and inward investment to match the strategy and to meet anticipated needs over the plan period.
- 2.9 ¶120 is of particular relevance to this review and requires that *“planning policies and decisions need to reflect changes in the demand for land. They should be informed by regular reviews of both the land allocated for development in plans, and of land availability. Where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan: they should, as part of plan updates, reallocate the land for a more deliverable use that can help to address identified needs (or, if appropriate, deallocate a site which is undeveloped)”.*

## Local planning policy

- 2.10 Cheshire East is a relatively new borough, formed as a result of local government re-organisation in 2009 by amalgamating the former districts of Macclesfield, Congleton, and Crewe & Nantwich.
- 2.11 The LPS (part 1 local plan) was adopted 27 July 2017. In advance of the part 2 (SADPD) and part 3 (MWDPD) local plans being adopted, a number of saved policies from the former districts’ local plans remain part of the statutory development plan.
- 2.12 There are also a number of made neighbourhood plans, which form part of the statutory development plan.

## Local Plan Strategy

- 2.13 The LPS sets strategic planning policies and allocates strategic sites to accommodate the majority of development requirements up to 2030.
- 2.14 Strategic Priority 1 is ‘promoting economic prosperity by creating the conditions for business growth’. One of the delivery mechanisms listed is *“providing a viable and flexible supply of quality employment land and premises, including business parks and strategic sites, to attract new and*

*innovative businesses, to enable existing businesses to grow, to bring empty plots back into economic use and to create new and retain existing jobs”.*

- 2.15 Policy PG 1 sets out the overall development strategy which states that *“provision will be made for a minimum of 380 hectares of land for business, general industrial and storage and distribution uses over the period 2010 to 2030, to support growth of the local economy”.*
- 2.16 Policy PG 2 sets out the settlement hierarchy, which comprises: principal towns; key service centres (KSCs); local service centres (LSCs); and other settlements and rural areas (OSRA).
- 2.17 In the principal towns (Crewe and Macclesfield), significant development will be encouraged to support their revitalisation, recognising their roles as the most important settlements in the borough. In the KSCs (Alsager, Congleton, Handforth, Knutsford, Middlewich, Nantwich, Poynton, Sandbach and Wilmslow), development of a scale, location and nature that recognises and reinforces the distinctiveness of each individual town will be supported to maintain their vitality and viability. In the LSCs (Alderley Edge, Audlem, Bollington, Bunbury, Chelford, Disley, Goostrey, Haslington, Holmes Chapel, Mobberley, Prestbury, Shavington and Wrenbury), small scale development to meet needs and priorities will be supported where they contribute to the creation and maintenance of sustainable communities.
- 2.18 For other settlements and rural areas, in the interests of sustainable development and the maintenance of local services, growth and investment in the other settlements should be confined to proportionate development at a scale commensurate with the function and character of the settlement and confined to locations well related to the existing built-up extent of the settlement. It may be appropriate for local needs to be met in larger settlements, dependent on location.
- 2.19 Policy EG 1 deals with economic prosperity and is supportive of proposals for employment development (use classes B1, B2 or B8) within the principal towns, key service centres and local service centres as well as on employment land allocated in the development plan.
- 2.20 Policy EG 3 is of particular relevance to this review and states: *“subject to regular review, allocated employment sites will be protected for employment use in order to maintain an adequate and flexible supply of employment land to attract new and innovative businesses, to enable existing businesses to grow and to create new and retain existing jobs.”*
- 2.21 In addition, policy EG 3 seeks to protect existing employment sites for employment use, unless causing significant nuisance or environmental problems or the site is no longer suitable or viable for employment uses. Where it can be demonstrated that there is a case for alternative development on existing employment sites, all opportunities must be explored to incorporate an element of employment development as part of a mixed-use scheme.

## Legacy local plan saved policies

2.22 Each of the legacy local plans contains some remaining 'saved' policies related to employment land allocations.

### **Congleton Borough Local Plan First Review (adopted 2005)**

2.23 Saved policy DP1 (employment sites) lists the sites allocated for industrial and business development.

### **Borough of Crewe and Nantwich Replacement Local Plan (adopted 2005)**

2.24 Employment sites in the Crewe and Nantwich plan are allocated under saved policy E.1 (existing employment allocations) and saved policy E.2 (new employment allocations).

### **Macclesfield Borough Local Plan (adopted 2004)**

2.25 Employment sites in the Macclesfield plan are allocated under a variety of saved policies: E3 (B1 business uses); E4 (general industrial development); E5 (special industries); E7 (Hurdsfield Road); and E11 (Mixed use areas).

## 3. Methodology

3.1 To inform decision-making around the inclusion of existing employment allocations in the SADPD, each site has been reviewed to determine its suitability as a continued employment allocation. The reviews take into account relevant planning factors as well as other information on availability, barriers to delivery and market attractiveness.

### Review methodology

3.2 The review has been carried out in two stages: firstly to assess whether there is a 'reasonable prospect' of the site being used for employment purposes over the plan period; and secondly to determine the suitability of each site for allocation in the SADPD using stage four of the site selection methodology (as set out in the Site Selection Methodology Report [ED 07]).

### Stage 1: Prospect of sites being used for employment

3.3 The 2012 Employment Land Review (Appendix E)<sup>1</sup> provides an assessment of a large number of existing and potential employment sites which has helped to inform the approach to strategic sites through the LPS.

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<sup>1</sup> [https://www.cheshireeast.gov.uk/planning/spatial\\_planning/research\\_and\\_evidence/employment\\_land\\_review\\_2012.aspx](https://www.cheshireeast.gov.uk/planning/spatial_planning/research_and_evidence/employment_land_review_2012.aspx)

- 3.4 This information is now a little dated. Some of the sites have been developed for employment or for alternative uses and a number have been allocated as strategic sites through the LPS.
- 3.5 The LPS is a recently adopted development plan document and there is no need for any further review of the strategic employment allocations contained within it at this time. A review of all the existing employment allocations has been carried out to determine which sites remain allocated by virtue of a legacy local plan policy and remain undeveloped, or partly undeveloped. In addition, consideration was given to any existing employment areas that contain any significant vacant development plots or cleared areas.
- 3.6 This list of undeveloped and partly undeveloped employment allocations from the legacy local plans, alongside existing employment areas with significant vacant development plots or cleared areas, provides the list of sites for review to determine their suitability for inclusion in the SADPD as employment allocations.
- 3.7 The information in the Employment Land Review proformas has been comprehensively reviewed and updated to reflect the sites currently under consideration and to provide the most up to date information available.
- 3.8 In doing so, the council's Strategic Planning Team has worked with the Economic Development Service to:
- Review planning applications for each site;
  - Research land titles on the Land Registry website to check ownership;
  - Liaise with the council's Assets department for information on council-owned sites;
  - Research owner information on MINT (Companies House data) and reviewed relevant websites;
  - Review planning constraints mapping, including flood maps, conservation areas and other constraints;
  - Review local news sources for information on various sites;
  - Review Economic Development Service data on property enquiries and market interest; and
  - Carry out site visits where appropriate.
- 3.9 The template proforma used is shown in Table 1 below.



<b>Site Name</b>	
Insert site plan	
<b>Site Address:</b>	<b>Site Ref:</b>
<b>Area:</b>	<b>Grid Ref:</b>
<b>Local Plan area:</b>	<b>Size (ha):</b>
<b>Description:</b>	
<b>Owner / agent:</b>	
<b>Current Use:</b>	
<b>Location:</b>	<b>Brownfield/Greenfield:</b>
<b>Prominence:</b>	
<b>Market Availability:</b>	
<b>Access Constraints:</b>	
<b>Distances:</b>	Motorway junction Primary Route Network Bus Stop (state location) Rail Station (state location)
<b>Surrounding area:</b>	
<b>Topography:</b>	
<b>Ground conditions:</b>	
<b>Planning status:</b>	
<b>General use:</b>	
<b>Potential market segment uses:</b>	
<b>Planning issues:</b>	
<b>Other constraints:</b>	
<b>Utilities:</b>	
<b>Other information:</b>	
<b>Serviced:</b>	
<b>Availability (years):</b>	
<b>Market Attractiveness</b>	
<b>Barriers to Delivery</b>	
<b>Overall Reasoning</b>	

**Table 1: Blank site review proforma**

3.10 Once completed, all the proformas were reviewed to assess each site's prospects for continued employment use, considering:

- Suitability in planning terms;
- Market attractiveness; and
- Barriers to delivery.

3.11 For each site, an assessment of whether there is a 'reasonable prospect' of the site being used for employment purposes over the plan period was made and a recommendation as to whether the site should go forward to stage 2 to

consider whether it is suitable for inclusion in the SADPD as an employment allocation.

## Stage 2: Suitability for allocation

3.12 Where sites were considered to have a ‘reasonable prospect’ of being used for employment purposes in stage 1, these were then assessed in a consistent way to determine their suitability of allocation, using stage four of the site selection methodology (as set out in the Site Selection Methodology Report [ED 07]). This involved site visits to all sites, completion of red / amber / green traffic light assessments, and site commentary. The sites are all existing employment allocations and none are in the Green Belt, so Green Belt Site Assessments were not required.

3.13 A summary of the traffic light criteria used is shown in Table 2 below:

	Criteria
Is the site achievable?	<ul style="list-style-type: none"> <li>• Economically viable?</li> </ul>
Is the site suitable?	<ul style="list-style-type: none"> <li>• Landscape impact?</li> <li>• Settlement character and urban form impact?</li> <li>• Strategic Green Gap?</li> <li>• Compatible neighbouring uses?</li> <li>• Highways access?</li> <li>• Highways impact?</li> <li>• Heritage assets impact?</li> <li>• Flooding/drainage issues?</li> <li>• Ecology impact?</li> <li>• Tree Preservation Orders on or immediately adjacent?</li> <li>• In an Air Quality Management Area?</li> <li>• In/adjacent to an area of mineral interest?</li> <li>• Accessibility?</li> <li>• Public transport frequency?</li> <li>• Brownfield/greenfield?</li> <li>• Agricultural land?</li> <li>• Contamination issues?</li> <li>• Employment land loss?</li> <li>• Distance to existing employment areas?</li> </ul>

**Table 2: Summary of traffic light criteria**

3.14 The full details of the assessment criteria for the traffic light assessments are set out in Appendix 2 of the Site Selection Methodology Report [ED 07].

3.15 The employment allocations considered under this stage 2 assessment (suitability for allocation) were also subject to Sustainability Appraisal and Habitats Regulations Assessment. A separate Revised Publication Draft SADPD Sustainability Appraisal [ED 03] and Habitats Regulations Assessment [ED 04] will be published for consultation alongside the Revised Publication Draft SADPD.

3.16 Following consideration of the information gathered under this stage 2 assessment, a recommendation has been made as to which sites are considered suitable for inclusion in the SADPD as continued employment allocations.

## 4. Review of existing employment allocations

### Stage 1: Prospect of sites being used for employment

4.1 The sites identified for consideration under this review are shown in Table 3 below.

Ref	Site	Town	Size (ha)
01	E.1.3 Weston Interchange	Crewe	0.60
02	E.1.1 Meadow Bridge, Crewe Gateway	Crewe	0.43
03	E.1.1 Land east of University Way (Apollo Park)	Crewe	1.55
04	E.1.1 Area B, east of University Way	Crewe	2.31
05	E7 Hurdsfield Road	Macclesfield	1.33
06	E3 61 MU (former Airparks) site	Handforth	4.92
07	E3/E4 Land rear of Handforth Dean Retail Park	Handforth	2.64
08	M2 New Farm, Centura Foods	Middlewich	7.83
09	M1 Brooks Lane, Road Beta	Middlewich	5.40
10	Land adjacent to Lowerhouse Mills, east of Albert Road	Bollington	1.57
11	Land west of Manor Lane	Holmes Chapel	2.30
12	Land at Faulkner Drive	Middlewich	7.05

**Table 3: Stage 1 sites considered in this review**

4.2 Proformas for each of these sites are included at Appendix A.

### Stage 1 recommendations

4.3 Each site has been considered and stage 1 recommendations are presented in Table 4 below.

Ref and Site	Suitability in planning terms	Market attractiveness	Barriers to delivery	Prospects of use for employment purposes during the plan period	Recommendation
01 Weston Interchange	Cleared brownfield site within a major employment area. Sustainable location with good road access. Highly suitable for a variety of employment uses.	Attractive location in a successful employment area close to rail links as well as the new Crewe Green link road and M6 motorway. There are businesses known to be seeking similar sites in Crewe and there was significant interest in the site when marketed in 2017.	The site was purchased by Cheshire East Council in 2017 and there are no plans to bring it forward for development in the immediate future; it is a medium-term prospect. Part of the site is identified for the preferred route of the Southern Link Road bridge as set out in the Publication Draft Crewe Hub Area Action Plan.	The remaining part of the site is likely to be developed in the medium term, particularly with the arrival of HS2 and improved road links via the proposed Southern Link Road Bridge..	Consider suitability for allocation under stage 2.
02 Meadow Bridge, Crewe Gateway	Vacant plot within an existing business park; has an expired consent for B1a office development. It is in a sustainable location with good access. Suitable for B1 uses.	Attractive location in a successful employment area with good links to the road network and the M6 motorway. There are businesses known to be seeking similar sites in Crewe.	The site is owned by Swansway Garages Ltd and is understood to be intended for development for office functions, but the site is not currently available and is used for vehicle storage.	The site is in a good employment area and there is likely to be redevelopment of some adjacent sites given the departure of MMU from Crewe. There is a reasonable prospect of the site being used for employment purposes.	Consider suitability for allocation under stage 2.
03 Remaining land east of University Way (Apollo Park)	Greenfield site on the edge of an existing modern employment area; 5 industrial and warehouse units have recently been constructed on the wider site. The wider site is in a sustainable location with good access and suitable for a variety of employment uses. However, this remaining land is within	The units developed on the wider site are modern and high specification. There has been much interest in the site and it is understood that demand for these units is high. Attractive locations in a successful employment area with good links to the road network and the M6 motorway	The remaining land is not suitable for further development.	Very limited – the remaining land is not suitable for further development.	Do not retain as an employment allocation in the local plan.

Ref and Site	Suitability in planning terms	Market attractiveness	Barriers to delivery	Prospects of use for employment purposes during the plan period	Recommendation
	Flood Zone 3, extensively wooded, with ponds and a large part of the site is an ecological buffer zone to the brook. It is unlikely to be suitable for further development.				
04 Area B, east of University Way	Greenfield site on the edge of an existing modern employment area, with modern industrial and warehouse units recently constructed on land immediately to the south. This is a sustainable location with good access. It has an expired consent for B1a office development and would be suitable for a variety of employment uses although B2 uses would need to take account of nearby properties at Crewe Green.	The site is in a successful employment area with good links to the road network and the M6 motorway. It has good prominence and a dedicated access point already in place. There are businesses known to be seeking similar sites in Crewe.	The site has consent for an A1 retail foodstore, which is now under construction.	The site is suitable for a variety of employment uses, in a good location with healthy demand. The adjacent site has recently been developed and if this site were made available for development, there is a good prospect of it being used for employment purposes. However, it is now under construction for an A1 retail foodstore and will therefore come forwards for that purpose instead.	Do not retain as an employment allocation in the local plan.
05 Hurdsfield Road	The site is in a mixed area with commercial, retail and residential uses in relatively close proximity and it is adjacent to the A523. It is in a sustainable location with good road access and currently in use as a council depot and recycling centre. It is	The site is well located to Macclesfield town centre and rail station and has good road access to the A523 and A537. It has frontage to the A523 although is currently screened by vegetation. It is an attractive location for light industrial or office	The site is currently occupied by the council depot but it is intended that this use will cease in the short – medium term with marketing for employment purposes to commence afterwards.	The site is suitable for a variety of employment uses, in a good location in close proximity to Macclesfield town centre. When made available for development, there is a good prospect of it being used for employment purposes.	Consider suitability for allocation under stage 2.

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Ref and Site	Suitability in planning terms	Market attractiveness	Barriers to delivery	Prospects of use for employment purposes during the plan period	Recommendation
	suitable for a variety of employment uses although B2 uses would need to consider the nearby residential properties.	uses.			
06 61 MU (former Airparks) site	The site is a cleared brownfield site within an existing industrial and commercial area. The site has sustainable transport links and has excellent road links to the A34 and the new A555, which give direct access to Manchester Airport and the Airport City Enterprise Zone (5 minutes by car), with the M56 just beyond. The site is suitable for a variety of employment uses.	Large site in a very good location in a prominent employment area. Frontage to the A34 with dedicated access already in place. New road links to Manchester Airport and Airport City Enterprise zone have increased its attractiveness further. Is likely to generate significant interest if put back on the market for employment purposes. Likely to be particularly attractive for urban logistics, which require locations close to the main road network in urban areas.	The site gained planning consents for retail uses which were subject to call-in by the Secretary of State and considered by a planning inquiry. The Secretary of State has now issued refusals for these retail schemes (on 12 June 2019). Whilst the planning inquiry found the site to be suitable for employment uses, it also found that the particular employment scheme considered would have been economically unviable given the type of development considered; design issues; floorspace/density; build costs; rents; and land value. At the time of the inquiry, the council had sold the site to CPG subject to contract but it now remains in the council's ownership.	It is considered that there are excellent prospects for the site to be used for employment purposes during the plan period. Whilst the form of development considered at the planning inquiry would have been unviable, it is considered that viability is likely to improve over the plan period, given the site's location, excellent transport links and extensive development planning nearby (at the North Cheshire Garden Village). As the landowner, the council also has some degree of influence over the viability due to the land value.	Consider suitability for allocation under stage 2.
07 Land rear of Handforth Dean Retail Park	Vacant greenfield infill site within an existing industrial and commercial area with an expired permission for	Attractive site in a popular employment location, with good road links. There are known to be companies	The site is owned by Tesco Stores PLC and there are current (undetermined) planning applications for car	The site is suitable for a variety of employment uses in a popular employment location with	Consider suitability for allocation under stage 2.

Ref and Site	Suitability in planning terms	Market attractiveness	Barriers to delivery	Prospects of use for employment purposes during the plan period	Recommendation
	light industrial units. The site has sustainable transport links and good road links to the A34 and A555, giving easy access to Manchester Airport and the Airport City Enterprise Zone, with the M56 just beyond. The site is suitable for a variety of employment uses.	actively looking for this type of site.	parking associated with nearby retail uses and a car showroom on parts of the site. The site is not currently available for B1/B2/B8 employment uses.	good access. When brought to the market for employment purposes, there are good prospects for the site being used for such purposes.	
08 New Farm, Centura Foods	Partly cleared former industrial site adjacent to other industrial sites. There are likely contamination issues but the site would be suitable for a variety of industrial and logistics uses.	Good location for industrial and logistics uses. Access to the M6 motorway via the A533 / A54 will be improved on completion of the Middlewich Eastern Bypass. There are known companies seeking to expand or relocate in this area that cannot be accommodated on nearby developments due to the size and / or type of industrial uses required.	The site is not currently available and there are likely contamination issues. The proximity to the British Salt complex will limit the types of employment use.	If the contamination issues can be addressed then there is a good prospect that the site would be used for employment purposes when brought to the market.	Consider suitability for allocation under stage 2.
09 Brooks Lane, Road Beta	The site is an existing industrial and warehouse area but significantly underused with redevelopment potential. It forms part of the Brooks Lane Strategic Location in the LPS (LPS 43). It would be suitable for continued	The site is in an existing industrial / commercial area although tucked away from view and road access could be better. However, there is a demand in this area for industrial and distribution uses.	The site is in multiple ownerships with a generally poor surrounding environmental quality. There are currently proposals to develop the western and southern sections of the site for mixed-use including residential, commercial, retail,	If the site could be assembled and cleared and marketed for employment uses, there is a reasonable prospect of it being used for that purpose. However, there are challenges to achieving this and the LPS	Proposals for the wider Brooks Lane Strategic Location should be informed by the masterplanning approach and included as a mixed-use allocation in the local plan. Do not retain as an employment allocation in

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Ref and Site	Suitability in planning terms	Market attractiveness	Barriers to delivery	Prospects of use for employment purposes during the plan period	Recommendation
	employment use but there may well be alternative opportunities that arise through the masterplanning approach advocated by the LPS.		cafés, a marina and other ancillary works.	seeks to follow a masterplanning approach to inform site proposals.	the local plan.
10 Land adjacent to Lowerhouse Mills, east of Albert Road	This greenfield site is located behind an existing small industrial area and has an expired consent for 16 small industrial units. Access is via Albert Road and fairly narrow which may limit the types of use that could be accommodated. Parts of the site are within Flood Zones 2 & 3. The site would be suitable for small industrial / commercial units.	The site is rather distant from the main industrial and commercial property markets, tucked away from view with fairly restricted access. Demand for industrial and commercial premises in Bollington is fairly limited.	The restricted market in Bollington and lack of demand for new industrial units; prominence and location. There has been an application for residential development which the council was minded to approve subject to signing of a s106 agreement but the application was withdrawn in 2018. A revised application for residential development is now under consideration.	The site was previously marketed for a number of years but lack of a market in the local area and the site constraints mean that prospects for the site being used for employment purposes are relatively limited.	Do not retain as an employment allocation in the local plan.
11 Land west of Manor Lane	This site is a largely cleared former business park within an established industrial and commercial area. It has a hybrid full /outline consent for comprehensive redevelopment for predominantly B1/B2/B8 uses. A previous application for residential development was refused, partly due to the impact on	The site is in an established industrial and commercial area with relatively good links to the motorway network and the local supply of employment land and premises is very constrained. It would make an ideal office / light industrial / general industrial location.	None. The consented units are under construction and are currently being marketed.	Holmes Chapel has a high level of planned housing development with a number of sites committed or under construction but has a very constrained employment land supply. This site is in an attractive location for employment. It is consented and being marketed and there is an excellent prospect of it being used for such	Consider suitability for allocation under stage 2.



Ref and Site	Suitability in planning terms	Market attractiveness	Barriers to delivery	Prospects of use for employment purposes during the plan period	Recommendation
	<p>the Jodrell Bank Observatory but it is understood that industrial and commercial premises do not give rise to the same issues of interference as residential. The site is suitable for a variety of employment uses, particularly light industry and offices.</p>			<p>purposes.</p>	
<p>12 Land at Faulkner Drive</p>	<p>These are vacant sites within the existing British Salt industrial complex. They are currently allocated in the Congleton Local Plan as owner specific expansion land and it is considered that they would be suitable for general industry or storage uses.</p>	<p>The site is not available to the general market but the operations at the existing British Salt site are reliant upon the ability to develop flexibly over the plan period.</p>	<p>The land is within the British Salt industrial complex and is effectively reserved for owner-specific expansion land.</p>	<p>British Salt made representations to the first draft SADPD and consider that greater flexibility should be afforded to British Salt to be able to expand their business within their existing land holding, be that directly or indirectly related to their existing business uses. Whilst the site is not available to the general market, it is clear that there is a reasonable prospect that it will be required for British Salt during the plan period.</p>	<p>Consider suitability for allocation under stage 2.</p>

**Table 4: Stage 1 site recommendations**

## Stage 2: Suitability for allocation

4.4 The sites to be considered for their suitability for allocation under stage 2 are shown in Table 5 below.

Ref	Site	Town	Size (ha)
01	E.1.3 Weston Interchange	Crewe	0.60
02	E.1.1 Meadow Bridge, Crewe Gateway	Crewe	0.43
05	E7 Hurdsfield Road	Macclesfield	1.33
06	E3 61 MU (former Airparks) site	Handforth	4.92
07	E3/E4 Land rear of Handforth Dean Retail Park	Handforth	2.64
08	M2 New Farm, Centura Foods	Middlewich	7.83
11	Land west of Manor Lane	Holmes Chapel	2.30
12	Land at Faulkner Drive	Middlewich	7.05

**Table 5: Stage 2 sites considered in this review**

4.5 Traffic light assessments for each of these sites are included at Appendix B.

### Stage 2 recommendations

4.6 Each site has been considered and stage 2 recommendations are presented in Table 6 below.

4.7 Under the Habitats Regulations Assessment, it is considered that these potential employment sites are of sufficient distance away from their respective nearest European sites that no hydrological or air quality impacts are anticipated as a result of these potential developments. Furthermore, no recreational pressures are anticipated as a result of the increased employment provision.

Ref	Site	Traffic Light Assessment	Recommendation
01	Weston Interchange	Overall, this site performs well through the assessment process. It is in an accessible location within the urban area of Crewe in close proximity to the railway station. The majority of the traffic light criteria are green and it is considered that suitable mitigation measures could be put in place to address those that are amber. The site does not score red for any of the criteria.	Retain as an employment allocation in the local plan.
02	Meadow Bridge, Crewe Gateway	Overall, this site performs well through the assessment process. It is in an accessible location within the urban area of Crewe. The majority of the traffic light criteria are green and it is considered that suitable mitigation measures could be put in place to address those that are amber. The site does not score red for any of the criteria.	Retain as an employment allocation in the local plan.

05	Hurdsfield Road	Overall, this site performs well through the assessment process. It is in an accessible location within the urban area of Macclesfield in close proximity to the town centre and railway station. The majority of the traffic light criteria are green and it is considered that suitable mitigation measures could be put in place to address those that are amber. The site scores red for contamination issues as the area includes a former mill and gas works; therefore a phase 1 and phase 2 contaminated land assessment would be required to accompany any future planning application.	Retain as an employment allocation in the local plan.
06	61 MU (former Airparks) site	Overall, this site performs well through the assessment process. It is in an accessible location within an existing industrial and commercial area of Handforth. The majority of the traffic light criteria are green and it is considered that suitable mitigation measures could be put in place to address those that are amber. The site scores red for contamination issues as it is part of a former MOD site with known radiological issues; therefore a phase 1 and phase 2 contaminated land assessment would be required to accompany any future planning application. Whilst viability may have been an issue, this is likely to improve during the plan period given the site's location, excellent transport links and extensive development planned nearby at the North Cheshire Garden Village. As landowner, the council retains some influence over the site's viability.	Retain as an employment allocation in the local plan.
07	Land rear of Handforth Dean Retail Park	Overall, this site performs well through the assessment process. It is in an accessible location within an existing industrial and commercial area of Handforth. The majority of the traffic light criteria are green and it is considered that suitable mitigation measures could be put in place to address those that are amber. The site scores red for brownfield / greenfield as it is a greenfield site; however it is an existing employment allocation within the urban area.	Retain as an employment allocation in the local plan.
08	New Farm, Centura Foods	Overall, this site performs relatively well through the assessment process. It is on the edge of Middlewich and is not in such an accessible location as some of the other sites. It is within the existing settlement boundary of Middlewich. All of the traffic light criteria are amber or green and it is considered that suitable mitigation measures could be put in place to address those that are amber. The site does not score red for any of the criteria.	Retain as an employment allocation in the local plan.

11	Land west of Manor Lane	Overall, this site performs well through the assessment process. It is in an accessible location within the urban area of Holmes Chapel in close proximity to the railway station. The majority of the traffic light criteria are green and it is considered that suitable mitigation measures could be put in place to address those that are amber. The site does not score red for any of the criteria.	Retain as an employment site by allocation in the local plan.
12	Land at Faulkner Drive	Overall, this site performs relatively well through the assessment process. It is on the edge of Middlewich and is not in such an accessible location as some of the other sites. It is within the existing settlement boundary of Middlewich. The majority of the traffic light criteria are amber or green and it is considered that suitable mitigation measures could be put in place to address those that are amber. There are some concerns regarding the ecological value of the site and an ecological survey will be required to establish the value of the existing habitats on site in advance of development proposals coming forward.	Retain as an employment allocation in the local plan.

**Table 6: Stage 2 site recommendations**

## 5. Conclusions

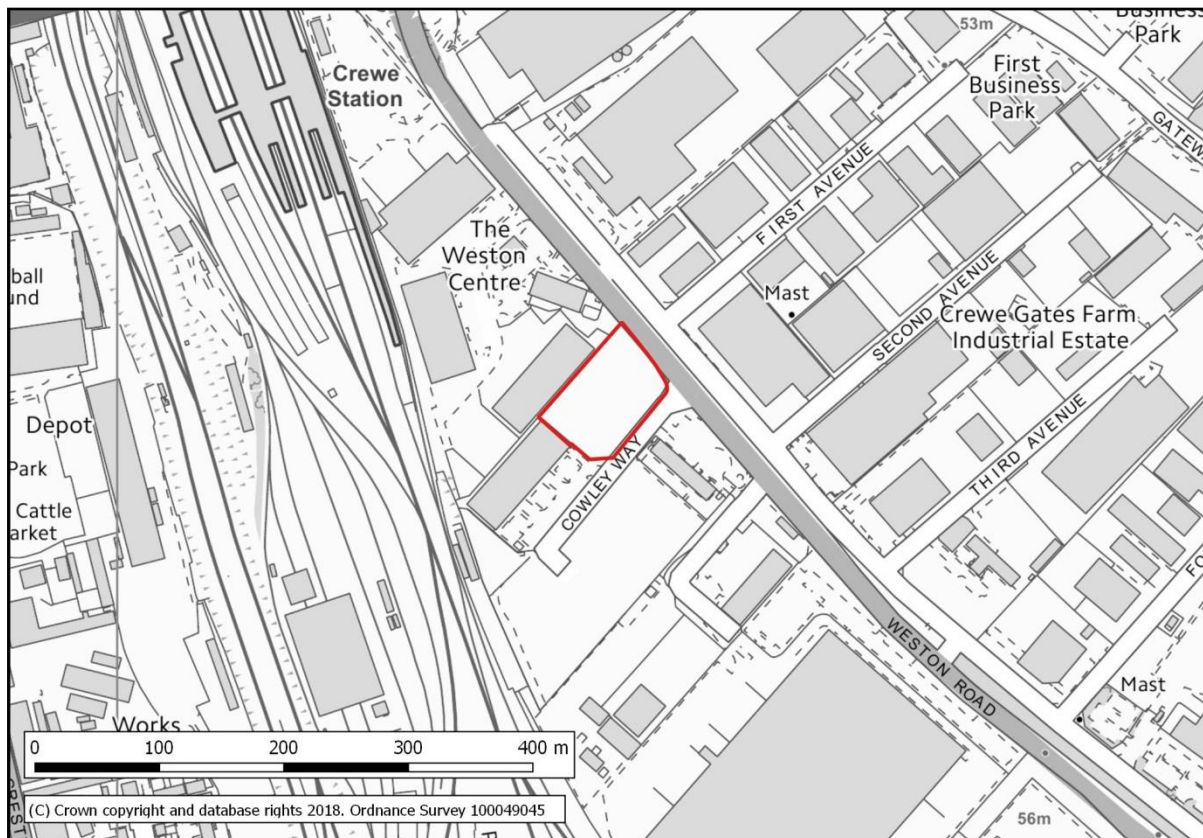
- 5.1 Each of the 12 identified sites has been assessed, considering planning factors, market attractiveness and barriers to delivery.
- 5.2 The following sites are considered to be suitable for continued employment use, have a reasonable prospect of being used for that purpose over the plan period and be suitable for allocation in the SADPD:
- 01 Weston Interchange;
  - 02 Meadow Bridge, Crewe Gateway;
  - 05 Hurdsfield Road;
  - 06 61 MU (former Airparks)
  - 07 Land rear of Handforth Dean Retail Park;
  - 08 New Farm, Centura Foods;
  - 11 Land west of Manor Lane; and
  - 12 Land at Faulkner Drive
- 5.3 Each of these sites should be considered for allocation for employment uses in the local plan through the SADPD.
- 5.4 Site 03 (remaining land east of University Way – Apollo Park) is a small left over area of a wider employment site. Whilst the wider site is suitable for employment uses, and has recently been developed for such, the remaining area is heavily constrained by flood risk, trees, a pond and ecology issues.

Therefore, it is unlikely to be suitable for further development and the SADPD should consider not including the site as an employment allocation.

- 5.5 Site 04 (Area B, east of University Way) is considered to be a good employment site, in an excellent location that is highly suitable for employment uses. However, the site is now under construction for an A1 retail use and therefore will not come forwards for employment development. Consequently, the SADPD should consider not including the site as an employment allocation.
- 5.6 Whilst site 09 (Brooks Lane / Road Beta) may be suitable for employment uses, there are a number of challenges to its delivery. It is included as part of the Brooks Lane Strategic Location in the LPS which envisages a mixed-use development coming forward through a masterplan-led approach. As such, it may not be appropriate to consider the site for purely employment purposes in the SADPD and it should be considered for a mixed-use allocation in line with Policy LPS 43 (Brooks Lane Strategic Location).
- 5.7 The prospects for site 10 (Land adjacent to Lowerhouse Mills, east of Albert Road) to be used for employment during the plan period are limited and consideration should be given to whether it is appropriate to continue its employment designation in the SADPD.

# Appendix A: Stage 1 site review proformas

## 01 Weston Interchange

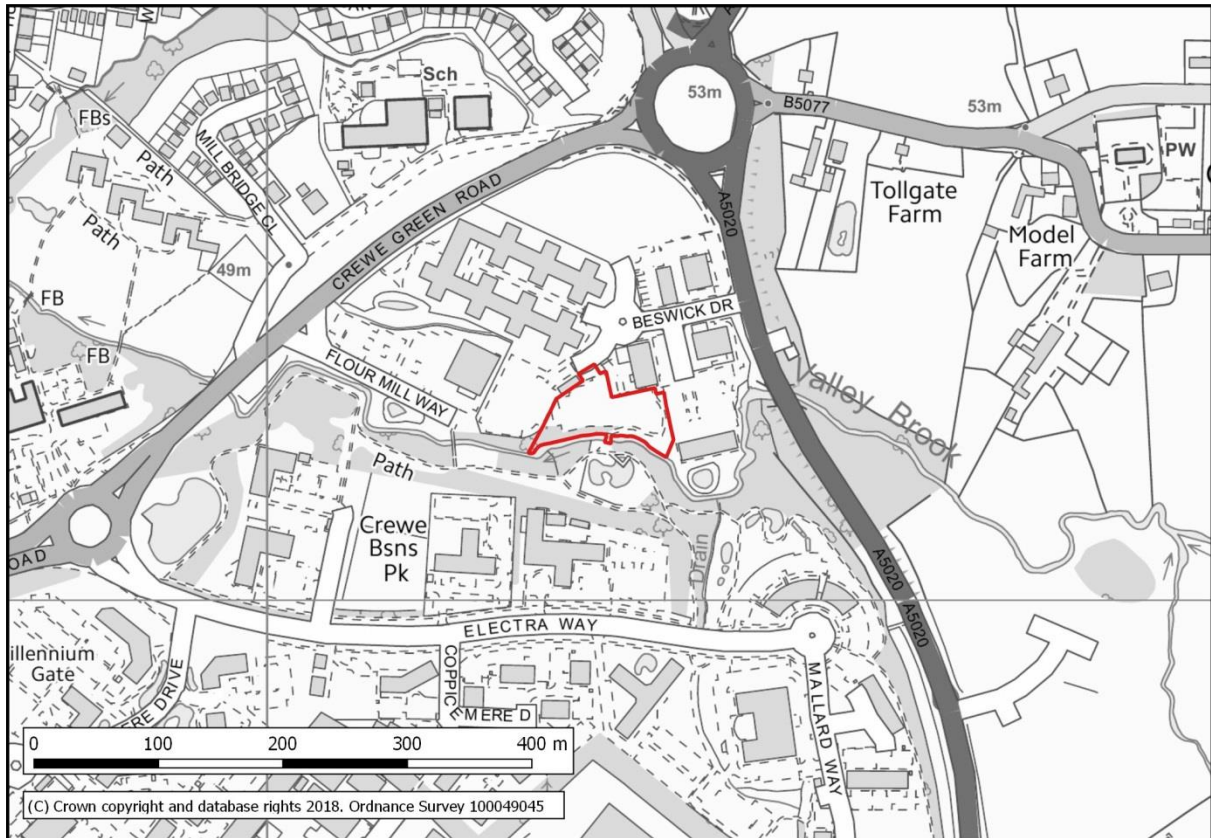


<b>Site Address:</b>	Cowley Way	<b>Site Ref:</b>	01
<b>Area:</b>	Crewe	<b>Grid Ref:</b>	371393, 354465
<b>Local Plan area:</b>	Crewe & Nantwich	<b>Size (ha):</b>	0.60
<b>Description:</b>	Cleared brownfield site		
<b>Owner / agent:</b>	Cheshire East Council		
<b>Current Use:</b>	Vacant		
<b>Location:</b>	In settlement	<b>Brownfield/Greenfield:</b>	Brownfield
<b>Prominence:</b>	Good – frontage to Weston Road A532		
<b>Market Availability:</b>	Not currently available		
<b>Access Constraints:</b>	None		

<b>Distances:</b>	Motorway junction (M6 J16) Primary Route Network (A532) Bus Stop (Weston Road) Rail Station (Crewe)	7 km Adjacent 100m <0.5 km
<b>Surrounding area:</b>	Existing industrial and commercial area	
<b>Topography:</b>	Flat	
<b>Ground conditions:</b>	Unknown	
<b>Planning status:</b>	Allocated site for employment use. Part of the site is identified as part the preferred route option for the Southern Link Road Bridge in the Publication Draft Crewe Hub Area Action Plan.	
<b>General use:</b>	General industry; light industry; office	
<b>Potential market segment uses:</b>	Established or potential office location General industrial / business area Incubator / SME cluster site Recycling / environmental industries site	
<b>Planning issues:</b>	None	
<b>Other constraints:</b>	None known	
<b>Utilities:</b>	Assumed all available	
<b>Other information:</b>		
<b>Serviced:</b>	Yes	
<b>Availability (years):</b>	Medium to longer term prospect linked with HS2	
<b>Market Attractiveness</b>	The site is in a successful employment area which has already attracted a range of major businesses requiring office, general industrial and distribution (B1, B2 and B8) premises. It is also in an ideal attractive location close to the new Crewe Green Link Road and the M6 motorway.	
<b>Barriers to Delivery</b>	Site is not currently available.	
<b>Overall Reasoning</b>	A lot of interest was shown in the site, when it was marketed in 2017 and we also have a large number of Cheshire East and other businesses looking for similar sites in Crewe to expand or relocate their businesses too.	



## 02 Meadow Bridge, Crewe Gateway

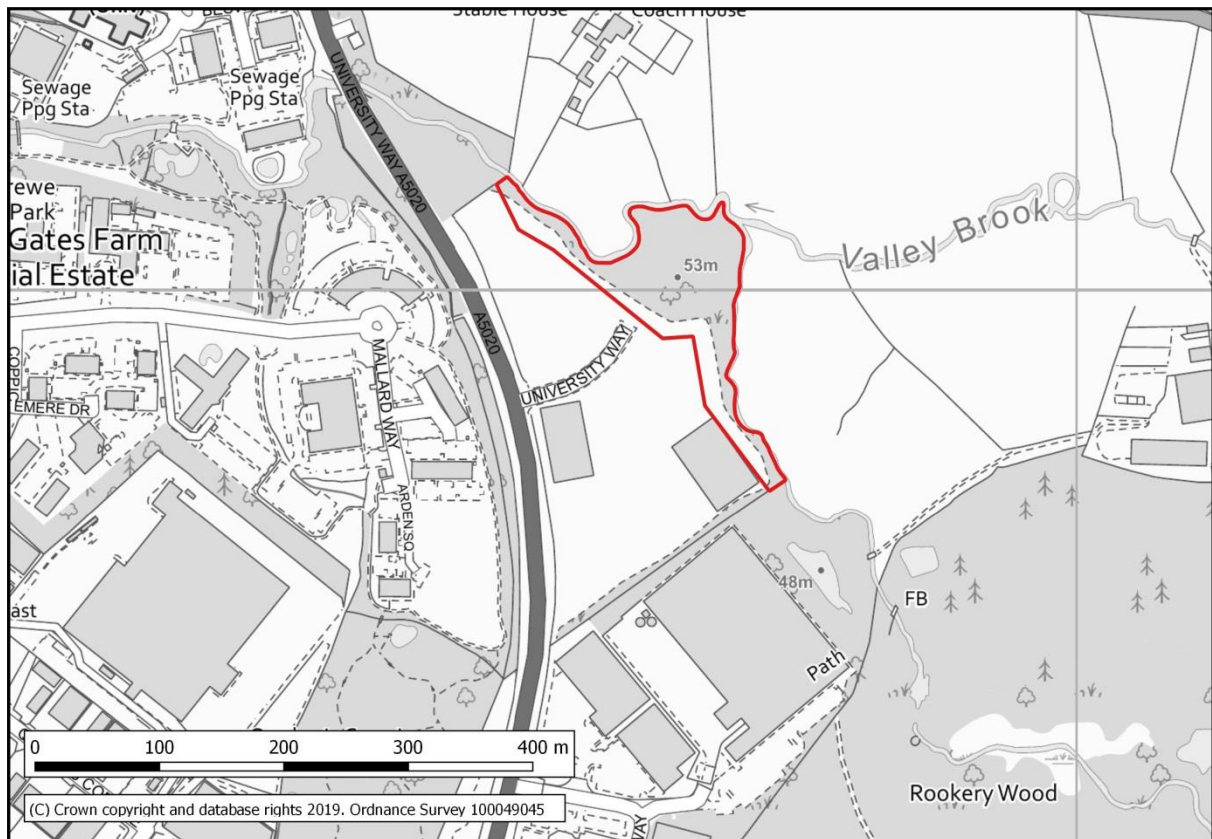


<b>Site Address:</b>	Beswick Drive	<b>Site Ref:</b>	02
<b>Area:</b>	Crewe	<b>Grid Ref:</b>	372273, 355149
<b>Local Plan area:</b>	Crewe & Nantwich	<b>Size (ha):</b>	0.43
<b>Description:</b>	Vacant plot within existing business park		
<b>Owner / agent:</b>	Swansway Garages Ltd		
<b>Current Use:</b>	In use for new car storage		
<b>Location:</b>	In settlement	<b>Brownfield/Greenfield:</b>	Brownfield
<b>Prominence:</b>	Reasonable – towards the rear of a major estate		
<b>Market Availability:</b>	It is understood that the site is intended for the Swansway Group and is not being marketed.		
<b>Access Constraints:</b>	None		
<b>Distances:</b>	Motorway junction (M6 J16)	8 km	
	Primary Route Network (A5020)	Adjacent	
	Bus Stop (Crewe Green Road)	300m	
	Rail Station (Crewe)	<2 km	



<b>Surrounding area:</b>	Existing varied commercial area. Site bounded by student accommodation, small retail development, public house, Travelodge and leisure complex. To the south is Valley Brook with Crewe Business Park beyond.
<b>Topography:</b>	Reasonably flat with land sloping away to the southern edge
<b>Ground conditions:</b>	Assumed OK.
<b>Planning status:</b>	Allocated employment with expired consent for B1a office development (14/0372N)
<b>General use:</b>	Office; light industry
<b>Potential market segment uses:</b>	Established or potential office location Research and technology / science park Incubator / SME cluster site
<b>Planning issues:</b>	None
<b>Other constraints:</b>	Flood zone; Tree Preservation Order trees
<b>Utilities:</b>	Assumed all available
<b>Other information:</b>	
<b>Serviced:</b>	Yes
<b>Availability (years):</b>	Not currently on the market
<b>Market Attractiveness</b>	The site is in a successful employment area, close to a range of major business parks, e.g. Crewe Business Park, Apollo Park and Orion Park, which have already attracted major businesses requiring office, general industrial and distribution (B1, B2 and B8) premises. It is also in an ideal attractive location close to the new Crewe Green Link Road and the M6 motorway.
<b>Barriers to Delivery</b>	Not currently on the market.
<b>Overall Reasoning</b>	We have a large number of Cheshire East businesses and other investors looking for similar sites in Crewe to expand or relocate their businesses too.

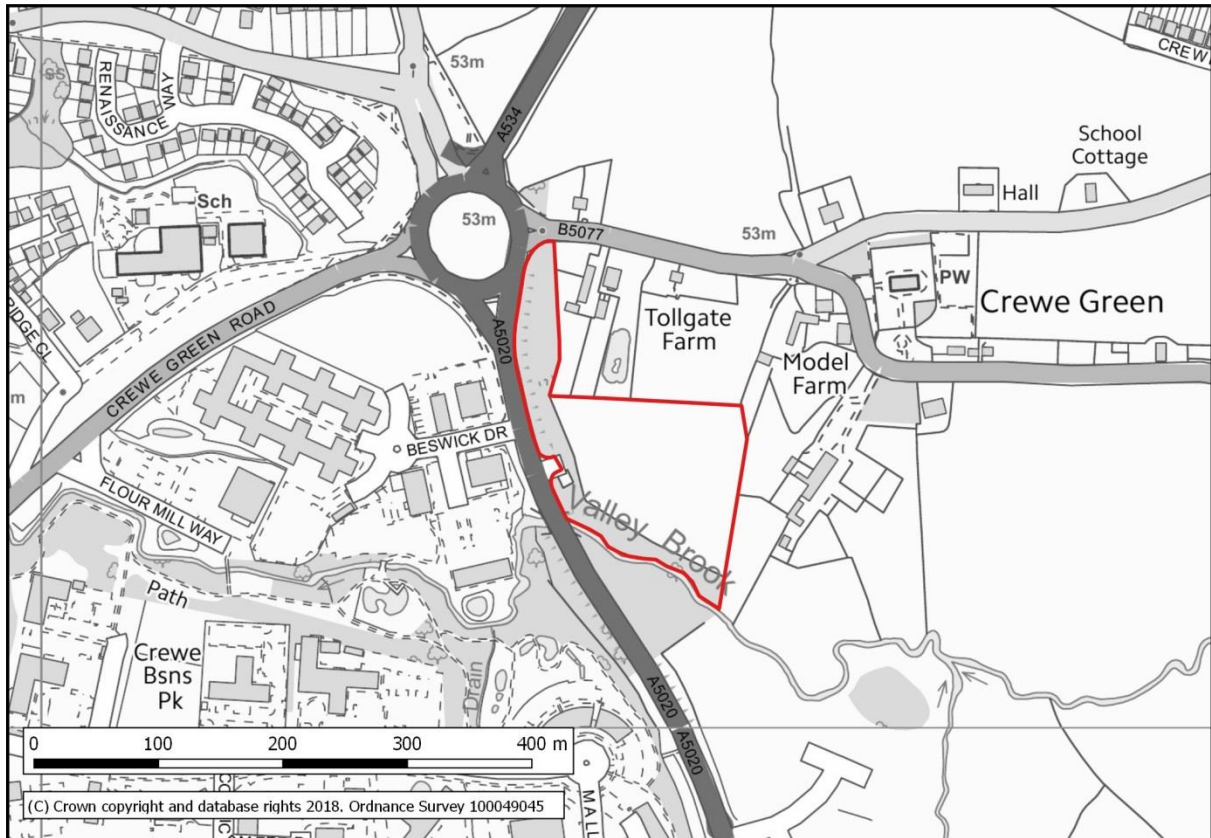
### 03 Remaining land east of University Way (Apollo Park)



<b>Site Address:</b>	University Way	<b>Site Ref:</b>	03
<b>Area:</b>	Crewe	<b>Grid Ref:</b>	372600, 354950
<b>Local Plan area:</b>	Crewe & Nantwich	<b>Size (ha):</b>	1.55
<b>Description:</b>	Remaining employment land allocation to rear of recently constructed large prominent industrial business park offering 5 modern leasehold and freehold industrial and warehouse units		
<b>Owner / agent:</b>	Total Developments (NW) Ltd		
<b>Current Use:</b>	Woodland and pond		
<b>Location:</b>	Urban extension	<b>Brownfield/Greenfield:</b>	Greenfield
<b>Prominence:</b>	Reasonable – although tucked away at the rear of the estate, the whole development has a large frontage to University Way (A5020)		
<b>Market Availability:</b>	Not known		
<b>Access Constraints:</b>	None - dedicated access to University Way already in place		

<b>Distances:</b>	Motorway junction (M6 J16) Primary Route Network (A5020) Bus Stop (University Way) Rail Station (Crewe)	7 km Adjacent 200m <2 km
<b>Surrounding area:</b>	Existing industrial and commercial area to the south (Orion Park) and west (Apollo Park); agricultural to the north and east.	
<b>Topography:</b>	Flat	
<b>Ground conditions:</b>	Unknown	
<b>Planning status:</b>	Within the outline application P07/0017 for light industrial units. The remainder of the wider site was recently developed under application 17/0341N.	
<b>General use:</b>	General industry; storage and distribution	
<b>Potential market segment uses:</b>	High quality modern industrial business park	
<b>Planning issues:</b>	None	
<b>Other constraints:</b>	Floodzone 2 and 3 / Woodland / Ponds / Ecology	
<b>Utilities:</b>	Assumed all available	
<b>Other information:</b>		
<b>Serviced:</b>	Yes	
<b>Availability (years):</b>	Not known	
<b>Market Attractiveness</b>	Modern high specification units. There has been a lot of interest in the wider site and a continued demand by Cheshire East companies and other inward investors looking for similar modern industrial units in Crewe.	
<b>Barriers to Delivery</b>	The site is a small 'left over' area of a wider employment site. It is adjacent to Valley Brook and in Flood Zone 3. It is extensively wooded with ponds and a large part of the site is an ecological buffer zone to the brook. It is unlikely to be suitable for further development.	
<b>Overall Reasoning</b>	Whilst the wider site is in an attractive area for employment uses, it has been recently developed and this small leftover area to the rear is unlikely to be suitable for further development, so should not continue as an employment allocation.	

## 04 Area B, University Way

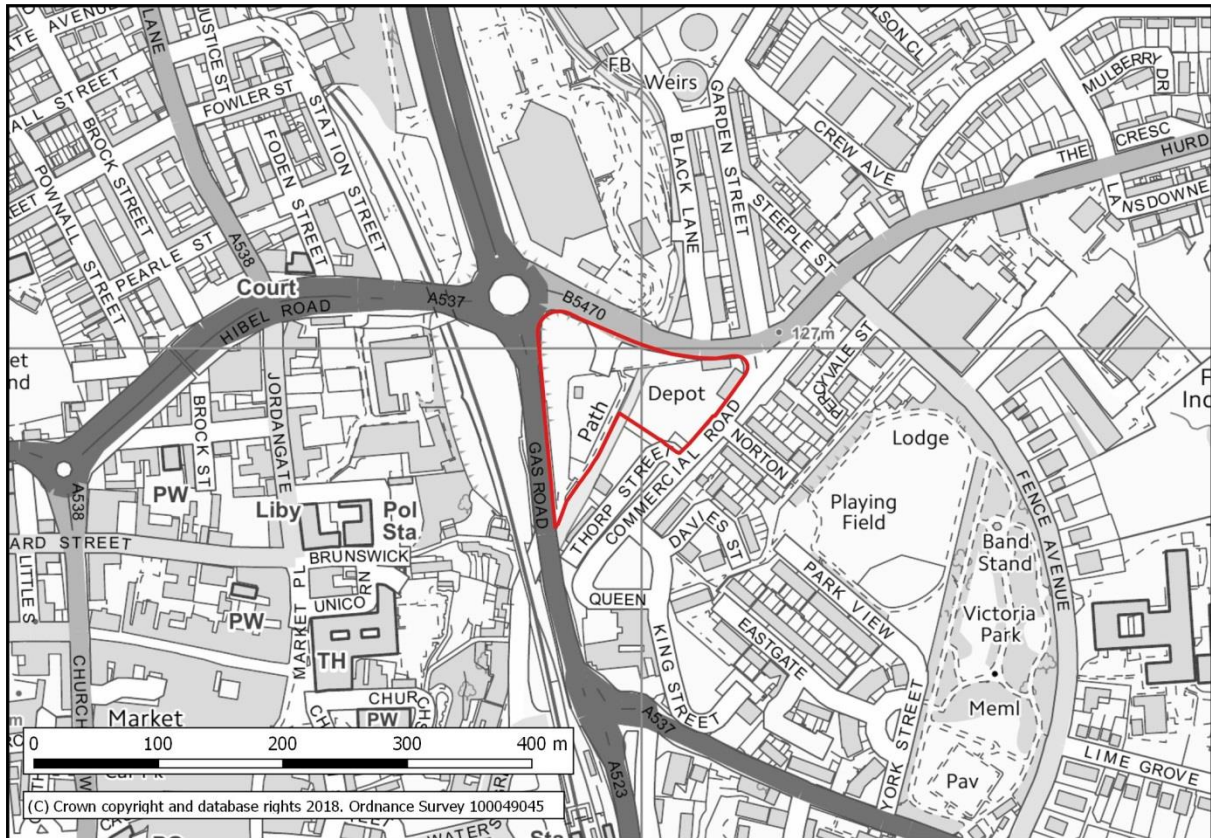


<b>Site Address:</b>	University Way	<b>Site Ref:</b>	04
<b>Area:</b>	Crewe	<b>Grid Ref:</b>	372500, 355200
<b>Local Plan area:</b>	Crewe & Nantwich	<b>Size (ha):</b>	2.31
<b>Description:</b>	Vacant greenfield development site		
<b>Owner / agent:</b>	Cheshire East Council and Duchy of Lancaster / Savills and Smiths Gore (agent)		
<b>Current Use:</b>	Vacant land		
<b>Location:</b>	Urban extension	<b>Brownfield/Greenfield:</b>	Greenfield
<b>Prominence:</b>	Good – large frontage to University Way (A5020)		
<b>Market Availability:</b>	Not currently on the market		
<b>Access Constraints:</b>	None - dedicated access to University Way already in place		
<b>Distances:</b>	Motorway junction (M6 J16)	7 km	
	Primary Route Network (A5020)	Adjacent	
	Bus Stop (University Way)	200m	
	Rail Station (Crewe)	<2 km	

<b>Surrounding area:</b>	Existing industrial and commercial area to the west and south; residential and agricultural to the north and east.
<b>Topography:</b>	Undulating to the western side of the site in grey and flat to the east and south
<b>Ground conditions:</b>	Assumed OK.
<b>Planning status:</b>	Allocated employment with expired consent for B1a office development (10/3689N). The site now is now under construction for erection of a new class A1 foodstore (18/3689C).
<b>General use:</b>	Office; light industry
<b>Potential market segment uses:</b>	Established or potential office location High quality business park Research and technology / science park
<b>Planning issues:</b>	None
<b>Other constraints:</b>	Mitigation measures required due to loss of trees / habitat
<b>Utilities:</b>	Assumed all available
<b>Other information:</b>	
<b>Serviced:</b>	Yes
<b>Availability (years):</b>	Not known
<b>Market Attractiveness</b>	The site is in a successful employment area, close to a range of major business parks that have already attracted major businesses requiring office and light industrial premises. It is also in an ideal attractive location on the Crewe Green roundabout and is close to the new Crewe Green Link Road and the M6 motorway.
<b>Barriers to Delivery</b>	The site is under construction for A1 retail and will therefore come forwards for that purpose.
<b>Overall Reasoning</b>	Although there are a large number of Cheshire East businesses and other investors, looking for similar sites in Crewe to expand or relocate their businesses to, the site is under construction for A1 retail and will not come forwards for employment uses.



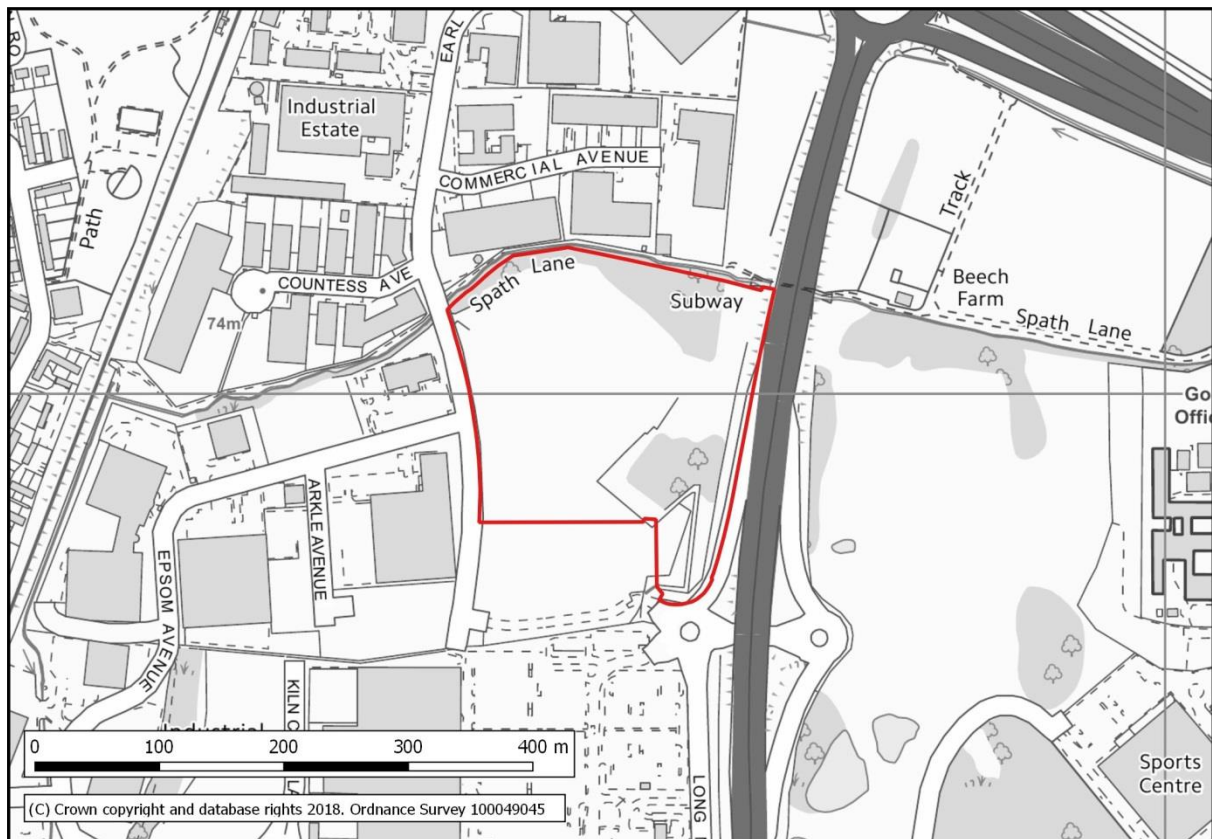
## 05 Hurdsfield Road



<b>Site Address:</b>	Hurdsfield Road / Commercial Road	<b>Site Ref:</b>	05
<b>Area:</b>	Macclesfield	<b>Grid Ref:</b>	392000, 373960
<b>Local Plan area:</b>	Macclesfield	<b>Size (ha):</b>	1.33
<b>Description:</b>	Operational council depot east and west of River Bollin		
<b>Owner / agent:</b>	Cheshire East Council and Highways England		
<b>Current Use:</b>	Council depot/recycling centre and some vacant land to the western side of the site		
<b>Location:</b>	In settlement	<b>Brownfield/Greenfield:</b>	Brownfield
<b>Prominence:</b>	Reasonable – slightly hidden from view; has frontage to A523 and Hurdsfield Road but screened by vegetation.		
<b>Market Availability:</b>	Not currently being marketed		
<b>Access Constraints:</b>	None - dedicated accesses to Hurdsfield Road and Thorp Street already in place.		

<b>Distances:</b>	Motorway junction (M56 J17) Primary Route Network (A523) Bus Stop (Hurdsfield Road) Rail Station (Macclesfield)	19 km Adjacent 200m <1 km
<b>Surrounding area:</b>	Retail to the north; residential to the east and south; A523 and West Coast Mainline to the west.	
<b>Topography:</b>	Flat	
<b>Ground conditions:</b>	Assumed OK	
<b>Planning status:</b>	Allocated mixed-use area including B1, B2 and B8 uses	
<b>General use:</b>	Office; light industry; general industry; storage and distribution	
<b>Potential market segment uses:</b>	Established or potential office location General industrial / business area Incubator / SME cluster site Research and technology / science park	
<b>Planning issues:</b>	Requirement to make provision for an extension to the River Bollin walkway and incorporate an attractive landscaped frontage to Hurdsfield Road	
<b>Other constraints:</b>	Site east of River Bollin is in Flood Zone 2	
<b>Utilities:</b>	Assumed all available	
<b>Other information:</b>		
<b>Serviced:</b>	Yes	
<b>Availability (years):</b>	It is understood that the depot will vacate the site in the short to medium term with marketing for employment purposes to commence afterwards.	
<b>Market Attractiveness</b>	The site is in a central location, within 5 minutes' walk of the town centre and sits between The Silk Road (A523) and Hurdsfield Road. An attractive location for light industrial or office uses.	
<b>Barriers to Delivery</b>	None.	
<b>Overall Reasoning</b>	An attractive site suitable for employment uses although possibly not for B2 general industrial uses because of its central location and proximity to housing.	

## 06 61 MU (former Airparks)

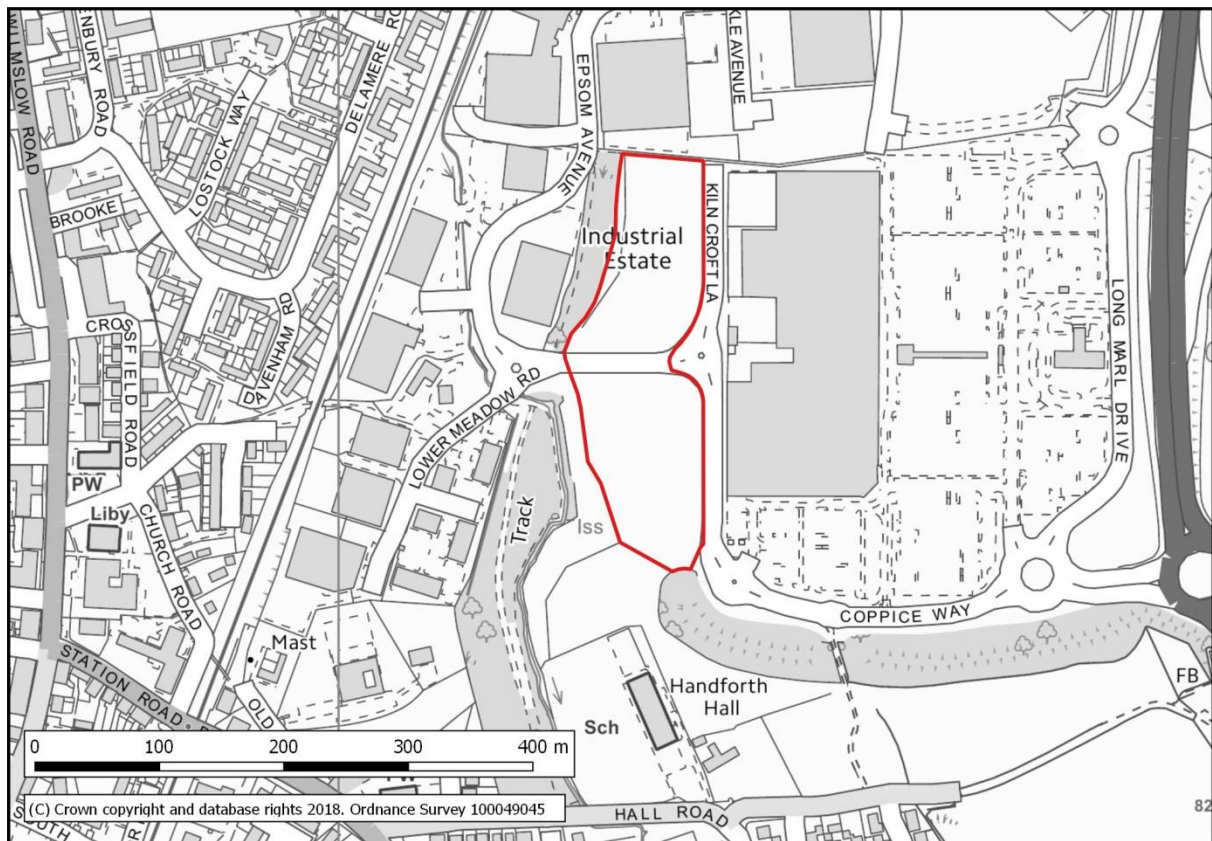


<b>Site Address:</b>	Earl Road	<b>Site Ref:</b>	06
<b>Area:</b>	Handforth	<b>Grid Ref:</b>	386549, 383973
<b>Local Plan area:</b>	Macclesfield	<b>Size (ha):</b>	4.92
<b>Description:</b>	Cleared brownfield site, last used for airport car parking		
<b>Owner / agent:</b>	Cheshire East Council		
<b>Current Use:</b>	Vacant		
<b>Location:</b>	In settlement	<b>Brownfield/Greenfield:</b>	Brownfield
<b>Prominence:</b>	Good - frontage to A34 Handforth Bypass and Handforth Dean shopping centre		
<b>Market Availability:</b>	Not currently available		
<b>Access Constraints:</b>	None – existing access from A34 / Long Marl Drive junction and access could also be created to Earl Road.		
<b>Distances:</b>	Motorway junction (M60 J3)	6 km	
	Primary Route Network (A34)	Adjacent	
	Bus Stop (Handforth Dean Retail Park)	200m	
	Rail Station (Handforth)	1 km	



<b>Surrounding area:</b>	Existing commercial / industrial / retail area
<b>Topography:</b>	Flat
<b>Ground conditions:</b>	Assumed OK
<b>Planning status:</b>	Existing allocated site for flagship B1 development; planning consents for retail uses were subject to call-in and refused by Secretary of State (16/0138M and 16/0802M)
<b>General use:</b>	Office; light industry; logistics
<b>Potential market segment uses:</b>	Established or potential office location High quality business park Research and technology / science park Incubator / SME cluster site
<b>Planning issues:</b>	None
<b>Other constraints:</b>	None known
<b>Utilities:</b>	Assumed all available
<b>Other information:</b>	
<b>Serviced:</b>	Yes
<b>Availability (years):</b>	Not currently available
<b>Market Attractiveness</b>	Large excellent development site in a good location close to the Wilmslow Handforth bypass with existing office, industrial and retail developments nearby, e.g. Stanley Green Business Park. Likely to be a lot of interest if the site is put back on the market following the retail inquiry. Attractive for urban logistics, which require locations close to the main road network in urban areas.
<b>Barriers to Delivery</b>	Viability for employment uses given the type of development envisaged; design issues; floorspace/density; build costs; rents; and land value.
<b>Overall Reasoning</b>	The site should continue for employment uses – excellent location with new road links direct to Airport City Enterprise Zone. Whilst viability may be an issue at the current time, it may well improve over the plan period and the council as the landowner does have some degree of influence over the viability of an employment scheme due to the land value.

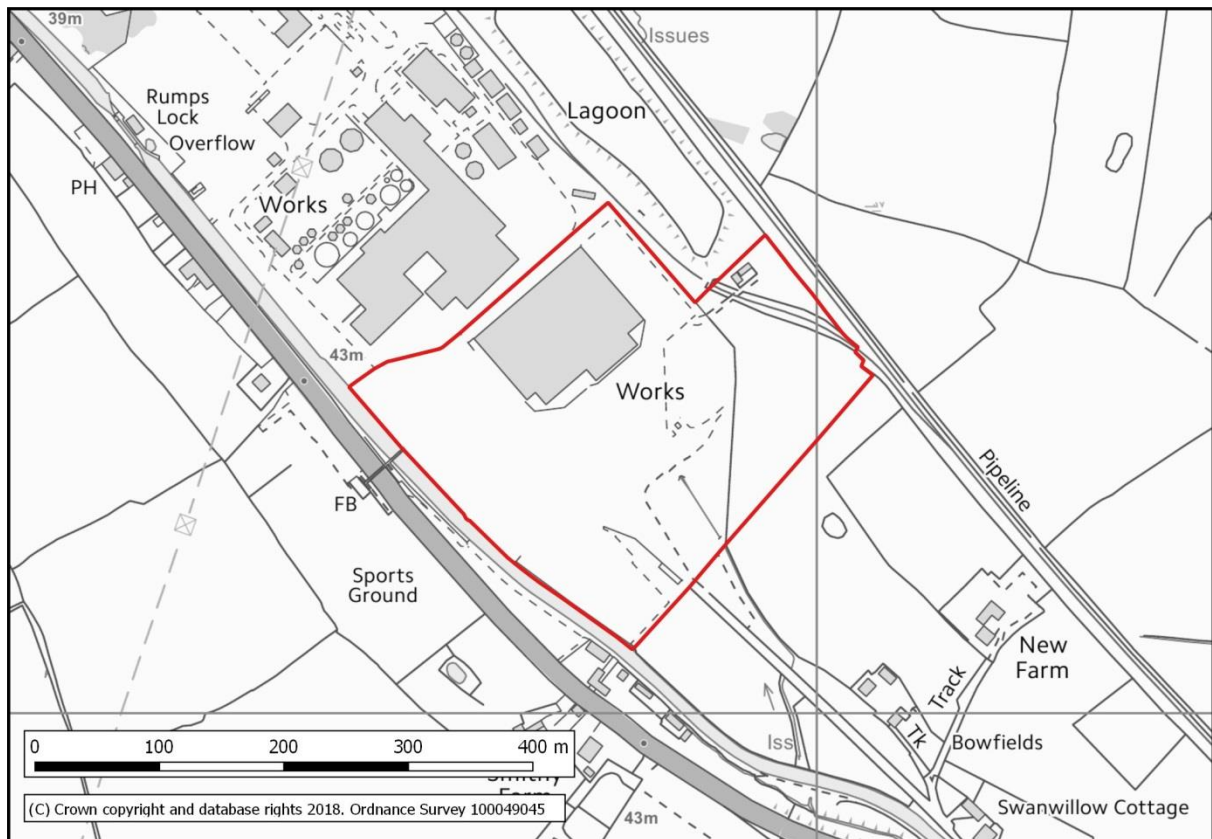
## 07 Land to the rear of Handforth Dean Retail Park



<b>Site Address:</b>	Lower Meadow Road	<b>Site Ref:</b>	07
<b>Area:</b>	Handforth	<b>Grid Ref:</b>	386248, 383627
<b>Local Plan area:</b>	Macclesfield	<b>Size (ha):</b>	2.64
<b>Description:</b>	Vacant greenfield infill site		
<b>Owner / agent:</b>	Tesco Stores Ltd		
<b>Current Use:</b>	Vacant		
<b>Location:</b>	In settlement	<b>Brownfield/Greenfield:</b>	Greenfield
<b>Prominence:</b>	Medium – site behind retail park but on a large industrial estate		
<b>Market Availability:</b>	Not currently being marketed		
<b>Access Constraints:</b>	None		
<b>Distances:</b>	Motorway junction (M60 J3)		7 km
	Primary Route Network (A34)		<1 km
	Bus Stop (Epsom Avenue)		200m
	Rail Station (Handforth)		1 km
<b>Surrounding area:</b>	Existing commercial / industrial / retail area		

<b>Topography:</b>	Flat
<b>Ground conditions:</b>	Assumed OK
<b>Planning status:</b>	Existing employment area with expired outline permission for light industrial units. Applications currently being considered for car parking (part of the site area north of Lower Meadow Road 17/4497M) and a car showroom (site area south of Lower Meadow Road 18/6404M).
<b>General use:</b>	Office; light industry; general industry
<b>Potential market segment uses:</b>	Established or potential office location General industrial / business area Incubator / SME cluster site
<b>Planning issues:</b>	None
<b>Other constraints:</b>	None known
<b>Utilities:</b>	Assumed all available
<b>Other information:</b>	
<b>Serviced:</b>	Yes
<b>Availability (years):</b>	2018/19
<b>Market Attractiveness</b>	Attractive site in an existing commercial area. We have received a large number of enquiries looking for this type of site, including for light industrial and for car showrooms.
<b>Barriers to Delivery</b>	None.
<b>Overall Reasoning</b>	Continue in employment use – good site in a popular and attractive employment location.

## 08 New Farm / Centura Foods

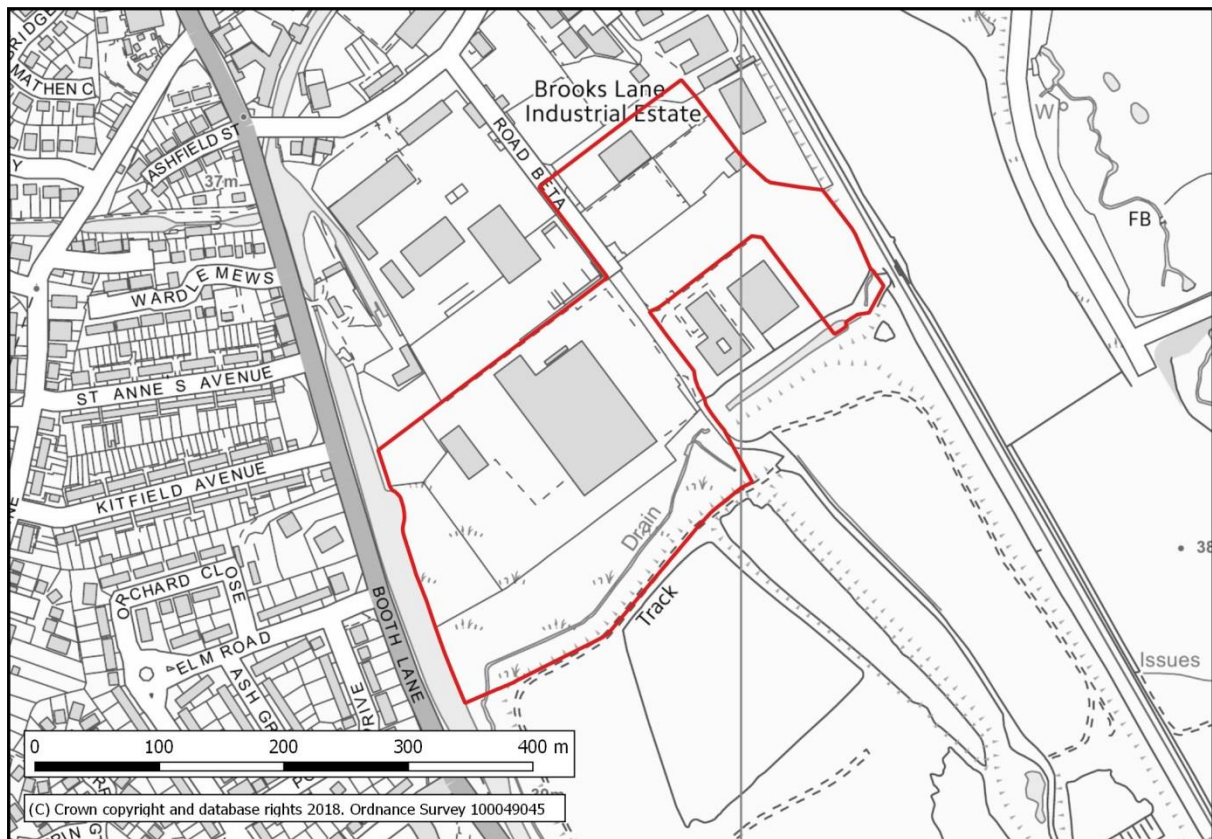


<b>Site Address:</b>	Booth Lane	<b>Site Ref:</b>	08
<b>Area:</b>	Middlewich	<b>Grid Ref:</b>	371843, 364239
<b>Local Plan area:</b>	Congleton	<b>Size (ha):</b>	7.83
<b>Description:</b>	Partly cleared former industrial site		
<b>Owner / agent:</b>	Willsgrove Developments Limited		
<b>Current Use:</b>	Vacant		
<b>Location:</b>	In settlement	<b>Brownfield/Greenfield:</b>	Brownfield
<b>Prominence:</b>	Good – frontage to A533		
<b>Market Availability:</b>	Not currently being marketed		
<b>Access Constraints:</b>	Canal runs between the road and the site – access via Tetton Lane		
<b>Distances:</b>	Motorway junction (M60 J18)	8 km	
	Primary Route Network (A54)	4 km	
	Bus Stop (Booth Lane)	<100m	
	Rail Station (Sandbach)	4 km	

<b>Surrounding area:</b>	British Salt industrial complex lies to the northwest of the site. The railway line bounds the site to the northeast with the proposed Midpoint 18 phase 3 beyond (currently open countryside). The canal bounds the site to the southwest, with the A533, sports pitches and then open countryside beyond. New Farm is to the southeast.
<b>Topography:</b>	Flat
<b>Ground conditions:</b>	Likely severe contamination issues
<b>Planning status:</b>	Allocated for employment / leisure / tourism purposes
<b>General use:</b>	Light industry; general industry
<b>Potential market segment uses:</b>	General industrial / business area Heavy / specialist industrial site Incubator / SME cluster site Specialised freight terminal Recycling / environmental industries site
<b>Planning issues:</b>	None
<b>Other constraints:</b>	Canal conservation area adjacent to site. Close proximity to Sandbach Flashes SSSI.
<b>Utilities:</b>	Assumed all available
<b>Other information:</b>	
<b>Serviced:</b>	No
<b>Availability (years):</b>	Not currently available.
<b>Market Attractiveness</b>	Good location attractive for industrial/logistics uses. This site could accommodate a number of Cheshire East companies who are looking to expand or relocate their businesses and there is likely to be a lot of interest in the site.
<b>Barriers to Delivery</b>	Potential contamination issues and close proximity to British Salt, which will limit the types of industrial uses.
<b>Overall Reasoning</b>	Continue with employment uses – we have a large number of Cheshire East businesses and investors looking for sites in Middlewich that cannot be accommodated on the MA6NITUDE development because of size and type of industrial use required.



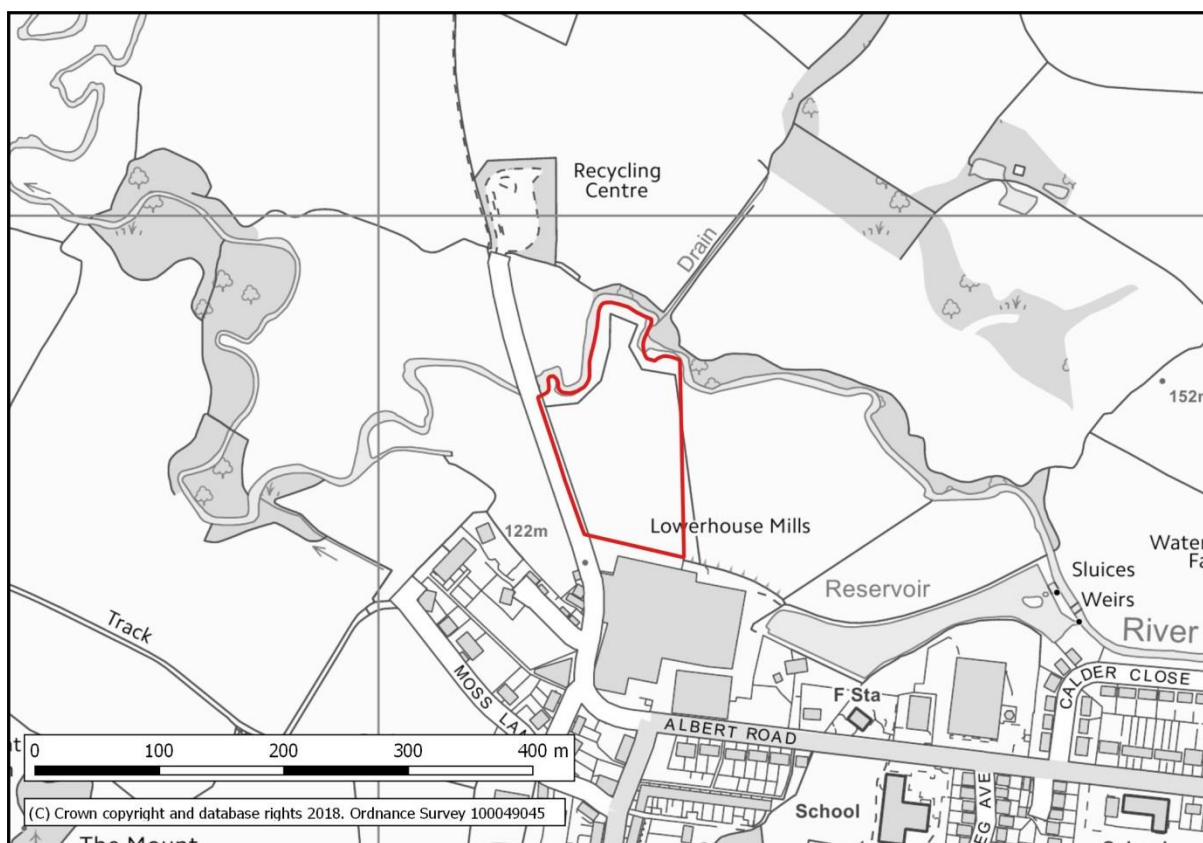
## 09 Brooks Lane / Road Beta



<b>Site Address:</b>	Road Beta	<b>Site Ref:</b>	09
<b>Area:</b>	Middlewich	<b>Grid Ref:</b>	370888, 365559
<b>Local Plan area:</b>	Congleton	<b>Size (ha):</b>	5.40
<b>Description:</b>	Existing underused industrial / warehouse area with redevelopment potential		
<b>Owner / agent:</b>	Multiple owners		
<b>Current Use:</b>	Industrial and storage uses		
<b>Location:</b>	In settlement	<b>Brownfield/Greenfield:</b>	Brownfield
<b>Prominence:</b>	Poor – tucked away from view on a minor estate		
<b>Market Availability:</b>	Not currently available		
<b>Access Constraints:</b>	HGV access from Brooks Lane / Kinderton Street only due to narrow humpbacked bridge over the canal. Brooks Lane / Kinderton Street junction is heavily congested at peak time.		

<b>Distances:</b>	Motorway junction (M6 J18) Primary Route Network (A54) Bus Stop (Brook Lane) Rail Station (Winsford)	5 km <1 km 500m 5 km
<b>Surrounding area:</b>	Existing industrial / commercial area. Brooks Lane Industrial Estate is to the north and MA6NITUDE Business Park is to the east across the railway line. The canal lies to the east with the A533 and residential areas beyond. To the south of the site are lime beds.	
<b>Topography:</b>	Flat	
<b>Ground conditions:</b>	Assumed OK; potential contamination	
<b>Planning status:</b>	Allocated site in the Congleton Local Plan for employment / leisure / non-food bulky goods retail / community facilities. The site is also part of the Brooks Lane Strategic Location in the Local Plan Strategy. This notes that the precise nature and quantum of development will be informed through a masterplan approach but employment provision is not listed as a priority. Planning application (17/6366C) currently under consideration to develop the western / southern sections of the site for mixed-use development including residential , commercial, retail, cafés, marina and other ancillary works. A supplementary planning document is also currently in preparation.	
<b>General use:</b>	Light industry; storage and distribution	
<b>Potential market segment uses:</b>	General industrial / business areas Incubator / SME cluster site	
<b>Planning issues:</b>	None	
<b>Other constraints:</b>	Canal conservation area adjacent to site	
<b>Utilities:</b>	Assumed all available	
<b>Other information:</b>		
<b>Serviced:</b>	No	
<b>Availability (years):</b>	Not currently available	
<b>Market Attractiveness</b>	The site is in a successful employment area which has already attracted a range of major businesses requiring office, general industrial and distribution (B1, B2 and B8) premises.	
<b>Barriers to Delivery</b>	None.	
<b>Overall Reasoning</b>	Continue with employment uses - we have a large number of Cheshire East businesses and investors looking for sites in Middlewich that cannot be accommodated on the MA6NITUDE development because of size and type of industrial use required.	

## 10 Land north of Lowerhouse Mills

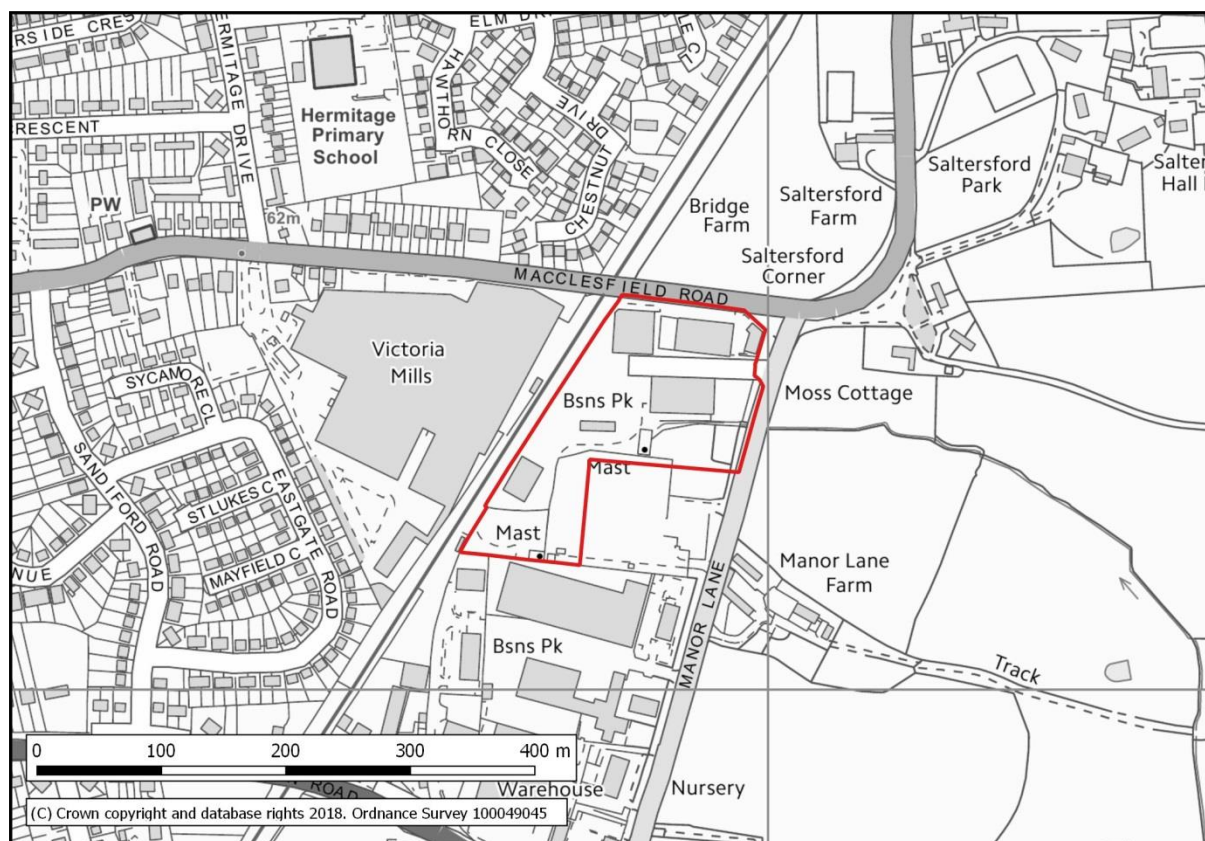


<b>Site Address:</b>	Albert Road	<b>Site Ref:</b>	10
<b>Area:</b>	Bollington	<b>Grid Ref:</b>	392200, 378800
<b>Local Plan area:</b>	Macclesfield	<b>Size (ha):</b>	1.57
<b>Description:</b>	Greenfield site between Lowerhouse Mills and the River Dean		
<b>Owner / agent:</b>	Avalon Property Developments		
<b>Current Use:</b>	Agricultural		
<b>Location:</b>	Urban extension	<b>Brownfield/Greenfield:</b>	Greenfield
<b>Prominence:</b>	Poor – tucked away from view		
<b>Market Availability:</b>	Not currently available		
<b>Access Constraints:</b>	Albert Road is narrow in places with a poor surface		
<b>Distances:</b>	Motorway junction (M60 J1)	5 km	
	Primary Route Network (A523)	2 km	
	Bus Stop (Henshall Road)	600m	
	Rail Station (Prestbury)	3 km	



<b>Surrounding area:</b>	Agricultural to the east; household waste recycling centre to the north; existing industrial mill complex to the south and a new residential development under construction to the west.
<b>Topography:</b>	Flat
<b>Ground conditions:</b>	Assumed OK
<b>Planning status:</b>	Allocated employment site with an expired permission for 16 small industrial units. Previous application for residential development minded to approve subject to s106 legal agreement now withdrawn; current application under consideration.
<b>General use:</b>	Light industry; storage and distribution
<b>Potential market segment uses:</b>	General industrial / business areas Incubator / SME cluster site
<b>Planning issues:</b>	None
<b>Other constraints:</b>	Adjacent to listed buildings (Lowerhouse Mills) Flood risk – large parts of the site in zones 2 and 3 Close to household waste recycling site Narrow access via Albert Road
<b>Utilities:</b>	Assumed all available
<b>Other information:</b>	
<b>Serviced:</b>	Yes
<b>Availability (years):</b>	Not currently available.
<b>Market Attractiveness</b>	Last enquiry in this area was by a Bollington based company in 2015 looking to relocate their business within Bollington, as their premises were being sold for residential development.
<b>Barriers to Delivery</b>	The site is on a flood plain and has issues with access; owner's aspiration for residential development.
<b>Overall Reasoning</b>	There has been a lack of commercial sites/properties coming onto the market since 2015, as many of the sites in Bollington have been developed for housing.

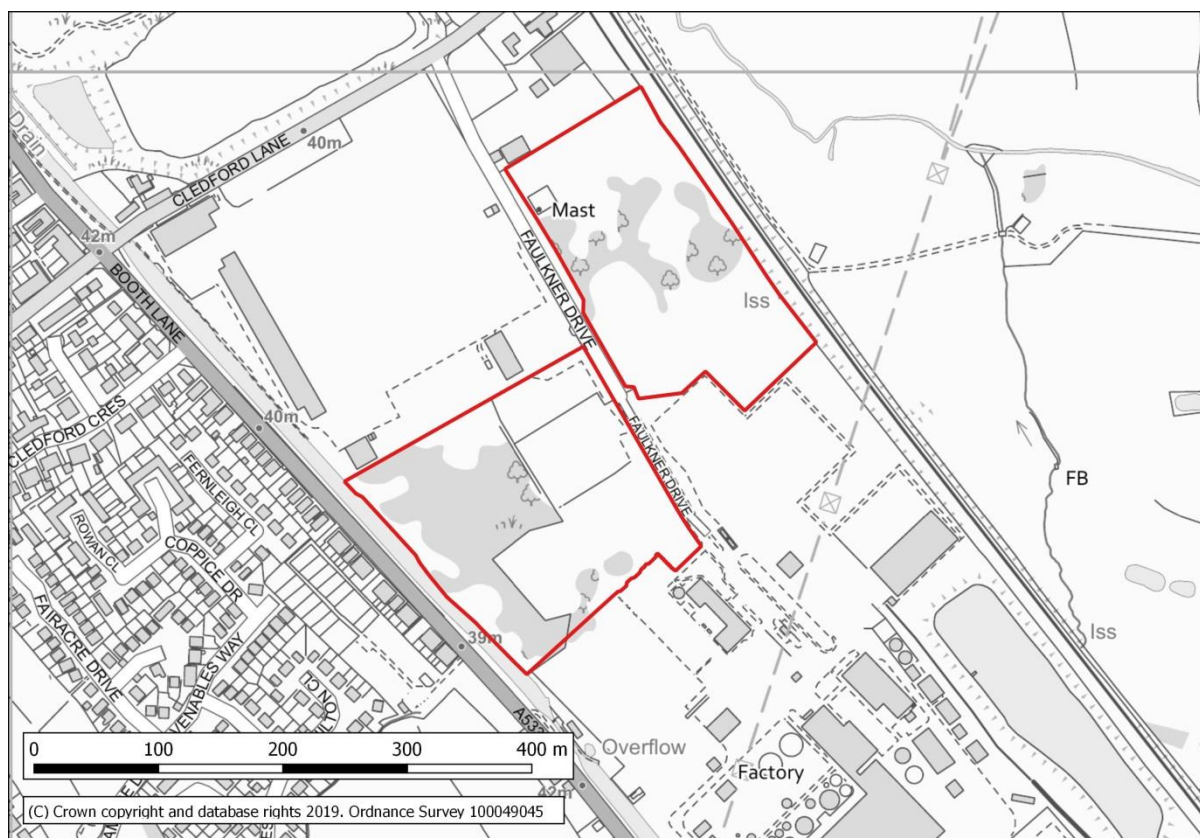
## 11 Land west of Manor Lane



<b>Site Address:</b>	Manor Lane	<b>Site Ref:</b>	11
<b>Area:</b>	Holmes Chapel	<b>Grid Ref:</b>	376895, 367244
<b>Local Plan area:</b>	Congleton	<b>Size (ha):</b>	2.30
<b>Description:</b>	Largely cleared former business park with redevelopment potential		
<b>Owner / agent:</b>	Aus-Bore Estates Ltd and others		
<b>Current Use:</b>	Predominantly a cleared vacant site but with some occupied business units at the northern end		
<b>Location:</b>	In settlement	<b>Brownfield/Greenfield:</b>	Brownfield
<b>Prominence:</b>	Reasonable – has frontage to Macclesfield Road and Manor Lane		
<b>Market Availability:</b>	Units are currently being marketed		
<b>Access Constraints:</b>	None		
<b>Distances:</b>	Motorway junction (M6 J18)		3 km
	Primary Route Network (A54)		<1 km
	Bus Stop (Station Road)		700m
	Rail Station (Holmes Chapel)		1 km

<b>Surrounding area:</b>	Mixed area with retail, commercial and business uses to the south; new residential development under construction to the north; existing industrial (with residential consent) across the railway to the west with Manor Lane Farm and open countryside across Manor Lane to the east.
<b>Topography:</b>	Flat
<b>Ground conditions:</b>	Assumed OK
<b>Planning status:</b>	Hybrid full / outline consent granted in Feb 2019 for 8,281 sq. m floorspace, primarily for B1/B2/B8 uses with some D1, D2 and trade counter uses.
<b>General use:</b>	Light industry; office; general industry
<b>Potential market segment uses:</b>	General industrial / business areas Incubator / SME cluster site
<b>Planning issues:</b>	None
<b>Other constraints:</b>	Small part of the site in Flood Zones 2 and 3
<b>Utilities:</b>	All available
<b>Other information:</b>	
<b>Serviced:</b>	Yes
<b>Availability (years):</b>	Immediate; construction anticipated to commence summer 2019.
<b>Market Attractiveness</b>	The site is in an attractive location, close to other commercial businesses including an Aldi and other units. This would make an ideal office, light industrial location.
<b>Barriers to Delivery</b>	None.
<b>Overall Reasoning</b>	There are no longer any other sites in Holmes Chapel that would be suitable for employment uses, as a number of industrial sites are being developed for residential uses, e.g. Victoria Mills – 136 houses.

## 12 Land at Faulkner Drive



<b>Site Address:</b>	Faulkner Drive	<b>Site Ref:</b>	12
<b>Area:</b>	Middlewich	<b>Grid Ref:</b>	371519, 364851
<b>Local Plan area:</b>	Congleton	<b>Size (ha):</b>	7.05
<b>Description:</b>	Vacant sites within existing industrial complex: partly greenfield; partly covered by concrete slabs; and partly wooded.		
<b>Owner / agent:</b>	British Salt		
<b>Current Use:</b>	Vacant land		
<b>Location:</b>	In settlement	<b>Brownfield/Greenfield:</b>	Mixed
<b>Prominence:</b>	Reasonable – tucked away down a side road but also visible from Booth Lane		
<b>Market Availability:</b>	Unavailable – owner expansion land		
<b>Access Constraints:</b>	None		
<b>Distances:</b>	Motorway junction (M6 J18)		6 km
	Primary Route Network (A54)		2 km
	Bus Stop (Booths Lane)		500m
	Rail Station (Sandbach)		5 km

<b>Surrounding area:</b>	Existing heavy industrial area. Bounded by the railway line to the east with the proposed Midpoint 18 phase 3 site beyond (currently open countryside). Bounded to the southwest by the canal with the A533 Booth Lane and residential areas beyond.
<b>Topography:</b>	Generally flat
<b>Ground conditions:</b>	Assumed OK
<b>Planning status:</b>	Allocated owner expansion employment site in the Congleton Local Plan.
<b>General use:</b>	General industry
<b>Potential market segment uses:</b>	Site for specific occupier
<b>Planning issues:</b>	None
<b>Other constraints:</b>	Adjacent to canal conservation area. Parts of the site are wooded.
<b>Utilities:</b>	Assumed all available
<b>Other information:</b>	
<b>Serviced:</b>	No
<b>Availability (years):</b>	N/A
<b>Market Attractiveness</b>	Expansion land for current occupier. British Salk seek flexibility to be able to expand their business within their existing land holding, be that directly or indirectly related to their existing business uses.
<b>Barriers to Delivery</b>	Owner occupied site.
<b>Overall Reasoning</b>	Consider for employment allocation – for expansion land.

# Appendix B: Stage 2 traffic light assessments

## 01 Weston Interchange

0.60 ha for B1/B2/B8 uses.

Criteria	Category	Commentary
1. Economically viable?	A	Employment development is nil rated in the CIL Charging Schedule. The site was granted planning permission on 04.04.90 for a garage showroom, petrol sales and warehouse extension (Ref: 7/17072). The land is now a cleared brownfield site and is allocated for employment use within the Crewe and Nantwich Local Plan. There are no known site-specific considerations that could impact on the site's overall broad viability.
2. Landscape impact?	G	The site is not thought to have any negative impacts on landscape. The site is within the existing urban area of Crewe and is surrounded by commercial/industrial buildings to the north, east and west. Immediately to the south is Cowley Way with a haulage yard and business centre beyond. Located further to the west, approximately 110m away, is a railway track. There is mesh security fencing that currently goes around the site.
3. Settlement character and urban form impact?	G	The site is within the built form of Crewe and is enclosed by development on all sides.
4. Strategic Green Gap?	G	The site is not located in the Strategic Green Gap.
5. Compatible neighbouring uses?	G	The site is situated on the corner of Weston Road (A532) and Cowley Lane within the Crewe Settlement Zone. The surrounding area is home to a variety of industrial and commercial units.
6. Highways access?	G	The site is located on the corner of Weston Lane and Cowley Way. There is a double gate provided for maintenance and access purposes to the south of the site off Cowley Way.
7. Highways impact?	A	The site is located within a busy industrial and commercial area. A Transport Assessment will therefore be required with the submission of an application but it is considered that any impacts could be successfully mitigated.
8. Heritage assets impact?	G	There are no heritage assets within close proximity to the site. The nearest listed building is Crewe Railway Station (Grade II) which is located approximately 400m away. Given the distance involved and intervening buildings, it is considered that there will be no detrimental impact on this heritage asset.
9. Flooding/drainage issues?	G	The site lies within Flood Zone 1 and there are no areas at risk of surface water flooding within the

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Criteria	Category	Commentary
		site.
10. Ecology impact?	A	The site is brownfield although within the built form of Crewe and is surrounded by commercial/industrial buildings. The site is partly overgrown and therefore an ecology survey should be submitted with any future application. The site is within the IRZ for Sandbach Flashes SSSI for large non-residential developments outside existing settlements/urban areas where footprint exceeds 1ha.
11. TPOs on/immediately adjacent?	G	No TPOs on site.
12. In an AQMA?	G	The site is not located in an AQMA.
13. In/adjacent to an area of mineral interest?	A	In a known mineral resource area for salt. Surface development at this location is not considered to have an impact on below-ground salt mining.
14. Accessibility?	G	Majority of the criteria are green.
15. Public transport frequency?	G	Bus service is commutable. There is the No.85 bus service (Nantwich - Crewe Bus Station - Crewe Railway Station - Madeley - Keele University - Newcastle – Hanley). The site is approximately 400m from Crewe railway station.
16. Brownfield/ greenfield?	G	The site is brownfield.
17. Agricultural land?	G	Not classified (urban area) (MAgiC map)
18. Contamination issues?	A	Former railway land and sidings.
19. Employment land loss?	G	The proposed development will not result in the loss of land used for employment purposes.
20. Distance to existing employment areas?	n/a	The site is being considered for employment use.

## 02 Meadow Bridge, Crewe Gateway

0.43 ha for B1 use

Criteria	Category	Commentary
1. Economically viable?	A	Employment development is nil rated in the CIL Charging Schedule. The site is brownfield land used for the storage of cars. It is allocated as an employment site within the Crewe and Nantwich Local Plan. The site has expired consent for the erection of an office development (14/0372N – approved 12.03.14). There are no known site specific considerations that could impact on the site's overall broad viability.
2. Landscape impact?	G	The site is not thought to have any negative impacts on Local Landscape Designations or Public Rights of Way. The site currently comprises a parcel of vacant land which has been cleared and is now enclosed by security fencing and used for the storage of cars. The site is within the existing urban area of Crewe and is surrounded by a small parade of shops to the north, a hotel to the east and existing student accommodation to the west. To the south of the site is The Greenway Path and Valley Brook with Crewe Business Park beyond.
3. Settlement character and urban form impact?	G	The site is within the built form of Crewe and is substantially enclosed by development on all sides.
4. Strategic Green Gap?	G	The site is not located in the Strategic Green Gap.
5. Compatible neighbouring uses?	G	The site is proposed for B1 use and is within an existing varied commercial site. Although the site is in close proximity to student accommodation and a Travelodge the proposed allocation is for B1 use.
6. Highways access?	G	No objection was raised from the Highway Advisor in the original application (14/0372N) for office development.
7. Highways impact?	G	No objection was raised from the Highway Advisor in the original application (14/0372N) for office development.
8. Heritage assets impact?	G	There are no heritage assets within close proximity to the site. The nearest is Mill House (Locally Listed Building), which is located to the northwest approximately 280m from the Site. Given the distance involved and intervening buildings, it is considered that there will be no detrimental impact.
9. Flooding/drainage issues?	A	The site is located within Flood Risk Zones 2 and 3 as identified by the Environment Agency Flood Maps. A Flood Risk Assessment was submitted with the application for office development (14/0372N) to which the Environment Agency raised no objection subject to conditions.
10. Ecology impact?	A	To the south of the site is a small area of woodland,

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Criteria	Category	Commentary
		Valley Brook and a pond. In the approved application for office development (14/30372N) the protected species survey identified that there was no evidence of Great Crested Newts, Bats, Water Vole or White Clawed Crayfish and the council's Ecologist was satisfied that there will be no significant ecological issues associated with the development subject to the imposition of conditions. The site is within the IRZ for Sandbach Flashes SSSI for Large non-residential developments outside existing settlements/urban areas where footprint exceeds 1ha.
11. TPOs on/immediately adjacent?	A	Some of the trees on the site are protected by a Tree Preservation Order. In the application for office development (14/0372N) an Arboricultural Assessment was submitted, which recommended the felling and pollarding of some trees. The application was approved subject to conditions.
12. In an AQMA?	G	The site is not located in an AQMA.
13. In/adjacent to an area of mineral interest?	A	In a known mineral resource area for salt and sand & gravel. Surface development at this location is not considered to have an impact on below-ground salt mining. Due to the size of the site it is likely that sand and gravel mineral extraction will not be viable.
14. Accessibility?	G	Majority of the criteria are green.
15. Public transport frequency?	G	There are bus stops along Crewe Green Road which are commutable and served by No. 3, 37 and 38. The site is approximately 1.2km from Crewe railway station.
16. Brownfield/ greenfield?	G	The site is brownfield.
17. Agricultural land?	G	Not classified (urban area) (MAgiC map)
18. Contamination issues?	A	Former mill and poultry packing station in northwest. Also within 250m of a landfill site. In the application for office development (14/0373N) a desk study report was submitted which recommended site investigation works. A Phase 2 land contamination assessment would be required.
19. Employment land loss?	G	The proposed development will not result in the loss of land used for employment purposes.
20. Distance to existing employment areas?	n/a	The site is being considered for employment use.

## 05 Hurdsfield Road

1.33 ha for B1/B2 use

Criteria	Category	Commentary
1. Economically viable?	A	Employment development is nil rated in the CIL Charging Schedule. The site is brownfield and consists of a depot/recycling centre and some vacant land to the western side. The site is allocated as a mixed-use employment site (E7) in the Macclesfield Local Plan 2004.
2. Landscape impact?	G	The site is located within the urban area of Macclesfield. The River Bollin runs through the middle of the site. The brownfield parcel of land to the east of the River Bollin is triangular in shape with a brick wall acting as the site boundary. The site is surrounded by trees to the north, south and west. Running parallel along the eastern boundary is the River Bollin and a path and cycling route (DC026). Views are limited due to the existing brick wall. The brownfield parcel of land to the west of the River Bollin has a tall brick wall that surrounds part of the site which makes views limited at certain vantage points. Part of the site boundary also contains palisade fencing and the façade of buildings. It is considered that the development of this brownfield site will improve the surrounding area.
3. Settlement character and urban form impact?	G	The site is within the urban area of Macclesfield and is surrounded by development on all sides.
4. Strategic Green Gap?	G	The site is not located within the Strategic Green Gap.
5. Compatible neighbouring uses?	A	To the north is retail, residential to the east and south, and the A523 and West Coast Mainline to the west. Any application should demonstrate that there will be no detrimental effect to residential amenity.
6. Highways access?	G	There are existing access roads to the western parcel of land from the B5470 and the eastern parcel of land from Commercial Road/Thorp Street.
7. Highways impact?	A	A Transport Assessment will be required with the submission of an application.
8. Heritage assets impact?	A	The site does not contain any heritage assets but there are some within close proximity. The nearest is Thorp Street Mill (Grade II) located less than 30m to the south. Further to the south, approximately 150m away, is the Arighi Bianchi showroom (Grade II*). To the west of the site, on the other side of Silk Road and the railway line is Macclesfield Town Centre Conservation Area. This is approximately 80m from the site boundary. Any future application

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Criteria	Category	Commentary
		should include a Heritage Impact Assessment to ensure that there will be no detrimental impact on the setting of these heritage assets, although it is considered that any impacts could be successfully mitigated.
9. Flooding/drainage issues?	A	The western parcel of land is within Flood Zone 1. The majority of the eastern parcel of land is within Flood Zone 2, with a small part along the southern and eastern boundary being within Flood Zone 3. A flood risk assessment will be required with the submission of any future application.
10. Ecology impact?	A	The site is brownfield and is surrounded by trees and adjacent to the River Bollin. The Site is approximately 3km to the northeast of Dane Moss (SSSI), and 790m to the southeast of Riverside Park Local Nature Reserve. An ecological survey with appropriate mitigation measures should be submitted with any application.
11. TPOs on/immediately adjacent?	G	There are no TPOs within or adjacent to the site.
12. In an AQMA?	G	The Site is not in an AQMA. The site however is in close proximity (approx. 100m) to Hibel Road AQMA.
13. In/adjacent to an area of mineral interest?	A	In a known mineral resource area for shallow coal and sand & gravel. Due to the size of the site it is likely that sand and gravel mineral extraction will not be viable. The Coal Authority should be consulted on any planning application for the development of this site.
14. Accessibility?	G	Majority of criteria are green.
15. Public transport frequency?	G	Macclesfield has a railway station which is approximately 300m from the site boundary (crow flies). The site is also in close proximity to Macclesfield bus station.
16. Brownfield/greenfield?	G	The site is brownfield.
17. Agricultural land?	G	The site is within the urban area of Macclesfield.
18. Contamination issues?	R	Area includes former mill and gas works. A Phase 1 and 2 land contamination assessment will be required with any future planning application.
19. Employment land loss?	G	The proposed development will not result in the loss of land used for employment purposes.
20. Distance to existing employment areas?	n/a	The site is being considered for employment use.

## 06 61 MU (former Airparks)

4.92 ha for B1/B2/B8 uses

Criteria	Category	Commentary
1. Economically viable?	A	Employment development is nil rated in the CIL Charging Schedule. The site is a cleared brownfield site, which was last used for airport car parking (Ref: 04/1091P). The site is located within an Existing Employment Area as identified by the Macclesfield Borough Local Plan 2004. Applications 16/0138M and 16/0802M for the erection of retail floorspace, cafes, restaurants and drive-thru restaurants along with associated car parking, servicing arrangements and landscaping were called-in by the Secretary of State and refused following a public inquiry. At the inquiry, it was demonstrated that the employment scheme put forward by the application was unviable when considering the type of development put forward; design issues; floorspace/density; build costs; rents; and land value. Given the site's location, excellent transport links, and extensive development planned nearby, it is considered that viability is likely to improve over the plan period. As the landowner, the council has some degree of influence over the viability due to the land value.
2. Landscape impact?	G	The site is located to the north of the Handforth Dean shopping complex within the existing industrial / commercial area and is bounded by the A34 Wilmslow to Handforth bypass to the east, Spath Lane to the north and Earl Road to the west. The site is viewable along Earl Road where temporary security fencing is in place. To the north and east of the site are mature trees. There is bunding to the south of the Site which screens views from the adjacent retail unit (Next) and associated car parking area.
3. Settlement character and urban form impact?	G	The site is within the built area of Handforth and is enclosed by development on 3 sides.
4. Strategic Green Gap?	G	The site is not located in the Strategic Green Gap.
5. Compatible neighbouring uses?	G	The site lies within the Stanley Green Business Park / Industrial Estate and is located to the north of Handforth Dean shopping complex.
6. Highways access?	G	There is blocked off access to the site from an existing roundabout along Long Marl Drive that serves the existing Next retail unit.
7. Highways impact?	A	A Transport Assessment will be required with the submission of any future application. This should also take into account the cumulative traffic impact due to the number of committed developments approved in the vicinity of the site and applications yet to be determined.



Criteria	Category	Commentary
8. Heritage assets impact?	G	There are no heritage assets within close proximity to the Site. The nearest listed building is Handforth Hall (Grade II*) which is located approximately 600m away. Given the distance involved and intervening buildings, it is considered that there will be no detrimental impact.
9. Flooding/drainage issues?	A	The majority of the site lies within Flood Zone 1. A very small strip of land running along the northern boundary, adjacent to Handforth Brook, is within Flood Zone 3. A Flood Risk Assessment will be required with the submission of any future application, but it is considered that any minor impacts could be addressed.
10. Ecology impact?	A	The woodland towards the north of the site appears upon the national inventory of priority habitats. Woodland habitats are also present in the eastern half of the site. An ecological assessment with appropriate mitigation measures should be submitted with any future application.
11. TPOs on/immediately adjacent?	G	No TPOs on site.
12. In an AQMA?	G	The site is not located in an AQMA.
13. In/adjacent to an area of mineral interest?	G	The site is not within or close to an area of known mineral resource.
14. Accessibility?	G	Majority of criteria are green.
15. Public transport frequency?	G	The site is approximately 850m from Handforth Train Station. There are bus stops at Handforth Dean Shopping Centre and along Earl Road. This is served by 312 Bus Route (Handforth Dean – Stockport)
16. Brownfield/greenfield?	G	The site is brownfield.
17. Agricultural land?	G	Not classified (urban area) (MAgiC map)
18. Contamination issues?	A	Former MOD site, known radiological issues. Phase 1 and 2 contamination report is required. Detailed site investigation work was carried out as part of the retail application / public inquiry which demonstrates that development is deliverable with mitigation measures.
19. Employment land loss?	G	The proposed development will not result in the loss of land used for employment purposes.
20. Distance to existing employment areas?	n/a	The site is being considered for employment use.

## 07 Land to the rear of Handforth Dean Retail Park

2.64 ha for B1/B2/B8 uses

Criteria	Category	Commentary
1. Economically viable?	G	<p>Employment development is nil rated in the CIL Charging Schedule.</p> <p>The site is a vacant greenfield site. The site is located within an Existing Employment Area as identified by the Macclesfield Borough Local Plan 2004.</p> <p>The site received permission 06/0278P for the erection of B1 units. This application was subsequently renewed (09/3413M and 13/0158M). An outline application is currently pending permission on land to the north of Lower Meadow Road for the extension to the existing Marks and Spencers unit, amendments to car park layout and provision of a new staff parking facility (17/4497M). A full planning application (18/6404M) is pending permission on land to the south of Lower Meadow Road for the erection of buildings to be used as car dealerships including workshops, bodyshops, offices, car parking, external display areas, showroom and new accesses along with associated works.</p>
2. Landscape impact?	A	<p>The site is located within the Stanley Green Industrial Estate, to the west of the Handforth Dean shopping complex and east of Kiln Croft Lane. The site is split into two parts by Lower Meadow Road. Adjacent to the western boundary is an area of woodland and a track that runs through it. The site can be seen from Lower Meadow Road, and Kiln Croft Lane. Appropriate mitigation measures would be required.</p>
3. Settlement character and urban form impact?	G	<p>The site is within the built form of Handforth and is enclosed by development on 3 sides.</p>
4. Strategic Green Gap?	G	<p>The site is not located in the Strategic Green Gap.</p>
5. Compatible neighbouring uses?	G	<p>The site lies within the Stanley Green Business Park / Industrial Estate.</p>
6. Highways access?	G	<p>The site fronts Kiln Croft Road and Lower Meadow Road, these roads are adopted highways. The highway advisor has raised no objection in the current applications subject to conditions (17/4497 and 17/6486).</p>
7. Highways impact?	A	<p>A Transport Assessment will be required with the submission of any application. Transport assessments have been submitted with the current planning applications (17/4497 and 17/6486).</p>
8. Heritage assets impact?	A	<p>Located to the south of the site is Handforth Hall (Grade II*) which is approximately 150m from the site boundary. Located to the west, approximately</p>

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Criteria	Category	Commentary
		100m away is Brookes Farmhouse (Grade II). A HIA would be required with the submission of any future application although it is considered that any issues could be successfully mitigated.
9. Flooding/drainage issues?	A	The majority of the site lies within Flood Risk Zone 1. A very small part of the site, to the south of Lower Meadow Road, lies within Flood Zone 2 and 3. A FRA will be required with the submission of any application.
10. Ecology impact?	A	The site is greenfield and contains woodland which appears on the national inventory of priority habitats. The site is near a stream and Great Crested Newts are known to occur at ponds located at Handforth Hall. An ecological survey with mitigation measures should be submitted with any future planning application.
11. TPOs on/immediately adjacent?	G	No TPOs on site.
12. In an AQMA?	G	The site is not located in an AQMA.
13. In/adjacent to an area of mineral interest?	A	The site is close to (i.e. within 250m) of a known mineral resources area for sand and gravel. However, due to the size of the site it is likely that sand and gravel mineral extraction will not be viable.
14. Accessibility?	G	Majority of criteria area green.
15. Public transport frequency?	G	The site is approximately 400m from Handforth Train Station. There are bus stops at Handforth Dean Shopping Centre and along Earl Road. This is served by 312 Bus Route (Handforth Dean – Stockport)
16. Brownfield/greenfield?	R	The site is greenfield.
17. Agricultural land?	G	Not classified (urban area) (MAgiC map)
18. Contamination issues?	A	Desk study report submitted for 17/4497M (north); recommended site investigation. 17/6486M (south) identified a ground gas risk and recommended remedial measures. A phase 2 contamination assessment will be required.
19. Employment land loss?	G	The proposed development will not result in the loss of land used for employment purposes.
20. Distance to existing employment areas?	n/a	The site is being considered for employment use.

## 08 New Farm / Centura Foods

7.83 ha for B2/B8 uses

Criteria	Category	Commentary
1. Economically viable?	A	Employment development is nil rated in the CIL Charging Schedule. The site is partly cleared and vacant, and is allocated as a Mixed Use/Employment Allocation within the Congleton Borough Local Plan. The site received permission in 2006 for the erection of a bulk silo for storage of granular salt (06/0963/FUL). There are no known site specific considerations that could impact on the site's overall broad viability.
2. Landscape impact?	A	The site is within the settlement boundary of Middlewich. British salt industrial complex lies to the northwest of the site. The railway line bounds the site to the northeast with the proposed Midpoint 18 phase 3 beyond. There is also a section of Midpoint 18 located to the southeast. The Trent and Mersey Canal bounds the site to the southwest, with the A533, sport pitches and then open countryside beyond. Appropriate mitigation measures would have the opportunity to enhance the landscape and the adjacent conservation area.
3. Settlement character and urban form impact?	A	The site is within the settlement boundary of Middlewich and is substantially enclosed by development on 2 sides.
4. Strategic Green Gap?	G	The site is not located in the Strategic Green Gap.
5. Compatible neighbouring uses?	A	The site is adjacent to industrial works to the northwest. A few residential properties are located to the south and southeast with a caravan park located further beyond. To the west of the site is a residential allocation - LPS 42 Glebe Farm which has received outline permission (13/3449C). Midpoint 18 is also located to the south of the site and beyond the railway line to the northeast. Any application should demonstrate that there will be no detrimental effect to residential amenity. It would also need to consider the impacts on the operation of the neighbouring British Salt industrial complex.
6. Highways access?	G	There is currently a single lane track located off the A533 that provides access to the site.
7. Highways impact?	A	A Transport Assessment will be required in support of an application. This should also take into account the cumulative traffic impact.
8. Heritage assets impact?	A	The site is adjacent to the Trent and Mersey Canal Conservation Area. The nearest heritage asset, is located to the northwest (Trent and

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Criteria	Category	Commentary
		Mersey Canal Rumps Lock – Grade II; and Trent and Mersey Canal Milepost – Grade II) approximately 250m away. There is a heritage asset (Milepost - Grade II) which is located approximately 450m to the south of the Site. A HIA should be submitted in support of any future planning application.
Flooding/drainage issues?	G	The site is within Flood Zone 1.
9. Ecology impact?	A	The site is a vacant brownfield site and is adjacent to the Trent and Mersey Canal. The site is located approximately 800m to the southeast of Chelford Lagoon which is designated as a Grade B Site of Biological Importance in the adopted Congleton Borough Local Plan; such sites are now referred to as Local Wildlife Sites. The site is within 450m of Sandbach Flashes SSSI which is notified for physiographical and biological importance. It consists of a series of pools. It has triggered the IRZ for Rural Non Residential – Large non-residential developments outside existing settlements/urban areas where net additional gross internal floorspace > 1,000m <sup>2</sup> or footprint exceeds 0.2ha. Air pollution – any industrial/agricultural development that would cause air pollution (incl: industrial processes, livestock and poultry units with floorspace >500m <sup>2</sup> , slurry lagoons > 200m and manure stores > 250t).
10. TPOs on/immediately adjacent?	G	There are no TPOs on site.
11. In an AQMA?	G	The site is not located in an AQMA.
12. In/adjacent to an area of mineral interest?	A	In a known mineral resource area for salt. Surface development at this location is not considered to have an impact on below ground salt mining.
13. Accessibility?	A	A mix of red/amber/green.
14. Public transport frequency?	G	There are bus stops along Booth Lane which is served by No. 37, 37A, 37E Arriva Crewe – Sandbach – Middlewich – Winsford – Northwich.
15. Brownfield/greenfield?	G	The site is brownfield.
16. Agricultural land?	G	The site is brownfield and within the existing urban area of Middlewich.
17. Contamination issues?	A	Salt works and Salt and Food Factory. Considered under 06/0963/FUL for the erection of a bulk silo for storage of granular salt. Minor contamination identified and remediation recommended.
18. Employment land loss?	G	The proposed development will not result in the loss of land used for employment purposes.
19. Distance to existing employment areas?	n/a	The site is being considered for employment use.

## 11 Land West of Manor Lane

2.30 ha for B1/B8 uses

Criteria	Category	Commentary
1. Economically viable?	G	<p>Employment development is nil rated in the CIL Charging Schedule.</p> <p>The site is a brownfield site within the settlement boundary of Holmes Chapel.</p> <p>The site has hybrid full / outline consent granted in Feb 2019 for 8,281 sq.m floorspace, primarily for B1/B2/B8 uses with some D1, D2 and trade counter uses. The units are being marketed and construction is expected to commence during summer 2019.</p> <p>There are no known site-specific considerations that could impact on the site's overall broad viability.</p>
2. Landscape impact?	G	<p>The site is not thought to have any negative impacts on the local landscape and any development is considered to improve the current landscape. The site is a largely cleared business park with some existing units, including a veterinary clinic, located to the north of the site. Running parallel along the western boundary is a railway track. The site can be seen from Manor Lane located to the east and Macclesfield Road located to the north.</p> <p>Temporary security fencing goes around part of the site. Timber fencing is located along the shared boundary line with Aldi located to the south.</p>
3. Settlement character and urban form impact?	G	<p>The site is within the settlement boundary of Holmes Chapel and is substantially enclosed by development on 3 sides. Residential development has been granted permission on land to the north of the site (16/0396C – approved 12.08.16) which is currently under construction.</p>
4. Strategic Green Gap?	G	<p>The site is not located in the Strategic Green Gap.</p>
5. Compatible neighbouring uses?	A	<p>To the south of the site is Aldi and further beyond Holmes Chapel Business Park. Located to the north of the site is an area of land that has received planning approval for up to 100 dwellings (16/0396C) which is currently under construction. Running along the western boundary of the site is a railway track with Victoria Mills located the other side which has received planning permission for up to 136 dwellings (16/3724C). Along the eastern boundary is Manor Lane with countryside and farmhouses beyond. The site lies within the Jodrell Bank Radio Telescope Consultation</p>

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Criteria	Category	Commentary
		Zone in the Congleton Local Plan. Appropriate mitigation measures would be required to minimise any impact on adjacent residential development and Jodrell Bank.
6. Highways access?	G	There is existing access to the Site off Manor Lane.
7. Highways impact?	A	A Transport Assessment will be required in support of any future applications. This should also take into account the cumulative traffic impact due to the number of committed developments approved in the vicinity of the site.
8. Heritage assets impact?	G	The nearest heritage asset is located to the northwest (Bridge Farmhouse – Grade II) which is approximately 130m away. Given the distance and the approved housing development located to the north (16/0396C) it is considered that there will be no detrimental impact.
9. Flooding/drainage issues?	A	The majority of site is within Flood Zone 1. There is a section of the site within the southeastern corner that is located within Flood Zone 2 and 3. A Flood Risk Assessment will be required with the submission of any future application.
10. Ecology impact?	A	The site is brownfield with some occupied business units at the northern end. Alum Brook goes through the site from the railway line to the western site boundary. The site is also approximately 430m from a Site of Biological Importance in the Congleton Local Plan; such sites are now referred to as Local Wildlife Sites. Approximately 1.5km to the east is River Dane SSSI. An ecological assessment with appropriate mitigation measures should be submitted in support of any future application.
11. TPOs on/immediately adjacent?	G	There are no TPOs on site.
12. In an AQMA?	G	The site is not located in an AQMA.
13. In/adjacent to an area of mineral interest?	A	In a known mineral resource area for salt, sand & gravel and silica sand. Surface development at this location is not considered to have an impact on below-ground salt mining. The Council will require the applicant to submit a Mineral Resource Assessment (MRA) as part of any application to provide information on both the feasibility of prior extraction of the sand & gravel and silica sand mineral resource before the proposed development proceeds and the sterilisation potential that the proposed development will have on any future extraction of the wider resource.
14. Accessibility?	G	Majority of criteria are green.

Criteria	Category	Commentary
15. Public transport frequency?	G	There are bus stops located on Manor Lane. The train station is located approximately 220m to the southwest.
16. Brownfield/greenfield?	G	The site is brownfield.
17. Agricultural land?	G	The site is within the urban area and is brownfield land.
18. Contamination issues?	A	Site area includes depot and vehicle depot. The outline application for 65 dwellings (15/4234C) located to the north recommended a condition for further investigation due to gas risk identified in the submitted report. A Phase 2 land contamination assessment would be required in support of any future application.
19. Employment land loss?	G	The proposed development will not result in the loss of land used for employment purposes.
20. Distance to existing employment areas?	n/a	The site is being considered for employment use.

## 12 Land at Faulkner Drive

7.05 ha for B2/B8 uses.

Criteria	Category	Commentary
1. Economically viable?	A	Employment development is nil rated in the CIL Charging Schedule. The site is within the existing British Salt industrial complex but there are no known site-specific considerations that could impact on the site's overall broad viability.
2. Landscape impact?	G	The site is within the urban area and the heavily industrialised British Salt complex. It is not considered that there would be any adverse landscape impacts.
3. Settlement character and urban form impact?	G	The site is within the settlement boundary of Middlewich and is substantially enclosed by development on 3 sides.
4. Strategic Green Gap?	G	The site is not located in the Strategic Green Gap.
5. Compatible neighbouring uses?	A	The site is within the existing British Salt industrial complex and further employment uses would be compatible. There are residential properties to the west across Booth Lane and consideration would need to be given to these so as not to affect their residential amenity.
6. Highways access?	G	There is existing access to the site from Faulkner Drive.
7. Highways impact?	A	A Transport Assessment will be required in support of any future planning application but it is likely that any impacts could be mitigated
8. Heritage assets impact?	A	The site is adjacent to the Middlewich Canal Conservation Area and Trent and Mersey Canal Rumps Lock (Grade II) plus the canal milepost immediately north of Rumps Lock (Grade II). Listed buildings are located just to the south of the site. Given the existing industrial nature of the area, it is likely that any impacts on these heritage assets could be successfully mitigated but a heritage impact assessment would be required to accompany any future planning application.
9. Flooding/drainage issues?	A	The site is entirely within Flood Zone 1 but there are some limited areas at risk of surface water flooding. A Flood Risk Assessment will be required with the submission of any future application, but it is considered that any issues could be successfully mitigated.
10. Ecology impact?	A	Woodland in the western proportion of the site appears on the national inventory of priority woodland. Grassland habitats present on both the eastern and western sites have the potential to be of significant value and could potentially be of Priority habitat quality which would be a

Criteria	Category	Commentary
		<p>material consideration.</p> <p>The mixture of grassland, woodland and scrub present on site may be of significant ornithological value.</p> <p>The site falls within Natural England's SSSI impact risk zones associated with Sandbach Flashes SSSI.</p> <p>Badgers, bats, great crested newts and grass snakes could potentially occur on this site.</p> <p>Whilst there is potential to mitigate ecological issues, if development of the site was found to be likely to have an adverse impact on the Sandbach Flashes SSSI then it would be a red. Similarly, the extent of semi-natural habitats on this site would mean that if these habitats were of priority habitat quality then it may be difficult to provide sufficient compensatory habitat to compensate for their loss. This would again make the site a red for ecology. An ecological survey of the site should be undertaken to establish the value of the existing habitats on site.</p>
11. TPOs on/immediately adjacent?	G	There are no TPOs on or near the site.
12. In an AQMA?	G	The site is not located in an AQMA.
13. In/adjacent to an area of mineral interest?	A	In a known mineral resource area for salt. It will be important to ensure that surface development at this location does not have an impact on below-ground salt mining. It is likely that this site will be safeguarded in the M&W DPD as an existing mineral infrastructure site for the transport, handling and processing of minerals in line with the requirements of the NPPF.
14. Accessibility?	A	A mix of red/amber/green.
15. Public transport frequency?	G	There are bus stops along Booth Lane which is served by No. 37, 37A, 37E Arriva Crewe – Sandbach – Middlewich – Winsford – Northwich.
16. Brownfield/greenfield?	A	The site is mixed brownfield / greenfield.
17. Agricultural land?	G	The site is within the existing urban area of Middlewich.
18. Contamination issues?	A	The site is within an existing industrial complex and parts are previously developed. There is high potential for contamination issues and a Phase 2 land contamination assessment would be required.
19. Employment land loss?	G	The proposed development will not result in the loss of land used for employment purposes.
20. Distance to existing employment areas?	n/a	The site is being considered for employment use.