

Cheshire East Local Plan

Site Allocations and Development Policies Document

Gypsy, Traveller and Travelling Showpeople Site Selection Report

[ED 14]

August 2020

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1. Introduction

- 1.1 This Site Selection Report (“SSR”) explains how Gypsy, Traveller and Travelling Showpeople sites have been selected as proposed allocations within the Revised Publication Draft Site Allocations and Development Policies Document (“SADPD”) [ED 01] in line with national and local planning policy.
- 1.2 The report has been informed by the Gypsy and Traveller Accommodation Assessment (2018) [ED 13]. It has also taken account of the outcomes of the Sustainability Appraisal (“SA”) [ED 03] and Habitats Regulations Assessment (“HRA”) [ED 04] work on an iterative and ongoing basis.
- 1.3 Documents referenced with the ‘ED’ prefix are available to view in the Revised Publication Draft SADPD consultation library.

National Planning Policy

- 1.4 The NPPF (2019) asks that Local Planning Authorities address the need for housing for different groups in the community, including for Travellers (¶61).
- 1.5 The Government has published specific national policy regarding Traveller sites to be read alongside the provisions of the NPPF. ‘Planning Policy for Traveller Sites’ (“PPTS”), revised in August 2015, sets out how councils should assess and address the housing needs of Gypsies and Travellers and Travelling Showpeople. It also sets out a definition for Gypsies and Travellers for the purposes of that planning policy.
- 1.6 The PPTS notes how fair and effective strategies should be developed to meet identified need through the identification of land for sites (para 4). Policy B (para 10) says that local planning authorities should, in their local plan, identify and update a supply of specific deliverable sites sufficient to provide five years’ worth of sites against locally set targets, identify a supply of specific, developable sites or broad locations for growth for years 6 to 10 and, where possible, years 11 to 15¹.
- 1.7 Policy A of the PPTS sets out the principles that should be adopted when assembling the evidence base necessary to support the authority’s planning approach to traveller sites. The policy emphasises the need for early and effective community engagement to prepare and maintain an up-to-date

¹ Footnotes 4 and 5 of the PPTS describe what deliverable and developable mean. To be considered deliverable, sites should be available now, offer a suitable location for development, and be achievable with a realistic prospect that development will be delivered on the site within five years. Sites with planning permission should be considered deliverable until permission expires, unless there is clear evidence that schemes will not be implemented within 5 years, for example they will not be viable, there is no longer a demand for the type of units or sites have long term phasing plans. To be considered developable, sites should be in a suitable location for traveller site development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged.

understanding of the likely permanent and transit accommodation needs of their areas over the lifespan of their development plan.

- 1.8 Policy E of the PPTS relates to sites in the Green Belt. It confirms that Traveller's sites are inappropriate development in the Green Belt and that Green Belt boundaries should be altered only in exceptional circumstances. The PPTS guidance is to be read in conjunction with the NPPF, which states that exceptional circumstances will only exist where the strategic policy-making authority has been able to demonstrate that it has examined fully all other reasonable options for meeting its identified need for development and whether the strategy: a) makes as much use as possible of suitable brownfield sites and underutilised land; b) optimises the density of development and c) has been informed by discussions with neighbouring authorities about whether they could accommodate some of the identified need for development, as demonstrated through a duty to co-operate statement of common ground.

Local Planning Policy

- 1.9 In Cheshire East, the Local Plan will be made up of four documents:
- The Local Plan Strategy ("LPS"). This sets out the vision and overall planning strategy for the Borough. It includes strategic policies and allocates 'strategic sites' for development for the period up to 2030. The LPS was adopted in July 2017.
 - The Site Allocations and Development Policies Document ("SADPD"). The SADPD will allocate additional sites for development, where necessary, and also set out more detailed policies and boundaries to guide planning application decisions in the Borough.
 - The Minerals and Waste Development Plan Document. This will set out planning policies for minerals and waste, including the identification of specific sites for these uses.
 - The Crewe Hub Area Action Plan will set out a planning framework to manage change around Crewe Railway Station and immediate surrounding area.
- 1.10 LPS Policy SC 7 "Gypsies and Travellers and Travelling Showpeople" sets out the Council's approach to Gypsies and Travellers and Travelling Showpeople. Point 1 of LPS Policy SC 7 notes that sites will be allocated or approved to meet the needs set out in the most recent Gypsy and Traveller Accommodation Assessment ("GTAA"). Point 2 sets out various considerations that should be taken into account in determining the acceptability of new sites. Point 3 of the policy puts in place a presumption against the loss of existing permanent consented Gypsy and Traveller or Travelling Showperson Sites where this would result in, or exacerbate, a shortfall unless equivalent provision is made.
- 1.11 Paragraph 12.67 of the LPS notes that sites for Gypsies and Travellers and Travelling Showpeople will be allocated in the SADPD.

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2. Overall Requirements

- 2.1 Policy SC 7 of the LPS sets out the overall need for Gypsies and Travellers and Travelling Showpeople provision between 2013 - 2028 based on the GTAA (March 2014).
- 2.2 In August 2015, revisions to the PPTS changed the definition of Travellers for planning purposes. The key change was the removal of *'those who have ceased to travel permanently'*, meaning that they will now no longer fall under the planning definition of a Traveller for the purposes of assessing accommodation need in the GTAA. This change in definition came after the completion of the 2014 GTAA.
- 2.3 The Council, alongside sub-regional partners (Cheshire West and Chester, Warrington and Halton councils), commissioned Opinion Research Services, to update the assessment of need for Travellers and Travelling Showpeople, recognising the change in definition set out in the revised PPTS (August 2015).
- 2.4 The 2018 GTAA now provides updated evidence on need that reflects current national planning policy. The 2018 GTAA also covers the full Local Plan period compared to the GTAA 2014, which covered the period to 2028. The findings of the 2018 GTAA are reflected in the SADPD.
- 2.5 The accommodation needs in the 2018 GTAA study, for Cheshire East, up to 2030 in relation to those households who met the planning definition in annex 1 of the PPTS, are shown in Table 1, below:-

| | Total |
|--|--------------|
| Gypsy and Traveller residential pitches | 32 |
| Transit site pitch provision | 5-10 |
| Travelling Showperson plots | 5 |

Table 1: Outcomes of the 2018 GTAA

- 2.6 The GTAA (2018), in Appendix C, identifies a need for 3 additional pitches in the Plan period for households who may need culturally appropriate accommodation but fall outside of the planning definition for Gypsies and Travellers as set out in annex 1 of the PPTS.
- 2.7 The GTAA (2018), in ¶¶7.24-7.28, also identifies that 2 additional pitches are likely to be needed over the Plan period to address the potential needs of households where it has not been able to be determined through the GTAA (2018) whether a household meets the definition set out in annex 1 of the PPTS.
- 2.8 The base date of this SSR is the 31 March 2020. The 2018 GTAA base date is May 2017, and from the GTAA base date there is 13 years of the Plan period

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remaining. Table 2, below, gives an annualised requirement - the identified accommodation needs split equally over the period covered by the GTAA. The figures represent the net need for pitches/plots, taking into account sites as at May 2017 (the base date of the GTAA). The net number of G&T residential pitches also took account of there being a planning permission for 24 pitches at the Three Oaks Caravan Park (Booth Lane) which has now expired and is considered in this report (site reference GTTS 15a).

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| Years from GTAA base date | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Total (2030) |
|--|------------------------------|-------------|-------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|---------------|---------------|------------|--------------|
| | 17/18 (base date of GTAA) | 18/19 | 19/20 | 20/21 | 21/22 | 22/23 | 23/24 | 24/25 | 25/26 | 26/27 | 27/28 | 28/29 | 29/30 | |
| Gypsy & Traveller permanent residential accumulated annualised need (rounded) | 2.46 (2) | 4.9 (5) | 7.4 (7) | 9.8 (10) | 12.3 (12) | 14.8 (15) | 17.2 (17) | 19.7 (20) | 22.1 (22) | 24.6 (25) | 27.1 (27) | 29.5 (30) | 32 (32) | 32 |
| Gypsy & Traveller permanent residential accumulated annualised need (rounded) including 10% allowance ² | 2.61 (3) | 5.22 (5) | 7.83 (8) | 10.44 (10) | 13.05 (13) | 15.66 (16) | 18.27 (18) | 20.88 (21) | 23.49 (23) | 26.1 (26) | 28.71 (29) | 31.32 (31) | 34 (34) | 34 |
| Travelling Showpeople Plots permanent accumulated annualised need (rounded) | 0.38 (0) | 0.8 (1) | 1.2 (1) | 1.5 (2) | 1.9 (2) | 2.3 (2) | 2.7 (3) | 3.1 (3) | 3.5 (4) | 3.8 (4) | 4.2 (4) | 4.6 (5) | 5 (5) | 5 |
| Gypsy & Traveller transit provision | 5-10 pitches | | | | | | | | | | | | | |

Table 2: Annualised Requirement for Pitches / Plots 2017/18 – 2030

² For potential future households where it has not been able to be determined through the GTAA whether that household meets the definition set out in annex 1 of Planning Policy for Traveller Sites (August 2015).

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3. Proposed Site Selection Methodology for Gypsy and Traveller and Travelling Showpeople Sites

- 3.1 The following site selection methodology sets out the steps undertaken to determine the Gypsy and Traveller and Travelling Showpeople sites that will seek to address the accommodation needs identified by the updated GTAA.
- 3.2 On behalf of the Council in 2014, Peter Brett Associates (“PBA”) carried out research to identify Gypsy, Traveller and Travelling Showpeople sites.³ Their report, published in April 2014, identified only a limited number of potential sites to meet the accommodation needs set out in the GTAA at that time.
- 3.3 Drawing from the PBA report, a proposed, outline site identification methodology was included as an appendix to the SADPD Issues Paper (April 2017). However, the site selection methodology was wholly revised following consultation on the SADPD Issues Paper to ensure consistency with the site selection work for housing and employment uses in the SADPD. The revised site selection methodology was consulted on alongside the First Draft SADPD and Publication Draft SADPD where further adjustments to the methodology were made, where necessary.

Stages in the Site Selection Methodology for Gypsy and Traveller and Travelling Showpeople sites

- 3.4 The site selection methodology for Gypsy and Traveller and Travelling Showpeople is comprised of a series of stages, set out in Figure 1 below, and detailed in this report.
- 3.5 In practice, it will be possible to move between Stages of the SSM (as shown on Figure 1 below) on an iterative basis.

³ http://www.cheshireeast.gov.uk/PDF/20140401_GTS_site_study_Rev_4_FINAL.pdf

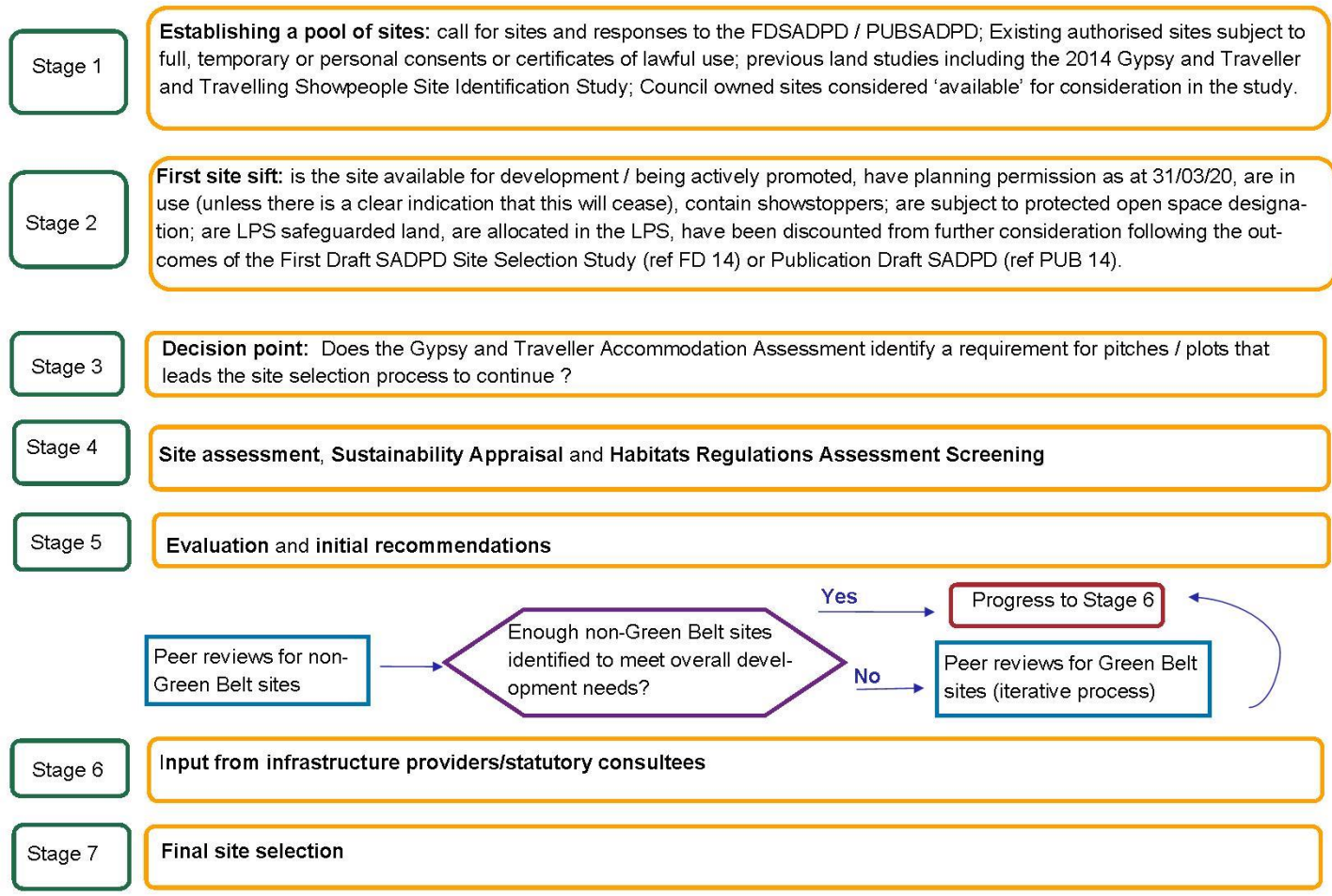


Figure 1: Site Selection Process Diagram

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Stage 1: Establishing a pool of sites

3.6 This stage involved utilising existing sources of information to establish a long list of sites to consider through the site selection process, including:

- responses to ‘call for sites’ opportunities advertised by the Council, the most recent held alongside the consultation on the Publication Draft SADPD⁴.
- existing authorised sites subject to full, temporary or personal consents or certificates of lawful use;
- sites recommended from the 2014 Gypsy and Traveller and Travelling Showpeople Site Identification Study; and
- a review of Council owned land considered ‘available’ for consideration through this study.

Stage 2: First site sift

3.7 The aim of this Stage was to produce a shortlist of sites for further consideration in the site selection process. This entailed taking the long list of sites from Stage 1 of the SSM and sifting out any that:

- are not available / not being actively promoted;
- have permanent planning permission as at 31/3/20;
- are in use (unless there is clear indication that this will cease);
- are subject to protected open space designation;
- contain ‘showstoppers’ (that is a Special Protection Area, Special Area of Conservation, Ramsar, Site of Special Scientific Interest, functional floodplain (flood zone 3b), historic battlefield);
- are LPS Safeguarded Land; or
- are an allocated site in the LPS

3.8 Also, sites were removed from the short list of sites that were discounted from further consideration in the First Draft or Publication Draft SADPD evidence base Gypsy and Traveller and Travelling Showperson site selection report (references [FD 14] and [PUB 14], respectively).

⁴ Opportunities to submit sites to the Council (through ‘call for sites’) took place alongside the development of the Peter Brett Site Identification study in 2013/14, consultation on the SADPD Issues Paper in April 2017, and on separate occasions alongside consultation on the First Draft SADPD in September / October 2018 and the Publication Draft SADPD in August / September 2019.

3.9 The analysis and sifting out of sites included an element of planning judgement and were subject to an internal peer review, where necessary.

Stage 3: Decision point

3.10 This stage took into account the outcomes of the 2018 GTAA to consider the extent to which site allocations were required in the SADPD. This focused on the need to provide five years' worth of sites against locally set targets, but also a longer term supply over the plan period, in line with national guidance.

Stage 4: Site assessment, Sustainability Appraisal and Habitats Regulations Assessment

3.11 All sites remaining from the site sift (Stage 2 of the SSM) were assessed in a consistent way. The suitability of sites was recorded using a red/amber/green traffic light assessment.

3.12 A review of the factors used in the housing and employment sites SSM [ED 07] has resulted in minor changes to the traffic light framework. These changes take account of comments made to the G&T Site Selection Methodology at the Issues and Options Stage, changes in national guidance and comments received to the First Draft and Publication Draft SADPD, as well as factors contained within LPS Policy SC 7 "Gypsies and Travellers and Travelling Showpeople".

3.13 The traffic light system considers whether the site is achievable, and whether it is suitable. In terms of availability, all the sites that came through the site sift (Stage 2 of the SSM) were considered to be available and therefore it was not considered necessary to have a traffic light criterion for this (stage 2 of the SSM considered whether a site was available or being actively promoted).

- achievability – this was based on whether or not development of the site was considered to be economically viable.
- suitability – this was based on criteria relating to site characteristics.

3.14 Alongside the traffic lights, a commentary was used to pick up significant factors and to evidence the traffic light choices.

3.15 The detailed criteria for the assessments reflected the requirements of national planning guidance to make sure that all assessments were carried out in a consistent and objective way.

3.16 The detailed criteria for the assessment have not been weighted. The traffic light assessment provides a way of presenting information about the characteristics, constraints, capacities and circumstances of sites in a consistent way that enables this, along with other factors, to form part of the overall site selection process, and ultimately the recommendation of whether or not a site should be included in the SADPD.

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- 3.17 The detailed traffic light criteria, including a commentary that illustrates how the criteria relates to national planning guidance and policies in the LPS, are set out in Appendix 2 of this Report.
- 3.18 It should be noted that, at a planning application stage, more detailed site assessment work will take place; the evidence gathering in the SSM is to inform the site selection process and ultimately the policy wording for those sites recommended for inclusion in the SADPD.
- 3.19 The traffic light criteria has been summarised in Table 3.

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

Table 3: Summary of traffic light criteria

Green Belt Site Assessments (“GBSA”)

3.20 In the circumstances where Green Belt sites were to be considered, separate GBAs would be produced on a standard form (when required) to determine the contribution those sites made to the purposes of the Green Belt defined in the NPPF. The form would include details on:

- potential area of Green Belt for release
- Green Belt assessment for potential area of release

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- resulting Green Belt boundary
- assessment of surrounding Green Belt
- exceptional circumstances

3.21 It should be noted that the GBSAs do not solely determine which sites could be released from the Green Belt for development; they are one of the many factors used in recommending which Green Belt sites should be released for development.

3.22 If there were not enough non-Green Belt sites identified to achieve the remaining development requirements, then an iterative approach was taken to look at Green Belt sites as ‘top up’, with those sites that have been previously-developed and / or well-served by public transport considered first, followed by those sites that had the lowest contribution to Green Belt purposes identified in the GBSA.

Sustainability Appraisal and Habitats Regulations Assessment

3.23 The shortlisted sites carried through to Stage 4 of the SSM, were seen as reasonable alternatives⁵ that needed to be subjected to Sustainability Appraisal and Habitats Regulations Assessment screening. In the case of Green Belt sites, they only became reasonable alternatives once it was recognised through the SSM process that they would require a traffic light form to be completed (based on previously developed land and / or well served by public transport first, followed by the contribution of the site to Green Belt purposes and the residual requirement for pitches/plots, and not when a GBSA was carried out – see Stage 5 for further information).

3.24 The results of the traffic light assessments were used to carry out the SA. A separate SADPD Sustainability Appraisal Report [ED 03] and Habitats Regulations Assessment report [ED 04] have been published alongside the revised publication draft SADPD [ED 01].

Stage 5: Evaluation and initial recommendations

3.25 Stage 5 of the SSM contains a series of sub-Stages (i to iv), as outlined below.

i) Evaluation of the traffic light assessments for the non-Green Belt sites, and internal peer reviews

3.26 Internal peer reviews were carried out, where necessary, for sites assessed. They made sure that the approach taken was consistent and explored if additional information about a site was needed - from a site promoter, for example. This information was fed into the site evaluation process, which may have resulted in an updating of the traffic light assessments carried out in Stage 4 of the SSM, where appropriate to do so.

⁵ It is up to the Council to determine what is considered to be a reasonable alternative.

ii) If there are sufficient suitable non-Green Belt sites to meet the identified development needs, work progresses to Stage 6

3.27 In this sub-Stage a decision point was reached; if enough suitable non-Green Belt sites were identified to meet the remaining development requirements then initial recommendations were made on those non-Green Belt sites considered most suitable at this stage for inclusion in the SADPD. Work then progressed to Stage 6 of the SSM.

iii) If there are insufficient non-Green Belt sites then an iterative approach was taken to look at Green Belt sites, with a return to Stage 4

3.28 If enough non-Green Belt sites were not identified to achieve the remaining development requirements, then an iterative approach was taken to look at Green Belt sites as ‘top up’, with those sites that had the lowest contribution to Green Belt purposes identified in the GBSA considered first.

3.29 This iterative approach to the assessment of Green Belt sites is set out below:

- Assess sites that have been previously-developed and / or are well-served by public transport.
- assess Green Belt sites that make ‘no contribution’ in the GBSA
- review Green Belt parcels that make ‘no contribution’ to Green Belt purposes in the Green Belt Assessment Update (“GBAU”) to determine whether any further potential sites could be found in those parcels
- assess Green Belt sites that make a ‘contribution’ in the GBSA
- review Green Belt parcels that make a ‘contribution’ to Green Belt purposes in the GBAU to determine whether any further potential sites could be found in those parcels
- assess Green Belt sites that make a ‘significant contribution’ in the GBSA
- review Green Belt parcels that make a ‘significant contribution’ to Green Belt purposes in the GBAU to determine whether any further potential sites could be found in those parcels

3.30 It is important to note that when considering exceptional circumstances relating to the potential release of land from the Green Belt, a stronger exceptional circumstances case is required where parcels make a higher level of contribution.

Initial recommendations

3.31 As mentioned in sub-stages ii) and iv) initial recommendations were made as to which sites were considered most suitable at this stage for inclusion in the SADPD, using an iterative approach of non-Green Belt, and then Green Belt sites if needed. This process enabled the overall performance of each site, in relation to the information gathered in previous stages to be considered. As stated in Stage 4 of the SSM, the traffic light criteria were not weighted. The consideration of all of the available evidence enabled potentially competing considerations to be assessed and reconciled.

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Stage 6: Input from infrastructure providers/statutory consultees

- 3.32 Sites that were initially shortlisted to be included in the SADPD (Stage 4 of the SSM) were sent to infrastructure providers and statutory consultees⁶ for comment. This meant that a realistic pool of sites to consider was provided, enabling the combined impact of the potential development sites to be assessed.
- 3.33 The comments received were then evaluated and summarised in this SSR.

Stage 7: Final site selection

- 3.34 Taking everything into account from the previous Stages of the SSM the Council considered if any further amendments in relation to the sites should be made, resulting in a final selection of sites for inclusion in the SADPD.
- 3.35 The information gathered for the sites recommended for inclusion in the SADPD was used to inform the production of a Policy for each site, to make sure that appropriate mitigation, infrastructure and other site specific development requirements are delivered when the site is developed. It is also important to note that, at planning application stage, more detailed site assessment work will take place, which could result in additional site specific requirements that would be secured by condition on any planning approval. These Policies, and indeed the whole of the Revised Publication Draft SADPD, are subject to SA and HRA where required.

Public consultation

- 3.36 Production of the SADPD is an iterative process, informed by public consultation. It is therefore not considered to be a discrete stage in the site selection process.
- 3.37 A six week public consultation took place in September / October 2018 on the First Draft SADPD, which included the sites that were initially recommended for inclusion in that document and their accompanying Policies. Consultation on the Publication Draft SADPD took place in August / September 2019. The results of the consultation(s) were considered and amendments made to the traffic light forms and this SSR, where necessary, as well as any resulting changes to the site policies, the HRA, and SA.

⁶ Environment Agency, Historic England, Natural England

4. Implementation of Site Selection Methodology

Overall Requirements and Site Provision

4.1 The overall requirement for Gypsy and Traveller pitches and Travelling Showpeople plots, for households surveyed who met the planning definition of a Gypsy and Traveller (annex 1 of the PPTS) in the 2018 GTAA [ED 13], up to 2030, is set out in Table 4 below:

| | Total |
|--|--------------|
| Gypsy and Traveller Residential Pitches | 32 |
| Transit site pitch provision | 5-10 |
| Travelling Showperson Plots | 5 |

Table 4: Development Requirements from the 2018 GTAA

- 4.2 The GTAA (2018), in Appendix C, identifies a need for 3 additional pitches in the Plan period for households who may need culturally appropriate accommodation but fall outside of the planning definition for Gypsies and Travellers as set out in annex 1 of the PPTS.
- 4.3 The GTAA (2018), in ¶¶ 7.24-7.29, also identifies that 2 additional pitches are likely to be needed to address the potential needs of households where it has not been able to be determined through the GTAA whether a household meets the definition set out in annex 1 of the PPTS.
- 4.4 The base date of this SSR is the 31 March 2020.
- 4.5 Following the base date of the 2018 GTAA (May 2017), a number of sites have received permanent planning permission including:
- James Acre, Bradwell Road (land opposite Five Acres Farm), Middlewich for four transit pitches and one permanent pitch (planning reference 16/0198c – 12 May 2017).
 - Horseshoe Farm, Warmingham Lane Moston for eight private transit pitches (planning reference 17/2398N – 17 December 2018).
 - Thimswarra Farm, Dragons Lane, Moston for two permanent pitches (planning reference 17/2114C – 27 June 2019).
 - Meadowview, Dragons Lane, Moston for four permanent pitches (planning reference 17/5170C – 17 June 2019).

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- Land south of Dragon's Lane, Moston for one permanent pitch (planning reference 16/0962c – 17 June 2019).
- 12 Cemetery Road, Weston for one permanent pitch (planning reference - 17/2879N – 29 August 2019).
- 5 Waldrons Lane, Crewe (planning reference 19/0463N – 14 March 2019) for two permanent pitches.
- Land off Dragons Lane, Moston (planning reference 16/2247C - 19 December 2019) for one permanent pitch.
- Baddington Park (Land to the East of Railway Cottages) (planning reference 19/5261N – 10 March 2020) for six permanent pitches.

4.6 The sites outlined above provide for a total of 12 transit pitches and 18 permanent pitches granted planning permission since the base date of the 2018 GTAA.

4.7 In addition and following the base date of this report (02/04/2020), 1 pitch has been granted permanent planning permission, at appeal, at land adjoining Meadowview Park, Dragons Lane, Moston (ref 18/2413c).

4.8 The following section sets out the approach to addressing the overall requirement in the SADPD, focused on the provision for permanent Gypsy and Traveller site provision and Travelling Showperson plots.

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5. Site Selection

Introduction

5.1 This chapter documents the implementation of the Site Selection Methodology (“SSM”) for Gypsy and Traveller and Travelling Showperson sites, and should be read alongside the Sustainability Appraisal [ED 03], the Habitats Regulation Assessment [ED 04], and the Revised Publication Draft SADPD [ED 01]. It documents all seven Stages of the SSM⁷, including recommending sites to be included in the Revised Publication Draft SADPD.

Stage 1: Establishing a Pool of sites

5.2 In line with the SSM, a longlist of potential sites was established. Appendix 3 collates the ‘pool of sites’ comprising:

- call for site submissions including those made to the consultation on the First Draft SADPD and Publication Draft SADPD.
- existing authorised sites subject to permanent, temporary or personal consents or certificates of lawful use.
- sites considered and the conclusions from the 2014 Gypsy and Traveller and Travelling Showpeople Site Identification Study.
- council owned land considered ‘available’ for consideration through this study.

Stage 2: First Site Sift

5.3 The first site sift was carried out to produce a shortlist of sites for further consideration in the site selection process. Sites were removed that:

- are not available / not being actively promoted;
- have planning permission as at 31/3/20;
- are in use (unless there is clear indication that this will cease);
- are subject to protected open space designation;
- contain ‘showstoppers’ (that is a Special Protection Area, Special Area of Conservation, Ramsar, Site of Special Scientific Interest, functional floodplain (flood zone 3b), historic battlefield);
- are LPS Safeguarded Land; or

⁷ Stage 1 – Establishing a pool of sites, Stage 2 – First site sift, Stage 3 – Decision point, Stage 4 – Site assessment, sustainability appraisal and Habitats Regulations Assessment, Stage 5 – Evaluation and initial recommendations, Stage 6 – Input from infrastructure providers/statutory consultees, Stage 7 – Final site selection.

- are an allocated site in the LPS.
- 5.4 In addition, sites that were discounted during the First Draft SADPD Gypsy, Traveller and Travelling Showpeople Site Selection Report [FD 14] and Publication Draft SADPD [PUB 14] were sifted out.
- 5.5 The following table sets out the number of sites considered during stage 1 & 2 of the SSM:

| | Gypsy and Traveller Sites | Travelling Showperson sites |
|---------|---------------------------|-----------------------------|
| Stage 1 | 63 | 4 |
| Stage 2 | 10 | 3 |

Table 5: number of sites considered at stages 1 & 2 of the site selection methodology

- 5.6 Appendix 3 includes list of sites considered and those sifted out of the process, at stages 1 and 2 of the SSM.

Stage 3 Decision Point

- 5.7 Stage 3 of the SSM is a decision point whereby account was taken on current supply of sites alongside the outcomes of the 2018 GTAA (as noted in section 4 of this report) to determine whether or not Gypsy and Traveller and Travelling Showpeople sites needed to be identified in the SADPD. As the (2018) GTAA establishes that there is a need to provide additional accommodation over the Plan period that cannot be met by the current supply of sites, this triggers the continuation of the site selection process for Gypsy and Traveller and Travelling Showpeople sites.

Stage 4: Site assessment, Sustainability Appraisal and Habitats Regulations Assessment

- 5.8 Table 6 (below) shows the remaining sites following the initial site sift (Stage 2), which have been considered for Gypsy and Traveller and Travelling Showpeople uses in Stage 4 of the SSM for possible inclusion in the SADPD.

| Option ref (GTTS) | Site name | Approx gross site area (ha) | Site Details | Policy designation ⁸ |
|-------------------|--|-----------------------------|--|---------------------------------|
| 12 | Land at Railway Bridge Cottages, (Baddington Park), Baddington, Nantwich | 0.92 ha | Intensification of use at an existing site / site with planning permission for 6 pitches | Open Countryside |

⁸ In the adopted LPS or legacy local plan – Crewe and Nantwich / Congleton or Macclesfield Local Plans.

| Option ref (GTTS) | Site name | Approx gross site area (ha) | Site Details | Policy designation ⁸ |
|-------------------|--|-------------------------------|---|--|
| 13 | Wybunbury Lane, Stapeley | 0.70 ha | Intensification of use / extension to an existing site | Open Countryside |
| 14 | The Oakes, Mill Lane, Smallwood | 0.88 ha | Extension to an existing site / call for site submission | Open Countryside |
| 15a | Three Oakes Caravan Park | 1.66 ha | Call for site submission | Open Countryside |
| 15b | Three Oakes Caravan Park (option b) | 2.98 ha | Call for sites submission | Open Countryside |
| 17 | New Start Park, Wettenhall Road | 0.70 ha | Temporary planning consent | Open Countryside |
| 19 | Old Brick Works Site, A50 Newcastle Road | 0.58 ha | Intensification of existing site | Open Countryside |
| 30 | Land at London road, Bridgemere | 0.14 ha | Site recommended by the Peter Brett Associates Report (2014) and Council Owned Land | Open Countryside |
| 31 | Land at Coppenhall Moss | 0.44 ha | Council Owned site. | Open Countryside |
| 64 | Arclid Depot | 0.34 ha for hardstanding area | Council Owned site. | Open Countryside |
| 66 | Lorry Park, Mobberley Road, Knutsford | 0.31 ha | Council Owned site. | Within a settlement – predominately residential in the Macclesfield Borough Local Plan |
| 67 | Cledford Hall, Lane Middlewich | 1.05 ha | Council owned site | Within the settlement boundary |
| 68 | Land at Firs Farm, Brereton | 2.73 ha | Call for site submission | Open Countyside |

Table 6 Sites considered in Stage 4 of the SSM

5.9 Sites included in table 6 (above) are considered further in this chapter. The sites were assessed in a consistent way, through:

- i) site visits;
- ii) red/amber/green traffic light assessments and associated site commentary;
- iii) Sustainability Appraisal and Habitats Regulations Assessment screening of all sites for which a traffic light assessment was completed. Information

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on accessibility can be found in the accessibility assessments, which is also included as criterion 14 in the traffic light assessments.

- 5.10 The traffic light assessments are shown in Appendix 4. The results of the Sustainability Appraisal can be found in the SADPD Sustainability Appraisal Report [ED 03] and the results of the Habitats Regulation Assessment can be found in a separate evidence base report [ref ED 04].
- 5.11 There is no official definition as to what constitutes a single Traveller residential pitch for the purposes of the site assessment work.
- 5.12 National guidance does not specify a standard site size assumption or density to be applied. Gypsies and Travellers require various sizes of accommodation, depending on the numbers of caravans per pitch, which varies, with different families living at different densities.
- 5.13 The convention used in this SSR is that a pitch is made up of one chalet or mobile home and one touring caravan for a single household. There will usually be a separate amenity block, which will include a toilet, and washing and cooking facilities.
- 5.14 Travelling Showpeople are likely to require a larger area, (often referred to as a plot or yard), as they are likely to also need space for the storage of equipment.
- 5.15 A number of sites have been considered previously through the PBA Gypsy, Traveller and Travelling Showpeople Site Identification Study (2014). The PBA report has formed part of the evidence base for producing this SSR, but site assessments included in this SSR represent a fresh appraisal of each site option, utilising a different site selection methodology outlined in sections 1-3 of this SSR.

Stages 5 to 7: Evaluation and initial recommendations; input from infrastructure providers/statutory consultees; and final site selection

Site GTTS 12 Land at Railway Bridge Cottages (Baddington Park), Baddington, Nantwich

Introduction

- 5.16 This greenfield site is located on the south side of Baddington Lane on the outskirts of Nantwich. The site is bounded to the west by an existing Gypsy and Traveller Site (permanent planning permission for four pitches – ref 13/0708N) and is approximately 0.92 hectares in size. The site was included in the PBA report in 2014 (site ref CHE009).

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5.17 The site has permanent planning permission, granted on the 10 March 2020, for six permanent pitches (planning reference 19/5261N – Baddington Park, Baddington Lane).

5.18 The site was originally promoted to the Council for 11 pitches and is in private ownership. The suitability for intensification of use on the site (i.e. an increase in the number of pitches) following the grant of planning permission for six permanent pitches is considered below. Table GTTS 12 sets out the outcomes of the site selection work.

| Site GTTS 12: site selection findings | |
|--|---|
| Achievability | <ul style="list-style-type: none"> • The site is in single and private ownership; it is a greenfield site and is being promoted for Gypsy and Traveller use. Planning permission has been granted on the site for six permanent pitches (ref 19/5261N). |
| Suitability | <ul style="list-style-type: none"> • The criteria assessed as green include: <ul style="list-style-type: none"> ○ The site is not in a strategic green gap ○ Compatible neighbouring uses ○ Heritage matters ○ No Tree Preservation Orders on or adjacent to the site ○ Site not in an Air Quality Management Area ○ Site would not lead to the loss of employment land • Those criteria that are amber are considered matters that have potential to be dealt with using appropriate mitigation measures: <ul style="list-style-type: none"> ○ Landscape ○ Highways access and impact ○ Flooding / drainage impacts ○ Ecology Impacts ○ In/adj to area of mineral interest ○ Accessibility ○ Public transport frequency ○ Impact on agricultural land ○ Contamination • There are a number of items assessed as red under the stated criteria, including: <ul style="list-style-type: none"> ○ Settlement character and urban form ○ Greenfield site ○ Distance to existing employment areas |

Table GTTS 12: Railway Cottages site selection findings

Stage 5: Evaluation and initial recommendations

5.19 This site is in the open countryside and not adjoining a settlement. The Peter Brett Associates report, in 2014 (site reference CHE009) noted that the site would have an unacceptable impact on landscape character. It is acknowledged that the site is rural in character but it is considered that landscape and impacts on the character and appearance of the open countryside could be suitably mitigated by conditions relating to siting, design, landscaping, the number of pitches and boundary treatments. The decision notice for planning permission 19/5261N, for example, includes conditions to secure appropriate boundary treatment(s) on the site.

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- 5.20 The site has a dedicated access from Baddington Lane (A530), and is adjacent to a traffic controlled bridge over a dismantled railway line. Baddington Lane is wide enough for vehicles to pass each other and is typical of its rural location in terms of being unlit and without footways. Intensification of use on the site would have to maintain adequate visibility from the site's access point.
- 5.21 The HRA has identified that the site is within 4.5km of the nearest European site Midlands Meres and Mosses Phase 1 Ramsar (Wynbunbury Moss SSSI). The HRA has considered the impact on Wybunbury Moss SSSI and notes that given the small scale of the site and the distance from any European site, no impacts are anticipated.
- 5.22 The site is in an area of known mineral resource area for salt and within 250m of sand & gravel resources. 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.
- 5.23 There is a pond and brook outside of the site boundary. There is no recorded priority ecological habitat within the site at this time, and it does not trigger a Natural England Impact Risk Zone ("IRZ) assessment in relation to proximity to Sites of Special Scientific Interest. Any future development may require site specific ecological assessment relating to impacts on protected species and/or mitigation in the form of methods of construction but it is likely that avoidance and/or mitigation measures are possible. Conditions attached to the planning permission on the site for six pitches (ref 19/5261N) requests that a method statement of Great Crested Newt Reasonable Avoidance shall be submitted to and approved in writing by the LPA prior to development.
- 5.24 The site is located entirely in Flood Zone 1 and is therefore not in an area of high flood risk. However, there is a small area within the site with medium / high surface water risk. Any alterations to the site that further increase areas of impermeable surfaces, hardstanding or alterations to ground levels may require a drainage strategy to reduce the potential for surface water run off, particularly to the pond and brook outside of the site boundary.
- 5.25 In response to the previous planning application (ref 19/5261N) on the site, the contaminated land team did not object but asked for a number of conditions to be added to future development relating to the need for additional investigations and the potential for a remediation strategy, if determined, as needed to be required.
- 5.26 The site is not closely related to existing employment areas.
- 5.27 The site is not located in or adjacent to heritage assets. There are no protected trees on or immediately adjacent to the site and it is not in a designated Air Quality Management Area ("AQMA"). The site is also not within the strategic green gap.

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- 5.28 Overall and on balance, it is considered that the intensification of use on the site for Gypsy and Traveller residential pitches could be supported taking into account other reasonable alternatives. The principle of residential permanent Gypsy and Traveller pitches has been established on the site by virtue of its planning permission for six pitches. The planning permission represents an extension to an existing consented, permanent site and its proposed allocation could support the intensification of use on the site and the provision of private Traveller sites in the borough to meet identified needs, in line with paragraph 4 of the PPTS.
- 5.29 There will be a limited adverse impact on the character and appearance of the rural area but it is considered that this could be mitigated via appropriate landscaping that would be secured by planning condition.
- 5.30 The site is assessed as amber with respect of accessibility to services and facilities and in terms of availability of public transport. However, this has to be balanced against the requirement to identify a supply of specific deliverable sites (5 years worth of sites against the findings of the 2018 GTAA). Opportunities to maximise sustainable solutions will vary between urban and more rural areas; most journeys to and from this site would be made by the occupants' cars or other motor vehicles and journeys to access important facilities and services would not be lengthy for a number of services and facilities, as supported by the sites amber assessment for accessibility.
- 5.31 The PPTS makes it clear that sustainability should not only be considered in terms of transport modes and access to services, other factors such as economic and social considerations are important. Paragraph 13 of the PPTS summarises this in a number of key considerations, which are reflected below:
- i) The site is adjacent to an existing site and has planning permission for six pitches. The site selection process indicates that through the imposition of conditions, the intensification of use on the site would avoid an unacceptable effect on the living conditions of neighbours. Accordingly, an allocation to support the intensification of use on a site with planning permission could further assist in the promotion of peaceful and integrated co-existence between the site and the local community.
 - ii) The intensification of use on the site would support a stable and settled base that provides access to health services and allow children to attend school on a regular basis.
 - iii) As an allocation to secure the intensification of use on a permitted site, it would support an established and settled base and reduce the need for long distance travelling and possible environmental damage caused by unauthorised encampments in other parts of the borough.
 - iv) The site selection process has considered issues in relation to environmental quality; this site is not in an AQMA.
 - v) Initial comments from infrastructure providers have not raised an objection to the site, indicating that the site would avoid placing undue pressure on local infrastructure and services. United Utilities have noted that the site is

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rural in nature, falls outside of a drainage area and as such the infrastructure may be limited, but do not object to the site. They have requested that the surface water drainage hierarchy be followed and asked for further engagement by the site owner should further agreements be needed for waste water and supply.

- vi) The site is not in an area of high risk of flooding. The use of a permeable surface in any future hardstanding, alongside a drainage strategy, would be required to support intensification of use on the site and reduce the chance of surface run off from the site.
- 5.32 When assessing the suitability of rural or semi-rural sites, paragraph 14 of PPTS notes that LPAs “should ensure that the scale of sites in rural or semi-rural settings does not dominate the nearest settled community”. Paragraph 10 of the PPTS also notes that LPAs in their local plans should relate the number of pitches or plots to the circumstances of the specific size and location of the site and the surrounding population’s size and density.
- 5.33 The site is in a semi-rural location in the open countryside. The wider context of the site, including the parish of Baddington, is rural in character; with a scattered pattern of development, including clusters of residential and other forms of development throughout the parish.
- 5.34 The site lies in ‘Other Settlements and Rural Areas’ tier of the LPS settlement hierarchy (Policy PG2). LPS Policy PG2 notes that 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.
- 5.35 The PPTS does not define nearest settled community but using its ordinary dictionary definition means a group of people living in the same place or having a particular characteristic in common. The site is in close proximity, to Nantwich, a Key Service Centre in the settlement hierarchy where there are services and facilities available to allow residents to share common activities, and thus characteristics in common.
- 5.36 The traffic light form has considered the impact of development on the character and appearance of the countryside concluding that there would be limited impacts that would require appropriate mitigation through boundary treatments and other conditions. Whilst the PPTS seeks to very strictly limit new traveller site development in the open countryside, it does not necessarily rule it out. The principle of six residential permanent pitches has been accepted on the site by virtue of its recent planning permission (ref 19/5261N).
- 5.37 The site has planning permission for six pitches and the adjacent site has permanent planning permission for 4 pitches leading to a cumulative total of 10 pitches across two adjacent sites.
- 5.38 Site GTTS 12 is being promoted for a total of 11 pitches on the site (a further five pitches in addition to the recent planning permission of 6 pitches). Given

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the site's semi-rural location, the character of the surrounding area and the need for appropriate boundary treatment(s), layout, siting and design, it is recommended that the site is only suitable for a proposed allocation to intensify and increase the number Gypsy and Traveller pitches by a limited number, a further two pitches. The allocation would support the increase in the number of pitches on the site overall from six permanent pitches to eight permanent pitches in total (subject to the allocation being made and planning permission being secured for intensification of use on the site). The site selection process has also demonstrated that the number of pitches proposed can acceptably be accommodated on the site.

5.39 The proposed allocation, if delivered, alongside existing permissions on the site would result in 12 pitches across two adjacent sites. Taking account of the sites relationship to surrounding uses, it would represent a cluster of development reflecting the prevailing pattern of development in a semi rural location. It is also in close in proximity and well related to the Key Service Centre of Nantwich and would not dominate the local settled community.

Stage 6: Input from infrastructure providers / statutory consultees

5.40 The consultation responses are summarised below, with a full list also provided in Appendix 5 of this SSR:

- Historic England – no objection to the site.
- Environment Agency – does not object to the site. All allocations should be reviewed in line with local and national planning policy and relevant governing legislation.
- Sport England – no comment to make on the sites at this stage.
- Natural England – no IRZ triggered in respect of proximity to a designated site. There are no recorded priority habitats within the site and it is a grade 3 site in terms of agricultural land quality.
- National Grid – no comment to make at this stage
- United Utilities – the site falls outside of the drainage area and is rural in nature, therefore infrastructure may be limited. United Utilities requested further engagement with the site owner as the site is brought forward on detailed drainage and waste water matters. Thought needs to be given to how the site obtain a sewer connection and dispose of surface water in the most sustainable way.
- Cheshire Clinical Commissioning Group – In terms of the proposed Gypsy, Traveller and Travelling People sites; it is well documented that this demographic struggle to receive the appropriate care in a Primary Care setting and often have more complex and immediate health needs than permanent residents. It is requested that sites that are confirmed are advised to the CCG at an early stage in order to ensure the appropriate local pathways are in place to support and treat where necessary.

- Electricity North West – applicant should be advised to protect electrical apparatus and should be provided with information regarding the safety requirements of personnel working in the vicinity of electrical apparatus.
- Public Rights of Way – where possible, high quality routes for active travel set within green infrastructure corridors should be provided.
- Highways England – maintain that, based on the available evidence, there are no individual sites that should not be progressed to the next stage of consultation on the SADPD based on their anticipated impacts on the capacity and safety of the Strategic Road Network. Highways England recommends that during the lifetime of the Local Plan, a Transport Study is undertaken in order to monitor the performance of the Local Plan in its entirety on individual strategic road network junctions as the development sites come forward.
- Natural Resources Wales – additional guidance provided and emphasised the need to engage with Natural England.

Stage 7: Recommendation GTTS 12: Land at Railway Bridge Cottages

Taking into account and balancing the range of factors considered in the SSM and summarised above it is recommended that this site is allocated for two additional permanent Gypsy and Traveller pitches in the SADPD in order to meet identified accommodation needs in the 2018 GTAA.

Site GTTS 13 Wybunbury Lane, Stapeley

Introduction

5.41 This site is a greenfield site to the north of Wybunbury Lane. The site incorporates an existing Gypsy and Traveller site (permanent planning permission for three pitches – ref P08/0509). The existing site is approximately 0.29 ha and the field to the rear is approximately 0.41 ha in size leading to a total site size under consideration through this site selection report of 0.70 hectares.

5.42 As a potential extension to an existing site, the site has been considered for Gypsy and Traveller use in this SSR. It is a site recommended for further assessment by the PBA report (site ref CHE022). Table GTTS 13 sets out the outcomes of the site selection work.

| Site GTTS 13 site selection findings | |
|--------------------------------------|--|
| Achievability | <ul style="list-style-type: none"> • The site is in single and private ownership; it is a greenfield site and is being promoted for Gypsy and Traveller use. |
| Suitability | <ul style="list-style-type: none"> • The criteria assessed as green include: <ul style="list-style-type: none"> ○ The site is not in a strategic green gap ○ Compatible neighbouring uses ○ Highways impact ○ Heritage ○ Tree Preservation Orders ○ Site is outside of an Air Quality Management Area ○ Contamination ○ Site does not result in the loss of employment land • Those that are amber are considered matters that have potential to be dealt with using appropriate mitigation measures: <ul style="list-style-type: none"> ○ Landscape ○ Highway access ○ Ecology ○ Flooding / drainage ○ In / adj to an area of mineral interest ○ Accessibility ○ Brownfield / Greenfield • There are criteria assessed as red, which include: <ul style="list-style-type: none"> ○ Impact on settlement character and form ○ Access to public transport ○ Impact on agricultural land ○ Distance to employment areas |

Table GTTS 13: Wybunbury Lane, site selection findings

Stage 5: Evaluation and Initial recommendations

5.43 This site is in the open countryside and not adjoining a settlement. It is rural in character including agricultural fields bounded by hedgerows. Existing development is sporadic along Wybunbury Lane. There are no landscape designations on or adjacent to the site and it is considered that visual harm to

the character and appearance of the countryside could be mitigated by conditions relating to siting, design, landscaping and boundary treatments.

- 5.44 There is an access to the existing site via Wybunbury Lane and conditions may be required to ensure continued and adequate visibility from the access point. Wybunbury Lane is a country lane; it is unlit and without a footway, reflective of its rural location.
- 5.45 There are no known heritage assets in or directly adjacent to the site. Heymoor Green Farmhouse, a Grade II Listed Building, is over 200 metres to the southwest of the site and is screened by hedgerows. The site has no Tree Preservation Order trees (“TPO”) on or adjacent to the site. The site is not in a designated AQMA. It is not within the strategic green gap.
- 5.46 The site is entirely located within Flood Zone 1 and therefore in an area at low risk of flooding. There are areas of low/medium surface water flooding risk within the site which would require further assessment and potential mitigation. There are no known contamination issues. The site is grade 2 in terms of agricultural land quality.
- 5.47 The HRA has identified that the site is within 1.5km of the nearest European site Midlands Meres and Mosses Phase 1 Ramsar (Wybunbury Moss SSSI) and has been identified as having the potential to have an impact on European site which would require further assessment / mitigation. There are no ecological designations within or adjacent to the site. There is no recorded priority ecological habitat within the site at this time, and it does not trigger a Natural England IRZ assessment in relation to proximity to a designated Site of Special Scientific Interest. Any future development may require site specific ecological assessment and / or mitigation but it is likely that avoidance and / or mitigation measures are possible.
- 5.48 The site is 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. In addition, the development of this site is not considered likely to impact on the wider mineral resource.
- 5.49 The site is assessed as amber in respect of access to services and facilities and as red for access to public transport and access to existing employment areas.
- 5.50 The site performs poorly against a wide range of factors, namely accessibility to services, facilities and public transport, the effect on the character and appearance of the open countryside and also its impact upon Grade 2 quality agricultural land. The site is also 1.5km from Wynbunbury Moss SSSI (part of the Midlands Meres and Mosses Phase 1 Ramsar). On the basis of the above, it is considered that the site is not suitable for allocation in the SADPD at this time.

Stage 6: Input from infrastructure providers / statutory consultees

5.51 Notwithstanding the analysis set out above, it was considered appropriate to seek consultation responses from statutory consultees and infrastructure providers. These responses are summarised below, with a full list also provided in Appendix 5 of this report:

- Historic England – no comment to the site at this stage
- Environment Agency – does not object to the site. All allocations should be reviewed in line with local and national planning policy and relevant governing legislation.
- Sport England – no comment to make on the site at this stage
- Natural England – no IRZ triggered in respect of designated sites. There is no priority habitat within the site and it is grade 2 in terms of agricultural land quality.
- National Grid – no comment to make at this stage.
- United Utilities – contain no wastewater network in the immediate area. Thought needs to be given to how these sites obtain a sewer connection (if needed) and can dispose of surface water in the most sustainable way.
- Cheshire Clinical Commissioning Group – In terms of the proposed Gypsy, Traveller and Travelling People sites; it is well documented that this demographic struggle to receive the appropriate care in a Primary Care setting and often have more complex and immediate health needs than permanent residents. It is requested that sites that are confirmed are advised to the CCG at an early stage in order to ensure the appropriate local pathways are in place to support and treat where necessary
- Electricity North West – applicant should be advised to protect electrical apparatus and advised on the safety requirements of personnel working in the vicinity of electrical apparatus.
- Public Rights of Way – where possible, high quality routes for active travel set within Green Infrastructure corridors should be provided.
- Highways England – maintain that, based on the available evidence, there are no individual sites that should not be progressed to the next stage of consultation on the SADPD based on their anticipated impacts on the capacity and safety of the Strategic Road Network. Highways England recommends that during the lifetime of the Local Plan, a Transport Study is undertaken in order to monitor the performance of the Local Plan in its entirety on individual strategic road network junctions as the development sites come forward.
- Natural Resources Wales – additional guidance provided and emphasised the need to engage with Natural England.

Stage 7: Recommendation GTTS 13: Wybunbury Lane, Stapeley

Taking into account and balancing the range of factors considered in the SSM and summarised above, it is recommended that this site is not taken forward for allocation in the SADPD.

Site GTTS 14: The Oakes, Smallwood

Introduction

- 5.52 The site is on the corner of Newcastle Road (A50) and Mill Lane in Smallwood. Part of the site, fronting onto Mill Lane, has received planning permission for four Gypsy and Traveller pitches (ref 14/2590C), on appeal, in 2016. A number of planning conditions, including lighting and landscaping, drainage and materials were discharged in July 2019 (ref 19/0850D).
- 5.53 A call for sites submission was received during consultation on the publication draft SADPD in August / September 2019 promoting the inclusion of a larger site, than the existing planning permission relates, through the SADPD.
- 5.54 Following the base date of this report, a planning application has been submitted for 8 pitches (an increase on the site overall of 4 pitches - ref 20/1876C).
- 5.55 Site GTTS 14 (the Oakes) is therefore being considered for Gypsy and Traveller use through the site selection process for a larger footprint than the existing planning permission relates. The following assessment relates to the boundary of the site put forward via planning application (20/1876C) as this represents the form of development currently being promoted by the land owner through planning application reference (20/1876C).
- 5.56 The site was also considered suitable for further consideration in the Peter Brett Associates report (CHE003). Table GTTS 14 sets out the initial outcomes of the site selection work:

| Site GTTS 14 The Oakes, Mill Lane, Smallwood | |
|---|---|
| Achievability | <ul style="list-style-type: none"> • The site is in private ownership. The owners of the site have made the site available for consideration as an allocation for Gypsy and Traveller use through a representation made to the publication draft SADPD consultation. A planning application has been submitted on the site for 8 pitches (ref 20/1876c), which taking into account the existing commitment on the site (ref 14/2590c) would result in an additional 4 pitches if approved. |
| Suitability | <ul style="list-style-type: none"> • The criteria assessed as green include: <ul style="list-style-type: none"> ○ The site is not in the strategic green gap ○ Highways access and impact ○ Heritage assets impact ○ Tree Preservation Orders ○ Not in a AQMA ○ Contamination issues ○ Employment land loss • Criteria that are amber are considered matters that have |

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| | |
|--|--|
| | <p>the potential to be dealt with using appropriate mitigation measures:</p> <ul style="list-style-type: none"> ○ Landscape ○ Compatible neighbouring uses ○ Flooding / drainage ○ Ecology ○ Minerals interest ○ Brownfield / greenfield ○ Agricultural land ○ Distance to existing employment areas ● There are criteria assessed as red, which include: <ul style="list-style-type: none"> ○ Impact on Settlement character / form ○ Accessibility ○ Public transport |
|--|--|

Table GTTS 14: The Oakes, 1 Mill Lane, Smallwood

Stage 5: Evaluation and initial recommendations

- 5.57 The site is in the open countryside and not adjoining a settlement. It is rural in character including agricultural fields bounded by hedgerows. Existing residential development is sporadic along the A50. The site is currently rough ground and includes some structures and mobile home(s).
- 5.58 There are no landscape designations on this site and no footpaths cross the site. The site forms part of wider rural landscape surrounding Smallwood. The site is screened by hedgerows along Newcastle Road (A50) and parts of Mill Lane. It is considered that additional development on the site would have a limited and local adverse impact on the rural landscape. Visual harm to the character and appearance of the countryside could be mitigated by conditions relating to siting, design, landscaping and boundary treatments that amongst other considerations retain and enhance existing boundaries onto Mill Lane / Newcastle Road (A50).
- 5.59 Mill Lane provides an access to the site via a field gate. This would need to be enhanced, with sufficient width needed to be demonstrated through any future proposal. There is potentially sufficient capacity and width, on Mill Lane, to accommodate likely traffic generation from the site. This stretch of the A50 and Mill Lane is unlit. There is a footway along parts of the A50.
- 5.60 There are no known designated heritage assets in or directly adjacent to the site. The site is located within Flood Zone 1, with minor low surface water risk; this would need to be managed within the development boundary.
- 5.61 There is a pond located adjacent to the site that might potentially support great crested newts, which would require further assessment and, if identified as present, would require mitigation measures. A detailed botanical survey is also likely to be required due to the semi-natural habitat and grassland present on site.

- 5.62 The closest European sites are Midland Meres and Mosses Phase 1 Ramsar (component site Bagmere SSSI) and Midland Mere and Mosses Phase 2 Ramsar (component site Oakhanger Moss SSSI) which are 3.1km and 6.6 km from the site, respectively. There are no likely significant recreational, hydrological or air quality impacts on European sites that derive from this site following an initial HRA screening assessment.
- 5.63 The site is in a known mineral resource area for salt and silica sand. It is also in close proximity to an allocated Area of Search for sand and gravel in the Cheshire Replacement Minerals Local Plan 1999. However, surface development at this site is not considered to have an impact on below ground salt mining and the development of the site is not considered likely to impact on the wider mineral resource. The site is not being promoted for mineral extraction in the Council's 2014 Call for Site exercise.
- 5.64 There are no TPO trees in or adjacent to the site and it is not in an AQMA.
- 5.65 The site is assessed as red in respect of its overall accessibility to services and facilities. There are no bus routes currently along and adjacent to Mill Lane and the site is over 5 km from the nearest train station.
- 5.66 The implementation of planning permission (ref 14/2590C) would involve the introduction of hardstanding on the site, which, when considered alongside other existing uses suggests that the site is a part greenfield, part brownfield site. A number of planning conditions, including lighting and landscaping, drainage and materials were discharged in July 2019 (ref 19/0850D).
- 5.67 The site is agricultural land grade 3. No contaminated land objections were raised to the previous planning application on part of the site. The site would not result in the loss of employment land and it is between 500m and 1,000m from an existing employment area.
- 5.68 Overall and on balance, it is considered that the intensification of use on the site for Gypsy and Traveller residential pitches could be supported taking into account other reasonable alternatives. The principle of residential permanent Gypsy and Traveller pitches has been established on part of the site, by virtue of its planning permission for four pitches. The allocation would represent an extension to an existing consented, permanent site. This would support the provision of private Traveller sites in the borough to meet identified needs, in line with paragraph 4 of the PPTS.
- 5.69 There would be limited adverse impact on the character and appearance of the rural area but as indicated above, it is considered that such impacts could be mitigated via appropriate landscaping that would be secured by planning condition.
- 5.70 It is acknowledged that the site scores a red with respect of accessibility to services and facilities and a red rating in terms of availability of public transport. However, this has to be balanced against the requirement to identify a supply of specific deliverable sites (5 years worth of sites against the

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findings of the 2018 GTAA). Opportunities to maximise sustainable solutions will vary between urban and more rural areas; most journeys to and from this site would be made by the occupants' cars or other motor vehicles. The site is in close proximity to the A50.

5.71 The PPTS makes it clear that sustainability is not only considered by transport modes and access to services, other factors such as economic and social considerations are important. Paragraph 13 of the PPTS summarises this in a number of key considerations, which are reflected below:

- i) Part of the site has planning permission for four pitches. The site selection process indicates that through the imposition of conditions, the extension of the site with planning permission would avoid an unacceptable effect on the living conditions of neighbours. The extension of a site with planning permission could further assist in the promotion of peaceful and integrated co-existence between the site and the local community.
- ii) The extension to a site with planning permission would support a stable and settled base that provides access to health services and allow children to attend school on a regular basis.
- iii) The introduction of additional pitches on the site would support the establishment of settled base, reducing the need to travel and possible environmental damage caused by unauthorised encampments in other parts of the borough.
- iv) The site selection process has considered issues in relation to environmental quality; the site is not in an AQMA.
- v) Initial comments from infrastructure providers have not led to an objection to the site. United Utilities note that thought needs to be given to how the site obtains a sewer connection (if needed) and can dispose of surface water in the most sustainable way.
- vi) The site is not in an area of high risk of flooding. The use of permeable surface in any future hardstanding, alongside a drainage strategy, would be required to support intensification of use on the site and reduce the chance of surface run off from the site.

5.72 When assessing the suitability of rural or semi-rural sites, paragraph 14 of PPTS notes that LPAs "should ensure that the scale of sites in rural or semi-rural settings does not dominate the nearest settled community". Paragraph 10 of the PPTS also notes that LPAs in their local plans should relate the number of pitches or plots to the circumstances of the specific size and location of the site and the surrounding population's size and density.

5.73 The site is in a rural location in the open countryside, the wider context of the site, including the parish of Smallwood, is rural in character; with a scattered pattern of development, including clusters of development throughout the parish. There are examples of clusters of development running alongside and

fronting onto the A50, Newcastle Road including a number of scattered homes and rural businesses. The site is close to an existing cluster of development along Newcastle Road.

- 5.74 The site lies in 'Other Settlements and Rural Areas' tier of the LPS settlement hierarchy (Policy PG2). LPS Policy PG2 notes that 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.
- 5.75 The PPTS does not define nearest settled community but using its ordinary dictionary definition means a group of people living in the same place or having a particular characteristic in common. The Inspector when considering the planning appeal for four pitches on the site concluded that the site is not 'away from' a settlement as it is close to an existing cluster of development on Newcastle Road. However, it is also recognised that the site scores a 'red' rating to access to services and facilities and public transport.
- 5.76 The traffic light form has considered the impact of development on the character and appearance of the countryside concluding that there would be limited impacts that would require appropriate mitigation through boundary treatments and other conditions. Whilst the PPTS seeks to very strictly limit new traveller site development in the open countryside, it does not necessarily rule it out.
- 5.77 The principle of four residential permanent pitches have been accepted on part of the site by virtue of it's a previous planning permission (ref 14/2590C). The site selection process indicates that the site is capable of accommodating additional pitches given the clear need to identify a deliverable supply of pitches in the borough to meet the need set out in the 2018 GTAA.
- 5.78 The proposed allocation would result in a total of 8 pitches on the site (a further four pitches in addition to the existing four pitches, with planning permission on the site). This number of pitches would be consistent with the prevailing character of development in the area, representing a cluster of development, and being well screened from the A50.

Stage 6: Input from infrastructure providers / statutory consultees

- 5.79 The consultation responses are summarised below, with a full list also provided in Appendix 5 of this SSR:
- Historic England – no heritage impacts identified.
 - Environment Agency – no comment at this stage.
 - Natural England – no IRZ triggered in respect of designated sites. There is no priority habitat within the site and the agricultural land quality is unknown.

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- Highways England – maintain that, based on the available evidence, there are no individual sites that should not be progressed to the next stage of consultation on the SADPD based on their anticipated impacts on the capacity and safety of the Strategic Road Network. Highways England recommends that during the lifetime of the Local Plan, a Transport Study is undertaken in order to monitor the performance of the Local Plan in its entirety on individual strategic road network junctions as the development sites come forward.
- National Grid – no specific comment on this site
- Sport England – no specific comment regarding this site
- Cheshire Clinical Commissioning Group – In terms of the proposed Gypsy, Traveller and Travelling People sites; it is well documented that this demographic struggle to receive the appropriate care in a Primary Care setting and often have more complex and immediate health needs than permanent residents. It is requested that sites that are confirmed are advised to the CCG at an early stage in order to ensure the appropriate local pathways are in place to support and treat where necessary
- Electricity North West – no comment received
- Public Rights of Way - Each site should have detailed the requirement for high quality routes for active travel (walking and cycling), set within green infrastructure corridors where possible, to connect the site with key destinations or other routes. In addition, housing development sites should include local options of high quality routes for local leisure walking wherever possible.
- Highways England - maintain that, based on the available evidence, there are no individual sites that should not be progressed to the next stage of consultation on the SADPD based on their anticipated impacts on the capacity and safety of the Strategic Road Network. Highways England recommends that during the lifetime of the Local Plan, a Transport Study is undertaken in order to monitor the performance of the Local Plan in its entirety on individual strategic road network junctions as the development sites come forward.
- Natural Resources Wales - additional guidance provided and emphasised the need to engage with Natural England.
- United Utilities – the site contain no wastewater network on the immediate area. Thought needs to be given to how these sites obtain a sewer connection (if needed) and can dispose of surface water in the most sustainable way.

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Stage 7: Recommendations for site GTTS 14: The Oakes, 1 Mill Lane, Smallwood

Taking into account and balancing the range of factors considered in the site assessment work, it is considered that site should be allocated for eight pitches. This would result in an additional four pitches on the site as there is an existing planning permission on part of the site for four pitches (ref 14/2590C).

Site GTTS 15a Three Oakes Site, Booth Lane

Introduction

5.80 The site comprises an enclosed area of land to the rear of an existing caravan park, accessed directly off Booth Lane, Middlewich. The site is located in the open countryside and is approximately 1.66 ha in size.

5.81 The site has had two previous planning permission(s) (references 05/0766/FUL & 14/5108C) to extend the existing caravan park by a further 24 pitches. Planning permission (ref 14/5108c) expired on the 18 June 2018. Given the contribution of this site to the supply of pitches included in the GTAA, the site is being considered for allocation through this SSR. Clearly the site has already been considered suitable in planning terms through the development management process by virtue of previous planning approvals on the site. However, for the sake of consistency, it has been assessed in the same way as other candidate sites.

5.82 This SSR considers two options for the site. This option (option A) considers the achievability and suitability of the site for 24 pitches, in line with previous planning permission(s) on the site. Option B considers the suitability of an option advanced via the call for sites process.

5.83 The PBA Gypsy, Traveller and Travelling Showperson sites study, in 2014, identified that the Three Oakes site should be safeguarded (ref CHE013).

| Site GTTS 15a site selection findings | |
|---------------------------------------|---|
| Achievability | <ul style="list-style-type: none"> • The site is in single and private ownership. The site has had planning permission previously (planning ref 14/5108C) but the permission has not been implemented and has expired. |
| Suitability | <ul style="list-style-type: none"> • The criteria assessed as green include: <ul style="list-style-type: none"> ○ Strategic green gap ○ TPOs on / immediately adjacent ○ Not in a AQMA ○ Public transport frequency ○ Not an existing employment site • Those that are amber are considered matters that have potential to be dealt with using appropriate mitigation measures: <ul style="list-style-type: none"> ○ Landscape ○ Compatible neighbouring uses ○ Highway access and impact ○ Heritage assets impact |

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| Site GTTS 15a site selection findings | |
|---------------------------------------|--|
| | <ul style="list-style-type: none"> ○ Flooding / drainage issues ○ Ecology impact ○ In/adj to an area of minerals interest ○ Mixed brownfield / greenfield site ○ Contamination ○ Distance to existing employment area ● There are criteria assessed as red, which include: <ul style="list-style-type: none"> ○ Settlement character ○ Accessibility |

Table GTTS 15a: Three Oakes, site selection findings

Stage 5: Evaluation and initial recommendations

- 5.84 The northern boundary of the site is shared with the existing caravan park, which comprises a number of amenity blocks together with a number of larger fixed caravans.
- 5.85 The site is located in the open countryside and not adjoining a settlement. There are a number of hedgerows and trees around the site perimeter, although it appears that at least one hedgerow has been replaced with a timber fence. It is considered that the visual impact of the proposal in terms of impact on the character and appearance of the countryside and wider landscape could be suitably mitigated by conditions relating to siting, design, landscaping and boundary treatments. The existing hedgerows should be retained and incorporated into the landscaping for the site.
- 5.86 The HRA notes that the site is over 7km from the nearest European site (Midland Meres and Mosses Phase 1 Ramsar (Bagmere SSSI)) and no potential impact pathways were identified regarding any European site.
- 5.87 The site is within 250m of the Sandbach Flashes SSSI. This would require further environmental assessment to establish impacts on the status of the Sandbach Flashes SSSI as would the presence of great crested newts on the site. In addition, and as noted above, existing hedgerows on site should be retained into the landscaping for the site.
- 5.88 The site is 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.
- 5.89 The site would most likely extend an existing and dedicated access from Booth Lane. Booth Lane has the potential to be severed immediately to the north of the proposed access as part of the Middlewich Eastern Bypass scheme. Mitigation may be required to minimise any impact from the implementation of the bypass, where necessary. It is also important that adequate visibility is maintained at access points into the site.
- 5.90 There are no TPOs in nor adjacent to the site. The site is not in an AQMA. The site is a mixture of greenfield and brownfield land and grade 3 agricultural land.

- 5.91 The Trent and Mersey Canal Conservation Area lies around 40 metres north from the boundary of the existing site, across Booth Lane. Following the completion of an Heritage Impact Assessment (included in Appendix 6) it has been concluded that the development of the site as proposed with the additional landscaping in place (soft landscaping with indigenous species of trees and shrubs along the Eastern boundary of the site), would have a neutral impact on the significance and setting of the Trent and Mersey Canal Conservation Area.
- 5.92 The majority of the site is located within Flood Zone 1, however there are small areas that appear to be susceptible to surface water ponding/flooding. Any future proposals to increase hard standing will require appropriate drainage to be installed in order to manage flood risk on and off site.
- 5.93 The site is assessed as red for accessibility to services. This has to be balanced against the requirement to identify and secure a supply of specific deliverable sites (5 years worth of sites against the findings of the 2018 GTAA). Opportunities to maximise sustainable solutions will vary between urban and more rural areas, most journeys to and from this site would be made by the occupants' cars or other motor vehicles and journeys to access important facilities and services. In addition, there is a bus service (number 37) that operates from a nearby bus stop on Booths Lane with a regular service to Middlewich and Sandbach, enabling access local services and facilities.
- 5.94 Overall and on balance, it is considered that the proposal would serve to extend an existing Gypsy and Traveller site. The principle of development on this site has been accepted previously by virtue of previous planning permissions being granted on the site. There will be a limited adverse impact on the character and appearance of the rural area.
- 5.95 The PPTS makes it clear that sustainability should not only be considered in terms of transport modes and access to services, other factors such as economic and social considerations are important. Paragraph 13 of the PPTS summarises this in a number of key considerations, which are reflected below:
- i) The site is adjacent to and would represent an extension to an existing and established Gypsy and Traveller site. The site selection process indicates that through the imposition of conditions, the site would avoid an unacceptable effect on the living conditions of neighbours. Accordingly, an allocation to support the extension to an existing site, where the principle of development has already been accepted previously, could assist in the promotion of peaceful and integrated co-existence between the site and the local community.
 - ii) An allocation would support a stable and settled base that would provide for access to health services and allow children to attend school on a regular basis.

- iii) As an allocation to extend an existing site, it would support an established and settled base and reduce the need for long distance travelling and possible environmental damage caused by unauthorised encampments in other parts of the borough.
 - iv) The site selection process has considered issues in relation to environmental quality; this site is not in an AQMA.
 - v) Initial comments from Infrastructure providers have not raised an objection to the site. United Utilities have asked that thought is given to how the site obtain access to a sewer connection (if needed) and can dispose of surface water in the most sustainable way.
 - vi) The site is not in an area of high risk of flooding. The use of a permeable surface in any future hardstanding would reduce the chance of surface run off from the site.
- 5.96 When assessing the suitability of rural or semi-rural sites, paragraph 14 of PPTS notes that LPAs “should ensure that the scale of sites in rural or semi-rural settings does not dominate the nearest settled community”. Paragraph 10 of the PPTS also notes that LPAs in their local plans should relate the number of pitches or plots to the circumstances of the specific size and location of the site and the surrounding population’s size and density.
- 5.97 The site is in a rural location in the open countryside, the wider context of the site, including the parish of Moston is in a rural environment, with sporadic development situated in a wider landscape of open agricultural fields bounded with hedgerows punctuated in places with mature trees. There are also examples of local existing developments fronting onto Booth Lane.
- 5.98 The site lies in ‘Other Settlements and Rural Areas’ tier of the LPS settlement hierarchy (Policy PG2). LPS Policy PG2 notes that 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.
- 5.99 The PPTS does not define nearest settled community but using its ordinary dictionary definition means a group of people living in the same place or having a particular characteristic in common. The site is in close proximity, and considered, in this instance, to be well related to Middlewich, a Key Service Centre in the settlement hierarchy where there are services and facilities available to allow residents to share common activities, and thus characteristics in common.
- 5.100 The traffic light form has considered the impact on the character and appearance of the countryside, acknowledging that the site is large in scale in the form proposed, but capable of mitigation through appropriate boundary treatments. Whilst the PPTS seeks to very strictly limit new traveller site development in the open countryside, it does not necessarily rule it out. The

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suitability of the site for 24 permanent pitches has been accepted previously on the site by virtue of its planning history.

5.101 Whilst the site is located within the open countryside, it would serve to extend an existing Gypsy and Traveller site. The site scores a red rating for access to services and facilities and a green rating for access to public transport. The principle of the development has been accepted previously, however, the permission has since expired. Allocation in the SADPD would provide certainty to support the prospect of the site coming forward. Subject to appropriate mitigation measures, the site is considered a preferred site for allocation in order to secure its future use as a Gypsy and Traveller site.

Stage 6: input from infrastructure providers / statutory consultees

5.102 A summary is also presented in appendix 5:-

- Historic England - does not object to the proposed allocation of this site but would require reference to the heritage impact assessment within the policy.
- Environment Agency – does not object to the site. All allocations should be reviewed in line with local and national planning policy and relevant governing legislation
- Sport England – no specific comment on this site at this stage
- Cheshire Clinical Commissioning Group - In terms of the proposed Gypsy, Traveller and Travelling People sites; it is well documented that this demographic struggle to receive the appropriate care in a Primary Care setting and often have more complex and immediate health needs than permanent residents. It is requested that sites that are confirmed are advised to the CCG at an early stage in order to ensure the appropriate local pathways are in place to support and treat where necessary
- Natural England – the site is within 300m from Sandbach Flashes SSSI. Site has triggered an IRZ for all types of applications. Best and most versatile land is unknown, and there are no priority habitats.
- Electricity North West – applicant should be advised to protect electrical apparatus and be advised on the safety requirements of personnel working in the vicinity of electrical apparatus.
- Public Rights of Way – where possible, high quality routes for active travel set within green infrastructure corridors should be provided.
- Highways England – maintain that, based on the available evidence, there are no individual sites that should not be progressed to the next stage of consultation on the SADPD based on their anticipated impacts on the capacity and safety of the Strategic Road Network. Highways England recommends that during the lifetime of the Local Plan, a Transport Study

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is undertaken in order to monitor the performance of the Local Plan in its entirety on individual strategic road network junctions as the development sites come forward.

- Natural Resources Wales - additional guidance provided and emphasised the need to engage with Natural England.
- United Utilities - contain no wastewater network in the immediate area. Thought needs to be given to how these sites obtain a sewer connection (if needed) and can dispose of surface water in the most sustainable way.

Stage 7: Recommendations for site GTTS 15a: Three Oakes Site, Booth Lane

Taking into account and balancing the range of factors considered in the SSM and summarised above, it is recommended that this site is allocated for 24 pitches in the SADPD.

Site GTTS 15b Three Oakes Site, Booth Lane

Introduction

5.103 This site option considers call for sites reference CFS 27 and relates to a proposal to provide for market housing on GTTS 15a 'Three Oakes Caravan Park' and to locate 24 pitches on the area of land highlighted as 'Option B' in Figure 2.

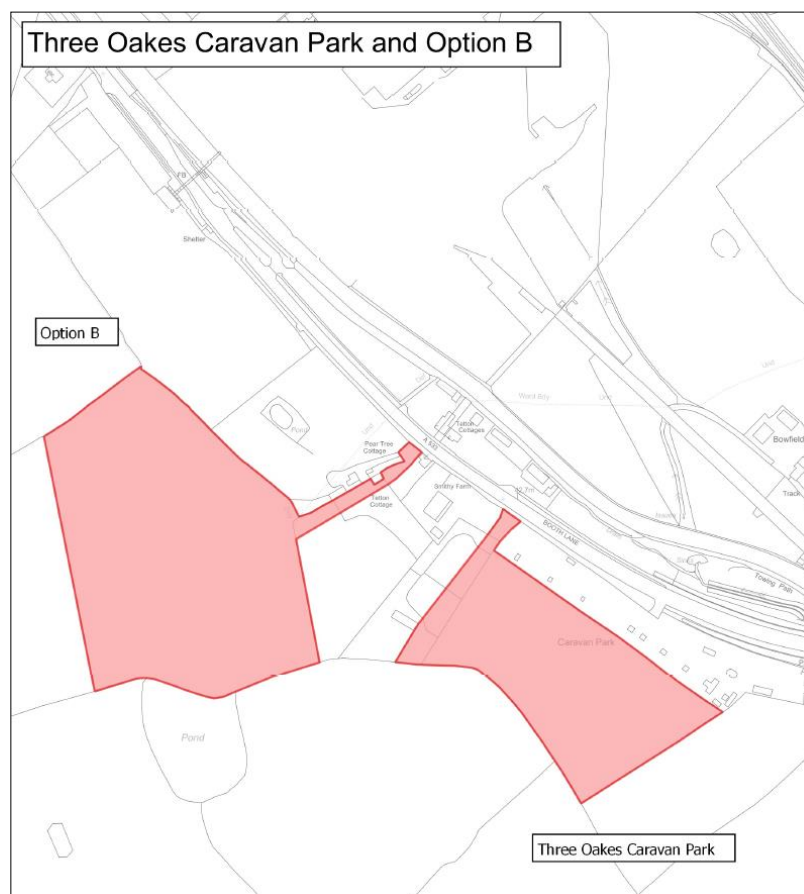


Figure 2: Three Oakes Caravan Park (Option b)

5.104 The combined size of the parcels of land total 4.66 hectares in size (1.68 ha for the Three Oakes parcel considered in option 15a and 2.98 ha for the option b location). The initial outcomes of the site selection process are highlighted in table GTTS 15b below:-

| Site GTTS 15b site selection findings | |
|---------------------------------------|---|
| Achievability | <ul style="list-style-type: none"> The site is in single ownership and is being promoted through the call for sites process. The call for sites proposal indicates that the development of market housing would be a pre-requisite for establishing a site for Gypsies and Travellers on a new parcel of land. |
| Suitability | <ul style="list-style-type: none"> The criteria assessed as green include: <ul style="list-style-type: none"> Site is not in a strategic green gap Compatible neighbouring uses No TPO's in or adjacent to the site |

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| Site GTTS 15b site selection findings | |
|--|---|
| | <ul style="list-style-type: none"> ○ Site is not in a AQMA ○ Public transport frequency ○ Contamination ○ Employment land loss ● Those that are amber are considered matters that have potential to be dealt with using appropriate mitigation measures: <ul style="list-style-type: none"> ○ Highways access and impact ○ Heritage assets impact ○ Flooding / drainage issues ○ Ecology impact ○ In/adj to an area of mineral interest ○ Accessibility ○ Agricultural land ○ Distance to employment area ● There are criteria assessed as red, which include: <ul style="list-style-type: none"> ○ Landscape impact ○ Settlement character and urban form ○ Greenfield site |

Table GTTS 15b: Three Oakes, site selection findings

Stage 5: Evaluation and initial recommendations

- 5.105 This site is split over two parcels and relates to proposal(s) for a permanent site of 24 pitches (parcel B) and the provision of market housing (approx. 50 homes at a density of 30 dwellings a hectare) on a separate area (parcel A). The number of pitches is derived from a planning permission (ref 14/5108C, which has expired), which this option would seek to relocate to a separate parcel (see Figure 2).
- 5.106 Option B would involve re-locating the site considered in site option GTTS 15a to the west of an existing caravan site on Booth Lane. This site is currently an agricultural field with a network of hedgerows and trees. The site forms part of the wider rural landscape and is located in the open countryside, where it is assessed as red in terms of landscape impact.
- 5.107 The site is not adjoining a settlement and is located in the other settlements and rural area tier of the Council’s settlement hierarchy.
- 5.108 The proposed vehicular access onto Booth Lane, for parcel B, from the call for sites submission, appears substandard in terms of width. To increase the width of the access may require third party land. In addition, the proposed Middlewich Eastern Bypass scheme would sever Booth Lane immediately to the north of the proposed access resulting in all traffic associated with this site turning right and entering the A533 via a new priority junction. Further assessment and mitigation would likely be required to demonstrate that adequate access arrangements (including visibility) are maintained at access points into the site.

- 5.109 The HRA notes that the site is over 7km from the nearest European site (Midland Meres and Mosses Phase 1 Ramsar (Bagmere SSSI)) and no potential impact pathways were identified regarding any European site.
- 5.110 The site is 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.
- 5.111 The site is within 300m of the Sandbach Flashes SSSI; this would require further environmental assessment as would the presence of great crested newts on the site. In addition, existing hedgerows on site should be retained.
- 5.112 The site would require a Heritage Impact Assessment to determine impacts upon the Trent and Mersey Canal Conservation Area. Site option GTTS 15a has been subjected to a Heritage Impact Assessment, which has determined mitigation measures including retained and enhanced landscaping of the site to ensure a neutral impact on the Conservation Area. However, option GTTS 15b is open grassland and would be visible from the Conservation Area, if existing landscape features were eroded/lost. Roofs of ancillary buildings could also be visible above existing landscaping. Mitigating supplementary landscaping along the north eastern boundary would help further screen any development and would need to be considered further through the preparation of a detailed Heritage Impact Assessment across the site option(s).
- 5.113 The majority of the site is located within Flood Zone 1; however, there are small areas that appear to be susceptible to surface water ponding/flooding. Any future proposals to increase hard standing will require appropriate drainage to be installed in order to manage flood risk on and off-site.
- 5.114 The site is assessed as amber for accessibility to services. There is a bus service (number 37) that operates from a nearby bus stop on Booths Lane with a regular service to Middlewich and Sandbach, enabling access local services and facilities.
- 5.115 The site is predominantly greenfield, Grade 3 in terms of agricultural land quality with no known contamination issues at this stage.
- 5.116 An element of market housing is proposed through the call for sites submission, located in the open countryside and the other settlements and rural areas (“OSRA”) tier of the settlement hierarchy. The LPS seeks to direct the majority of new development requirements to higher order centres in the settlement hierarchy (Principal Towns, Key and Local Service Centres). There is no residual requirement to meet in the OSRA tier of the settlement hierarchy and this has been provided for in the first years of a 20 year plan period, primarily through windfall development. No further site allocations are proposed in the OSRA tier of the settlement hierarchy.
- 5.117 Therefore, there is no justification for additional market housing to be allocated in the OSRA tier of the settlement hierarchy in the SADPD. When considered alongside the potential site specific impacts of this site option, it is recommended that this site is not allocated in the SADPD.

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5.118 Overall, the site is considered to be in its current form significant in scale (4.66 ha across two parcels) and would have an urbanising impact on the character and appearance of the open countryside; it would also have an impact on the rural landscape. The site selection process has identified potential issues in relation to highways access and further mitigation/assessment would be required for matters in relation to ecology, drainage and heritage. There is also no justification for making housing allocations in the OSRA tier of the settlement hierarchy in the SADPD.

Stage 6: Input from infrastructure providers / statutory consultees

5.119 Notwithstanding the analysis set out above, it was considered appropriate to seek consultation responses from statutory consultees and infrastructure providers. These responses are summarised below, with a full list also provided in Appendix 5 of this report:-

- Historic England – no specific comment on this site option
- Environment Agency – does not object to the site. All allocations should be reviewed in line with local and national planning policy and relevant governing legislation
- Sport England – no specific comment on this site.
- Cheshire Clinical Commissioning Group – In terms of the proposed Gypsy, Traveller and Travelling People sites; it is well documented that this demographic struggle to receive the appropriate care in a Primary Care setting and often have more complex and immediate health needs than permanent residents. It is requested that sites that are confirmed are advised to the CCG at an early stage in order to ensure the appropriate local pathways are in place to support and treat where necessary
- Natural England – The allocation is 300m from Sandbach Flashes SSSI, which is notified for physiographical and biological importance; it consists of a series of pools. Several of the flashes are important for breeding birds and also support large numbers of wildfowl and waders as migrants and winter residents are regularly recorded. It has triggered the IRZ for all applications. Best and Most Versatile Land is Unknown and there are no priority habitats.
- Electricity North West – applicant should be advised to protect electrical apparatus and advised on the safety requirements of personnel working in the vicinity of electrical apparatus.
- Public Rights of Way – where possible, high quality routes for active travel set within Green Infrastructure corridors should be provided.
- Highways England – maintain that, based on the available evidence, there are no individual sites that should not be progressed to the next stage of consultation on the SADPD based on their anticipated impacts on the

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capacity and safety of the Strategic Road Network. Highways England recommends that during the lifetime of the Local Plan, a Transport Study is undertaken in order to monitor the performance of the Local Plan in its entirety on individual strategic road network junctions as the development sites come forward.

- Natural Resources Wales - additional guidance provided and emphasised the need to engage with Natural England.
- United Utilities – contain no wastewater network in the immediate area. Thought needs to be given to how these sites obtain a sewer connection (if needed) and can dispose of surface water in the most sustainable way.

Stage 7: Recommendation for site GTTS 15b: Three Oakes Site, Booth Lane (Option B)

Taking into account and balancing the range of factors considered in the SSM and summarised above, it is not proposed to allocate this site in the SADPD.

Site GTTS 17 New Start Park, Wettenhall Road

Introduction

5.120 This site has temporary planning permission until the 3 June 2021 (ref 18/2925N) for eight pitches and has been considered for Gypsy and Traveller use. It is approximately 0.70 ha in size.

5.121 The site was considered in the PBA report (2014) as reference CHE023. Table GTTS 17 sets out the initial outcomes of the site selection work.

| Site GTTS 17 site selection findings | |
|--------------------------------------|---|
| Achievability | <ul style="list-style-type: none"> • The site is in private ownership; it is being promoted for Gypsy and Traveller use. The temporary planning permission is evidence that permanent permission has been sought historically on the site. |
| Suitability | <ul style="list-style-type: none"> • The criteria assessed as green include: <ul style="list-style-type: none"> ○ The site is not in a strategic green gap ○ Compatible neighbouring uses ○ Highways impact ○ Heritage ○ TPOs ○ Site is outside of an AQMA ○ Contamination ○ Site does not result in the loss of employment land • Those that are amber are considered matters that have potential to be dealt with using appropriate mitigation measures: <ul style="list-style-type: none"> ○ Landscape ○ Highways access ○ Flooding / drainage ○ Ecology ○ In/adj to an area of mineral interest ○ Agricultural land • There are red criteria which include: <ul style="list-style-type: none"> ○ Settlement character and form ○ Accessibility ○ Access to public transport ○ Greenfield site ○ Distance to employment areas |

Table GTTS 17: New Start Park site selection findings

Stage 5: Evaluation and initial recommendations

5.122 This site is in the open countryside and rural in location and character. The site is not within nor adjacent to a landscape designation. Its continued use is likely to have a limited adverse impact on landscape, which would require mitigation through further appropriate conditions related to the maintenance of appropriate boundary treatments, in particular the use of native planting.

5.123 The site is not located in the strategic green gap. There are no heritage assets identified in close proximity to the site. The site is located within Flood Zone 1; measures would be required to minimise surface run off and maintain safe emergency access into the site.

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- 5.124 The site has a temporary access to cars and other vehicles from Wettenhall Road. The site does not facilitate direct pedestrian access via a footpath. There were no formal highways objections to the previous temporary planning permissions on the site (ref 09/4331N, 15/4060N or 18/2925N).
- 5.125 The HRA has identified that the site is 7km from the nearest European Site (Midlands Meres and Mosses Phase 1 Ramsar) and 890 metres from Wimboldsley Wood SSSI. There are no recorded priority habitats within or adjacent to the site. The site, if considered suitable for a permanent permission, would require further conditions related to the long term management of the habitat creation measures secured through the temporary planning permission on the site.
- 5.126 The site is in a known mineral resource area for salt and within 250m of a sand & gravel resource. Surface development at this location is not considered to have an impact on below ground salt mining. In addition, development of the site is not considered likely to impact on the wider mineral resource.
- 5.127 The original decision to grant temporary planning permission (ref 09/4331N) was made on appeal. The Inspector's appeal decision noted that the site was poorly located for access to shops, services and facilities at that time. This was balanced against the need for Gypsy and Traveller sites in the borough. The temporary permission was further extended by planning permission (reference 15/4060N) and subsequently extended until the 3 June 2021 (ref 18/2925N). The decision to extend the temporary permission (through ref 18/2925N) is under appeal at the time of writing this report as the applicant advocates a permanent planning permission on the site.
- 5.128 The site is assessed as red in respect of access to services and facilities and public transport. Pedestrian and cycle access at Reaseheath College has been diverted, impacting on the site's accessibility by non-car modes of transport into Nantwich. Wettenhall Road is an unlit rural road and does not have a footpath.
- 5.129 The delivery of site LPS 46 "Kingsley Fields, Nantwich", as an allocated site in the LPS over the Plan period, has the potential to provide for a primary school and access to small scale retail uses to meet local needs once the site is constructed, and will bring the settlement of Nantwich out towards the A51.
- 5.130 The site was previously greenfield prior to the temporary use. The site is considered to be grade 3 in terms of agricultural land quality and there is no indication of contamination on the site.
- 5.131 There have been a number of different opportunities for sites to be submitted to the Council through 'call for sites' stages since 2013/14, most recently alongside consultation on the Publication Draft SADPD, in August / September 2019. This has resulted in the identification of a limited number of site options, considered through this SSR and as listed in Table 6.

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5.132 The site has temporary planning permission until the 3 June 2021. The site selection process has considered different sources of information and a number of site options. Although it is recognised that this site is not close to services, facilities and public transport and that the site will have an impact on the character and appearance of the open countryside, a number of sites considered through this SSR perform in similar terms in respect of their sustainability credentials and overall impact.

5.133 Allocation of this site in the SADPD will make a positive contribution to the needs identified by the GTAA. In the absence of deliverable site options and the lack of alternative provision (as set out in this SSR), there is a strong case to allocate this site. The council is conscious that the site has been in use now for a number of years and that the temporary permissions reflected an unmet need for additional pitches. It has provided a settled base for its occupiers for some time. The site is not ideal but it responds directly to a demonstrable need identified by the GTAA and will provide certainty in relation to the delivery of sites across the borough.

5.134 In addition, the PPTS makes it clear that sustainability should not only be considered in terms of transport and access to services; other factors such as economic and social considerations are also important. Paragraph 13 of the PPTS summarises this in a number of key considerations, which are reflected below:

- i) The site selection process indicates that through the imposition of conditions; the site would avoid an unacceptable effect on the living conditions of neighbours.
- ii) Allocation of the site would continue to allow access to appropriate health services and local schools.
- iii) Allocation of the site would provide for a settled base that reduces the need for long distance travel.
- iv) The site selection process has considered issues in relation to environmental quality; the site is not in an AQMA.
- v) United Utilities have noted that there is no water or wastewater network in the immediate area. Additional steps could be taken to secure appropriate water supply, sewer connection and disposal of surface water arrangements in a sustainable way. This could be secured by policy wording and conditions.
- vi) The site is not in an area of high risk of flooding. The use of permeable surfaces in future hardstanding, alongside a drainage strategy, would be required to support an allocation and reduce the chance of surface water run off from the site.

5.135 When assessing the suitability of rural or semi-rural sites, paragraph 14 of PPTS notes that LPAs “should ensure that the scale of sites in rural or semi-

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rural settings does not dominate the nearest settled community”. Paragraph 10 of the PPTS also notes that LPAs in their local plans should relate the number of pitches or plots to the circumstances of the specific size and location of the site and the surrounding population’s size and density.

- 5.136 The site is in a rural location in the open countryside. The wider context of the site, including the parish of Wettenhall, is a rural and dispersed parish made up of individual and small groups of dwellings. The Peter Brett Associates report (site reference CHE 023) considered that the site would have an unacceptable impact on landscape character. It noted that the area’s rural character is susceptible to erosion through piecemeal uses and activities, some of which are already apparent. There are examples of small groups of farm buildings and barn conversions within the parish.
- 5.137 The site lies in ‘Other Settlements and Rural Areas’ tier of the LPS settlement hierarchy (Policy PG2). LPS Policy PG2 notes that growth and investment in the other settlements and rural area 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.
- 5.138 The PPTS does not define nearest settled community but using its ordinary dictionary definition means a group of people living in the same place or having a particular characteristic in common. It is recognised that the site scores a ‘red’ rating to access to services and facilities and public transport.
- 5.139 The proposed development would form another small group of dwellings in the parish. The traffic light form has considered the impact on the character and appearance of the countryside, acknowledging that the impact of the site is capable of mitigation through appropriate boundary treatments. Indeed, the impact of the site is known given that it has been there for some time now, recognising albeit, that this is on the basis of temporary planning permissions.
- 5.140 Whilst the PPTS seeks to very strictly limit new traveller site development in the open countryside, it does not necessarily rule it out. As noted above, in the absence of deliverable site options and the lack of alternative provision (as set out in this SSR), there is a strong case to allocate this site. The site has been in use now for a number of years and has provided a settled base for its occupiers for some time. The site is not ideal but it responds directly to a demonstrable need identified by the GTAA and will provide certainty in relation to the delivery of sites across the borough.

Stage 6: Input from infrastructure providers / statutory consultees

- 5.141 The consultation responses are summarised below, with a full list also provided in Appendix 5 of this SSR:
- Historic England – no comment to make on the site at this stage.

- Environment Agency – does not object to the site. All allocations should be reviewed in line with local and national planning policy and relevant governing legislation.
- Sport England – no comment to make on the site at this stage
- Natural England – site is located within 890m of Wimboldsley Wood SSSI and has triggered an Impact Risk Zone in respect of discharges. There is no priority habitat within the site. Provisionally agricultural land is grade 3.
- National Grid – no comment to make at this stage.
- United Utilities – contains no water or wastewater network in the immediate area. Thought needs to be given to water supply, sewer connection and disposal of surface water in a sustainable way. Preference to not take this forward as an allocation, as it is in an unsustainable location.
- Cheshire Clinical Commissioning Group – In terms of the proposed Gypsy, Traveller and Travelling People sites; it is well documented that this demographic struggle to receive the appropriate care in a Primary Care setting and often have more complex and immediate health needs than permanent residents. It is requested that sites that are confirmed are advised to the CCG at an early stage in order to ensure the appropriate local pathways are in place to support and treat where necessary
- Electricity North West – applicant should be advised to protect electrical apparatus and advised on the safety requirements of personnel working in the vicinity of electrical apparatus.
- Public Rights of Way – where possible, high quality routes for active travel set within Green Infrastructure corridors should be provided.
- Highways England – maintain that, based on the available evidence, there are no individual sites that should not be progressed to the next stage of consultation on the SADPD based on their anticipated impacts on the capacity and safety of the Strategic Road Network. Highways England recommends that during the lifetime of the Local Plan, a Transport Study is undertaken in order to monitor the performance of the Local Plan in its entirety on individual strategic road network junctions as the development sites come forward.
- Natural Resources Wales - additional guidance provided and emphasised the need to engage with Natural England.

Stage 7: Recommendations for GTTS 17 New Start Park, Wettenhall Road

Taking into account and balancing the range of factors considered in the SSM and summarised above, it is recommended that this site is allocated for eight permanent Gypsy and Traveller pitches in the SADPD.

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Site GTTS 19: Former Brickworks Site, A50

Introduction

5.142 The site is located on the A50 (Newcastle Road). It is an existing site with personal planning permission for 1 plot (maximum of six caravans - planning reference 20535/3, decision notice issued 10 October 1989).

5.143 The following assessment considers the suitability of the site for an intensification of the number of Travelling Showpeople plots on the site. Table GTTS 19 sets out the initial outcomes of the site selection work.

| Site GTTS 19 Former Brickworks Site | |
|--|---|
| Achievability | <ul style="list-style-type: none"> • The site is an existing Travelling Showperson site with planning permission for 1 plot as set out in the 2018 GTAA. |
| Suitability | <ul style="list-style-type: none"> • The criteria considered through the SSR as green include:- <ul style="list-style-type: none"> ○ Strategic green gap ○ Highways impact ○ Heritage assets impact ○ Ecology impact ○ TPOs on / immediately adjacent to the site ○ AQMA ○ Brownfield site ○ Employment land loss • Those that are amber are considered matters that have potential to be dealt with using appropriate mitigation measures: <ul style="list-style-type: none"> ○ Landscape impact ○ Compatible neighbouring uses ○ Highways access ○ Flooding / drainage issues ○ Accessibility ○ Public transport frequency ○ Agricultural land ○ Contamination issues • There are criteria assessed as red, which include: <ul style="list-style-type: none"> ○ Mineral Interest ○ Settlement character ○ Distance to employment sites |

Table GTTS 19: Former Brickworks Site, A50

Stage 5: Evaluation and initial recommendations

5.144 The site is an existing site in the open countryside and not adjoining a settlement. It is used as a storage area for vehicles and trailers. There are no landscape designations that directly relate to the site. The site is in the Jodrell Bank Radio Consultation Zone. The surrounding area is rural in character with agricultural fields bounded by native hedgerows. Existing development along the A50 is sporadic with individual examples of farmsteads and others.

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- 5.145 The site would maintain the same site boundary and footprint. The presence of additional plots in this location would impact upon the character and appearance of the countryside. It is considered that visual harm of increased activity on the site which might harm the character and appearance of the countryside could be mitigated via controlling conditions relating to siting, design, the maintenance and strengthening of landscaping and boundary treatments.
- 5.146 The site is adjacent to the A50 where a noise impact assessment may be required to consider whether mitigation measures are required on the site. In respect of highways access, appropriate visibility around the access into the site would need to be maintained. The uplift in vehicle numbers anticipated by a small increase in the number of plots on the site is expected to be small with a negligible impact on the local road network.
- 5.147 There are no listed buildings in nor adjacent to the site. The site is not in a Conservation Area.
- 5.148 The site is an existing brownfield site and unlikely to result in any significant adverse ecological impacts. The site is within 1.6km of Midland Meres and Mosses Phase 1 Ramsar (component site Bagmere SSSI). The site also falls within the Impact Risk Zone for Bagmere SSSI, but only in relation to: air pollution from industrial/agricultural developments; combustion processes; landfill; composting; discharges for large infrastructure projects. No other impact pathways have been identified.
- 5.149 The site is in a known mineral resource area for salt, silica sand and sand & gravel. Surface development at this location is not considered to have an impact on below ground salt mining. A small extension / reconfiguration for 2 plots at this established travelling showman's site is not considered likely to impact on the wider mineral resource, even though it is located within a large area promoted as an Area of Search for silica sand by a respondent to the Council's 2014 Call for Sites exercise, due to, the size of the development.
- 5.150 The majority of the site is in flood zone 1. There are areas of high risk of surface water flooding adjacent to the site that would need to be considered further through the preparation of a drainage strategy.
- 5.151 There are no Tree Preservation Orders on or immediately adjacent to the site and not in an Air Quality Management Area. The site scores an amber rating in respect to access to facilities and services.
- 5.152 The site is a brownfield site. The site has been identified for further inspection under Part 2A EPA 1990 due to historical former use as a brick works. No additional contamination information held on the site. This would require further assessment in respect of contaminated site matters for a proposal for intensification of use on the site.
- 5.153 Allocation of this site in the SADPD will make a positive contribution to the needs identified for Travelling Showperson Plots by the GTAA. In the absence

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of deliverable site options and the lack of alternative provision (as set out in this SSR), there is a strong case to intensify the use of this site. The council is conscious that the site has been in use now for a number of years. The site is not ideal but it responds directly to a demonstrable need identified by the GTAA and will provide certainty in relation to the delivery of Travelling Showperson sites across the borough.

5.154 In addition, the PPTS makes clear that sustainability should not only be considered in terms of transport and access to services; other factors such as economic and social considerations are also important. Paragraph 13 of the PPTS summarises this in a number of key considerations, which are reflected below:

i) The site is an existing site. The site selection process for the intensification of use indicates that through the imposition of conditions; the site would avoid an unacceptable effect on the living conditions of neighbours.

ii) Intensification of use on the site would continue to allow access to appropriate health services and local schools.

iii) Intensification of use on the site would provide for a settled base that reduces the need for long distance travel.

iv) The site selection process has considered issues in relation to environmental quality; the site is not in an AQMA.

v) Initial comments from infrastructure providers have not raised an objection to the site. United Utilities have noted that there is no wastewater network in the immediate area. Thought needs to be given to how the site obtains a sewer connection (if needed) and can dispose of surface water in the most sustainable way.

vi) The site is not in an area of high risk of flooding. The majority of the site is in flood zone 1. There are areas of high risk of surface water flood risk adjacent to the site that would need to be considered further through the preparation of a drainage strategy.

5.155 When assessing the suitability of rural or semi-rural sites, paragraph 14 of PPTS notes that LPAs “should ensure that the scale of sites in rural or semi-rural settings does not dominate the nearest settled community”. Paragraph 10 of the PPTS also notes that LPAs in their local plans should relate the number of pitches or plots to the circumstances of the specific size and location of the site and the surrounding population’s size and density.

5.156 The site is in a rural location in the open countryside. The wider context of the site, including the parish of Brereton, is a rural parish dispersed in nature. The site is in close proximity to Brereton Green village. There are examples, along the A50, of sporadic development with individual examples of farmsteads and other forms of development.

- 5.157 The site lies in 'Other Settlements and Rural Areas' tier of the LPS settlement hierarchy (Policy PG2). LPS Policy PG2 notes that growth and investment in the other settlements and rural area 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.
- 5.158 The PPTS does not define nearest settled community but using its ordinary dictionary definition means a group of people living in the same place or having a particular characteristic in common. It is recognised that the site scores a 'amber' rating to access to services and facilities and public transport.
- 5.159 Given the nature of the Brereton area, a dispersed settlement of individual and small groups of dwellings. The traffic light form has considered the impact on the character and appearance of the countryside, acknowledging that the impact of the site is capable of mitigation through appropriate boundary treatments. Indeed, the impact of the site is known given that it has been there for some time now.
- 5.160 As noted above, in the absence of deliverable site options and the lack of alternative provision (as set out in this SSR), there is a strong case to allocate this site for intensification of use. The site has been in use now for a number of years and has provided a settled base for its occupiers for some time. The intensification of use on the site would respond directly to a demonstrable need identified by the GTAA and will provide certainty in relation to the delivery of sites across the borough.

Stage 6: Input from infrastructure providers / statutory consultees

- 5.161 The consultation responses are summarised below, with a full list also provided in Appendix 5 of this SSR:-
- Historic England – no heritage issues identified.
 - Environment Agency – no comment received
 - Natural England – no designated sites assessment triggered. No priority habitat. Best and most versatile land unknown.
 - National Grid – no comment on this site
 - Sport England – no comment on this site
 - Cheshire Clinical Commissioning Group – In terms of the proposed Gypsy, Traveller and Travelling People sites; it is well documented that this demographic struggle to receive the appropriate care in a Primary Care setting and often have more complex and immediate health needs than permanent residents. It is requested that sites that are confirmed are advised to the CCG

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at an early stage in order to ensure the appropriate local pathways are in place to support and treat where necessary

- Electricity North West – no comment received
- Public Rights of Way – where possible, high quality routes for active travel set within Green Infrastructure corridors should be provided.
- Highways England – maintain that, based on the available evidence, there are no individual sites that should not be progressed to the next stage of consultation on the SADPD based on their anticipated impacts on the capacity and safety of the Strategic Road Network. Highways England recommends that during the lifetime of the Local Plan, a Transport Study is undertaken in order to monitor the performance of the Local Plan in its entirety on individual strategic road network junctions as the development sites come forward.
- Natural Resources Wales - additional guidance provided and emphasised the need to engage with Natural England.
- United Utilities - contain no wastewater network in the immediate area. Thought needs to be given to how these sites obtain a sewer connection (if needed) and can dispose of surface water in the most sustainable way.

Stage 7: Recommendations for site GTTS 19: Former Brickworks Site

The site is an existing Travelling Showperson site with planning permission for 1 plot as reflected in the 2018 GTAA. Taking into account and balancing the range of factors considered in the site assessment work, it is recommended that the use of the site is allocated to support the intensification of use of the site by an additional 2 Travelling Showperson Plots.

Site GTTS 30 Land at London Road, Bridgemere

Introduction

5.162 This is a site in the Councils ownership and was also recommended to be considered further through the PBA report (ref CHE 084). It is in the open countryside and approximately 0.14 ha in size. As such, the site has been considered for Gypsy and Traveller use. Table GTTS 30 sets out the outcomes of the site selection work.

| Site GTTS 30 site selection findings | |
|--------------------------------------|--|
| Achievability | <ul style="list-style-type: none"> • The site is owned by the Council and available to be considered for Gypsy and Traveller use. |
| Suitability | <ul style="list-style-type: none"> • The criteria assessed as green include: <ul style="list-style-type: none"> ○ The site is not in a strategic green gap ○ Neighbouring uses ○ Heritage ○ Flooding / drainage ○ Site not in a AQMA ○ TPOs ○ Site does not result in the loss of employment land • Those that are amber are considered matters that have potential to be dealt with using appropriate mitigation measures: <ul style="list-style-type: none"> ○ Landscape ○ Highways access & impact ○ Minerals impact ○ Ecology ○ Mix of brownfield / greenfield ○ Contamination • There are criteria assessed as red, which include: <ul style="list-style-type: none"> ○ Settlement character and form ○ Accessibility ○ Access to public transport ○ Agricultural land ○ Distance to employment sites |

Table GTTS 30: Land at London Road, Bridgemere site selection findings

Stage 5: Evaluation and initial recommendations

5.163 The site is a plot of disturbed land surrounded by hedgerows and trees along the southern boundary. The site is not adjoining an existing settlement and is in the open countryside. To the west is a telephone exchange and Bridgemere Methodist Church, which has been converted to a single dwelling. There are no landscape designations on the site and it is relatively contained by mature boundary vegetation. Any site proposal would require appropriate conditions relating to siting, design, retention of and additional landscaping and boundary treatment.

5.164 The site is adjacent to the A51 London Road and has an existing highway access. The A51 is a busy rural road and further assessment may be required regarding appropriate turning arrangements. There is no dedicated footway leading onto the site and the road is unlit.

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- 5.165 There are no heritage assets in close proximity to the site. It is located in Flood Zone 1 and so is not in an area of high surface water flood risk. There are no TPOs in or adjacent to the site and it is not in a declared AQMA.
- 5.166 The site is a mixture of brownfield and greenfield land.
- 5.167 The site is within 3.4km of a Midlands Meres and Mosses Phase 1 Ramsar (Betley Mere SSSI) and falls within Natural England IRZ for discharges (this would require further assessment). There are no priority habitat listed on the site. There is a pond close to the site that may be suitable for great crested newts. However, it is considered that the habitat in the interior of the site is not suitable for great crested newts provided that the boundary vegetation is retained.
- 5.168 The site is 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. In addition, the development of this site is not considered likely to impact on the wider mineral resource.
- 5.169 The site is assessed as red in terms of its accessibility to services and facilities, although it is assessed as green in terms of its proximity to a Bridgemere Primary School. There are no bus services to or past the site and it is some distance from existing employment areas.
- 5.170 The site is considered to be grade 2 agricultural land quality but is already disturbed land. A couple of infilled ponds to the north of the site would require further investigation in terms of contaminated land impacts.
- 5.171 This site is not proposed as an allocation in the SADPD on the basis of the sites expected residual size when mitigation measures are taken account off, alongside accessibility to services, facilities and public transport alongside impacts on the open countryside and site specific impacts including access to the site and contamination.

Stage 6: Input from infrastructure providers / statutory consultees

- 5.172 Notwithstanding the analysis set out above, it was considered appropriate to seek consultation responses from statutory consultees and infrastructure providers. The consultation responses are summarised below, with a full list also provided in Appendix 5 of this SSR.
- Historic England – no comment to make on this site
 - Environment Agency – does not object to the site. All allocations should be reviewed in line with local and national planning policy and relevant governing legislation.
 - Sport England – no comment to make on this site

- Natural England – The site is located within 3,400m of Betley Mere SSSI, which forms part of the Midland Meres and Mosses Ramsar site. There is no priority habitat within the site. Provisionally agricultural land is grade 2.
- National Grid – no comment to make on this site.
- Cheshire Clinical Commissioning Group – In terms of the proposed Gypsy, Traveller and Travelling People sites; it is well documented that this demographic struggle to receive the appropriate care in a Primary Care setting and often have more complex and immediate health needs than permanent residents. It is requested that sites that are confirmed are advised to the CCG at an early stage in order to ensure the appropriate local pathways are in place to support and treat where necessary.
- Electricity North West – applicant should be advised to protect electrical apparatus and advised on the safety requirements of personnel working in the vicinity of electrical apparatus.
- Public Rights of Way – where possible, high quality routes for active travel set within Green Infrastructure corridors should be provided.
- Highways England – maintain that, based on the available evidence, there are no individual sites that should not be progressed to the next stage of consultation on the SADPD based on their anticipated impacts on the capacity and safety of the Strategic Road Network. Highways England recommends that during the lifetime of the Local Plan, a Transport Study is undertaken in order to monitor the performance of the Local Plan in its entirety on individual strategic road network junctions as the development sites come forward.
- Natural Resources Wales - additional guidance provided and emphasised the need to engage with Natural England.
- United Utilities – contains no water or wastewater network in the immediate area. Thought needs to be given to how the site obtain a water supply and a sewer connection (if needed) and can dispose of surface water in the most sustainable way.

Stage 7: Recommendation for GTTS 30: Land at London Road, Bridgemere

Taking into account and balancing the range of factors considered in the SSM and summarised above, it is recommended that this site is not allocated in the SADPD.

Site GTTS 31 Land at Coppenhall Moss

Introduction

5.173 This site is in the open countryside and located to the north of Parkers Road and west of Kent's Lane to the north east of Crewe. It is approximately 0.44 hectares in size. The site is in the Council's ownership and has been the subject of a previous planning application (ref 12/0308N) for 10 residential pitches and a warden's office. The planning application was withdrawn on the 20 April 2012.

5.174 For the purposes of this assessment, this site has been considered for Gypsy and Traveller use. Table GTTS 31 sets out the outcomes of the site selection findings.

| Site GTTS 31: site selection findings | |
|---------------------------------------|--|
| Achievability | <ul style="list-style-type: none"> • The site is owned by the Council and is available for consideration as an allocation for Gypsy and Traveller use. |
| Suitability | <ul style="list-style-type: none"> • The criteria assessed as green include: <ul style="list-style-type: none"> ○ The site is not in a strategic green gap ○ Heritage ○ Flooding / drainage ○ Tree Preservation Orders ○ Not in a AQMA ○ Access to public transport ○ Agricultural land ○ Site does not result in the loss of employment land • Those that are amber are considered matters that have potential to be dealt with using appropriate mitigation measures: <ul style="list-style-type: none"> ○ Landscape ○ Neighbouring uses ○ Highways access and impact ○ Ecology ○ In/adj to an area of minerals interest ○ Accessibility • There are criteria assessed as red, which include: <ul style="list-style-type: none"> ○ Settlement character / form ○ Greenfield site ○ Contamination ○ Distance to employment land |

Table GTTS 31: Coppenhall Moss site selection findings

Stage 5: Evaluation and initial recommendations

5.175 This site is greenfield, not adjoining an existing settlement. It is considered 'urban' in terms of agricultural land classification. The retention of existing hedgerows could provide a degree of screening and it is considered that landscape and visual amenity impacts could be suitably mitigated by conditions relating to siting, design, landscaping and boundary treatments.

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- 5.176 Appropriate access arrangements to the site could be taken from Parkers Road (via an existing farm access) although preferred access would be from Kent's Lane. Appropriate visibility splays and road widths would have to be demonstrated and consider impacts on the junction of Kent's Lane, Parkers Road and Broughton Road.
- 5.177 The site is bounded by a garage located to the north of the site. This may require further assessment in respect of noise, contamination and amenity impacts. Residential dwellings are located to the east of the site across Kent's Lane. A phase 1 and 2 contaminated land assessment would be required given the sites close proximity to the garage.
- 5.178 The HRA has identified that the nearest European site is the West Midlands Mosses SAC and Midland Meres and Mosses Phase 1 Ramsar (Wybunbury Moss SSSI). No impact pathways have been identified from site to Wybunbury Moss SSSI. There are no priority habitats identified on the site and Sandbach Flashes SSSI is approx. 1.17km away. Further assessment would be required to establish the presence of protected species.
- 5.179 The site is 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.
- 5.180 There are no heritage assets on or directly adjacent to the site and it is entirely within Flood Zone 1. There is a area of low risk of surface water risk on part of the site. It is not in an AQMA and there are no TPOs on or immediately adjacent to the site. The site is assessed as amber in relation to its accessibility and is within 250m of a bus stop with services from Leighton Hospital through to Alsager, via Sandbach.
- 5.181 Overall and on balance, it is considered that the use of the site for Gypsy and Traveller residential pitches could be supported taking into account other reasonable alternatives. The site is in the Council's ownership and available for Gypsy and Traveller use. It is considered that those matters assessed as amber including highways, ecology and landscape, can be suitably mitigated through conditions. The site has been considered previously as demonstrated by the previous planning application on the site (ref 12/0308N).
- 5.182 The site is assessed as amber in respect of its accessibility to services and facilities and is assessed as green in respect of access to public transport. The site is adjacent to a garage, which would require a phase 1 & 2 contaminated land assessment and further consideration of potential noise impacts. Balanced against this is the requirement to identify a supply of specific deliverable sites to provide 5 years worth of sites against the findings of the 2018 GTAA.
- 5.183 The PPTS makes it clear that sustainability should not only be considered in terms of transport mode and access to services; other factors such as economic and social considerations are important. Paragraph 13 of the PPTS summarises this in a number of key considerations, which are considered below:

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- i) The site selection process indicates that through the imposition of appropriate conditions, the site would avoid an unacceptable impact on the living conditions of neighbours. Accordingly, the allocation of this site would assist in the promotion of the peaceful and integrated co-existence between the site and the local community.
- ii) A settled base would provide for access to health services and allow children to attend school on a regular basis.
- iii) Allocation of appropriate sites in the Local Plan are intended to provide for a settled base and reduce the need for long distance travelling and possible environmental damage by unauthorised encampments in the borough
- iv) The site selection process has considered issues in relation to environmental quality; this site is not in an AQMA and it is considered that noise impacts can be suitably mitigated via condition.
- v) Initial comments from infrastructure providers have not raised an objection to this site. This indicates that the site would avoid placing undue pressure on local infrastructure and services
- vi) The site is not in an area at a high risk of flooding.

5.184 When assessing the suitability of rural or semi-rural sites, paragraph 14 of PPTS notes that LPAs “should ensure that the scale of sites in rural or semi-rural settings does not dominate the nearest settled community”. Paragraph 10 of the PPTS notes that LPAs in their local plans should relate the number of pitches or plots to the circumstances of the specific size and location of the site and the surrounding population’s size and density.

5.185 The site is in the open countryside, in a semi rural location, fronting onto Parkers Road, a key transport route into Crewe. In the wider context, there are examples of existing and sporadic strips of development along Warmingham Road / Parkers Road (located on both sides of the road).

5.186 The PPTS does not define nearest settled community but using its ordinary dictionary definition means a group of people living in the same place or having a particular characteristic in common. The site is in close proximity to Crewe, a Principal Town in the settlement hierarchy, where there are services and facilities available to allow residents to share common activities, and thus characteristics in common. The site scores an amber rating in respect of access to services and facilities and a green rating in terms of public transport frequency with a bus service into Crewe.

5.187 The traffic light form has considered the impact on the character and appearance of the open countryside indicating that development proposals on the site could be suitably mitigated through boundary treatments and other conditions.

5.188 The site was previously considered for 10 pitches and a warden's office. Given the site's semi-rural location and the need for appropriate boundary treatment(s), layout, siting and design, it is considered that seven permanent Gypsy and Traveller pitches would be appropriate in order to provide sufficient room for appropriate mitigation of any impacts.

5.189 Taking account of the sites relationship to surrounding uses, it would represent a cluster of development seen from Parkers Road reflecting the prevailing pattern of development in a semi rural location. It is also in close proximity and well related to Crewe, a Principal Town and would not dominate the local settled community.

Stage 6: Input from infrastructure providers / statutory consultees

5.190 The consultation responses are summarised below, with a full list also provided in Appendix 5 of this SSR.

- Historic England – no comment to make on the site at this stage.
- Environment Agency – does not object to the site. All allocations should be reviewed in line with local and national planning policy and relevant governing legislation.
- Sport England – no comment to make on the site at this stage.
- Natural England – Sandbach Flashes SSSI is approx. 1.17km from the site. Site has triggered impact risk zone in respect of discharges from the site. There are no priority habitats within the site and provisionally 'urban' in terms of agricultural land classification.
- National Grid – no comment to make at this stage
- Cheshire Clinical Commissioning Group – In terms of the proposed Gypsy, Traveller and Travelling People sites; it is well documented that this demographic struggle to receive the appropriate care in a Primary Care setting and often have more complex and immediate health needs than permanent residents. It is requested that sites that are confirmed are advised to the CCG at an early stage in order to ensure the appropriate local pathways are in place to support and treat where necessary.
- Electricity North West – applicant should be advised to protect electrical apparatus and advised on the safety requirements of personnel working in the vicinity of electrical apparatus.
- Public Rights of Way – where possible, high quality routes for active travel set within green infrastructure corridors should be provided.
- Highways England – maintain that, based on the available evidence, there are no individual sites that should not be progressed to the next stage of consultation on the SADPD based on their anticipated impacts on the capacity and safety of the Strategic Road Network. Highways England recommend that during the lifetime of the Local Plan, a Transport Study is undertaken in order to monitor the performance of the Local Plan in its

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entirety on individual strategic road network junctions as the development sites come forward.

- National Resources Wales - additional guidance provided and emphasised the need to engage with Natural England.

Stage 7: Recommendation GTTS 31: Land at Coppenhall Moss

Taking into account and balancing the range of factors considered in the SSM and summarised above, it is recommended that this site is allocated for seven permanent Gypsy and Traveller pitches in the SADPD.

Site GTTS 64 Arclid Depot

Introduction

5.191 This site is in the open countryside and is approximately 0.34 hectares in size (for the hardstanding area of the site). The site is in the Councils ownership, as a former waste depot, and is therefore considered available for consideration for allocation as a Gypsy and Traveller site. Table GTTS 64 sets out the outcomes of the site selection work.

| Site GTTS 64 site selection findings | |
|--------------------------------------|---|
| Achievability | <ul style="list-style-type: none"> • The site is in the Council ownership; it is a greenfield site and is considered available for further consideration for allocation as a Gypsy and Traveller site. |
| Suitability | <ul style="list-style-type: none"> • The criteria assessed as green include: <ul style="list-style-type: none"> ○ The site is not in a strategic green gap ○ Compatible neighbouring use ○ Heritage ○ Not in a AQMA ○ Brownfield site • Those that are amber are considered matters that have potential to be dealt with using appropriate mitigation measures: <ul style="list-style-type: none"> ○ Landscape ○ Highways access and impact ○ Flooding / drainage ○ Ecology ○ Public Transport ○ Agricultural land • There are criteria assessed as red, which include: <ul style="list-style-type: none"> ○ Settlement character / form ○ TPOs ○ Accessibility ○ In/adj to an area of mineral interest ○ Contamination ○ Employment land loss ○ Access to employment sites |

Table GTTS 64: Arclid Depot site selection findings

Stage 5: Evaluation and initial recommendations

5.192 The findings of this SSR relate to the existing area of hardstanding and built development on the site. There are a number of structures on the site currently. The area of hardstanding is well screened by trees and there are no landscape designations on the site. It is considered that any landscape impacts could be mitigated by conditions likely to include the retention of surrounding vegetation.

5.193 This site is in the Jodrell Bank Radio Telescope Consultation Zone. It is not adjoining a settlement. There are residential dwellings along Davenport Lane to the north and south and the site is also adjacent to agricultural uses, reflective of its location in the open countryside.

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- 5.194 There is an existing access taken from Davenport Lane that would require improvement in terms of visibility. Alongside this, a transport assessment may be required as a result of the impact on traffic generation on Davenport Lane.
- 5.195 There are no designated heritage assets located on or directly adjacent to the site. The site is not in a designated AQMA and it is not within the strategic green gap.
- 5.196 The site is within Flood Zone 1, however, the boundaries of the site are adjoined by an ordinary watercourse that would require further assessment and mitigation, as appropriate. The site is approximately 1.2 km from Bagmere SSSI (Phase 1 Ramsar) and any impacts would require further assessment and potential mitigation
- 5.197 The site is brownfield, surrounded by trees. Ponds are located in the vicinity of the site and there is a Site of Biological Importance to the northwest of the site. Deciduous woodland is located within the site. Any redevelopment proposals for the site should be focused on the former depot area as the surrounding woodland is on the national inventory of priority woodland. A number of the trees are subject to TPOs.
- 5.198 The site is assessed as red in respect of access to services, facilities and existing employment areas. There are bus stops in Arclid with services to Sandbach and Congleton, alongside other local destinations.
- 5.199 Further detailed assessment and investigation would be required on the site in respect of contaminated land matters, to which the site is assessed as red.
- 5.200 The site is in a known mineral resource area for salt, silica sand and sand & gravel. Surface development at this location is not considered to have an impact on below ground salt mining. The site is within a large area promoted as an Area of Search for silica sand by a respondent to the Council's 2014 Call for Sites exercise. In addition, development of this site is not considered likely to impact on the wider mineral resource.
- 5.201 This site is not proposed as an allocation in the SADPD on the basis of the sites accessibility to services, facilities and public transport alongside impacts on the open countryside. There are also site specific impacts, particularly with respect of contaminated land, the presence of TPO trees and other matters that would require detailed assessment and possible mitigation.

Stage 6: Input from infrastructure providers / statutory consultees

5.202 Notwithstanding the analysis set out above, it was considered appropriate to seek consultation responses from statutory consultees and infrastructure providers. The consultation responses are summarised below, with a full list also provided in Appendix 5 of this SSR.

- Historic England – no comment to make on the site at this stage.

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- Environment Agency – located near or on historic landfill. Should ensure appropriate drainage and check for gassing with environmental protection team.
- Sport England – no comment to make on the site at this stage.
- Natural England – Sandbach Flashes SSSI is approx. 6.8km from the site. Deciduous woodland (Priority Habitat) is located within the site. Agricultural land grade 3.
- National Grid – no comment to make at this stage.
- Cheshire Clinical Commissioning Group – In terms of the proposed Gypsy, Traveller and Travelling People sites; it is well documented that this demographic struggle to receive the appropriate care in a Primary Care setting and often have more complex and immediate health needs than permanent residents. It is requested that sites that are confirmed are advised to the CCG at an early stage in order to ensure the appropriate local pathways are in place to support and treat where necessary.
- Electricity North West – applicant should be advised to protect electrical apparatus and advised on the safety requirements of personnel working in the vicinity of electrical apparatus.
- Public Rights of Way – where possible, high quality routes for active travel set within Green Infrastructure corridors should be provided.
- Highways England – maintain that, based on the available evidence, there are no individual sites that should not be progressed to the next stage of consultation on the SADPD based on their anticipated impacts on the capacity and safety of the Strategic Road Network. Highways England recommends that during the lifetime of the Local Plan, a Transport Study is undertaken in order to monitor the performance of the Local Plan in its entirety on individual strategic road network junctions as the development sites come forward.
- Natural Resources Wales - additional guidance provided and emphasised the need to engage with Natural England.
- United Utilities – contain no wastewater network in the immediate area. Thought needs to be given to how these sites obtain a sewer connection (if needed) and can dispose of surface water in the most sustainable way.

Stage 7: Recommendation for site GTTS 64 Arclid Depot

Taking into account and balancing the range of factors considered in the SSM and summarised above, it is recommended that this site is not proposed to be allocated in the SADPD.

Site GTTS 66 Lorry Park, Mobberley Road, Knutsford

Introduction

5.203 This site is located in the urban area of Shaw Heath, Knutsford and is 0.31 hectares in size. It is a site in the Council's ownership and therefore available for consideration for potential Travelling Showperson use. It is currently used for the parking of lorries and lorry trailers. Table GTTS 66 sets out the outcomes of the site selection work.

| Site GTTS 66 site selection findings | |
|--------------------------------------|--|
| Achievability | <ul style="list-style-type: none"> • The site is in Council ownership and therefore considered available for consideration for future Travelling Showperson use. |
| Suitability | <ul style="list-style-type: none"> • The criteria assessed as green include: <ul style="list-style-type: none"> ○ Settlement character and form ○ The site is not in a strategic green gap ○ Highways access and impact ○ Heritage ○ Ecology ○ TPOs ○ Not in a AQMA ○ Accessibility ○ Agricultural Land ○ Public Transport ○ Brownfield site ○ Distance to employment land • Those that are amber are considered matters that have potential to be dealt with using appropriate mitigation measures: <ul style="list-style-type: none"> ○ Landscape ○ Compatible and neighbouring use ○ Flooding / drainage issues ○ In/adj to an area of mineral interest ○ Loss of employment land • The criteria assessed as red, include: <ul style="list-style-type: none"> ○ Contamination |

Table GTTS 66 : Lorry Park, Mobberley Road, Knutsford site selection findings

Stage 5: Evaluation and initial recommendations

5.204 The site is currently used as a lorry park to the south of Mobberley Road, Knutsford. To the north of the site is a garage and to the east is a household waste recycling centre. To the south of the site is an area of open space.

5.205 Views from Mobberley Road are limited due to existing buildings and vegetation. Views are also limited from Longridge Road, located to the east, due to existing vegetation. There are no landscape designations on the site and it is considered that controlling conditions regarding siting, boundary treatments and other matters could provide sufficient mitigation in terms of landscape impacts. Boundary treatments would also be required to ensure that the site does not prejudice the future use of the playing field to the south of the site.

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- 5.206 The site is within the urban area adjacent to a garage, car wash and showroom. Further assessment may be required to consider impacts on residential amenity, including noise and odour impacts that could require mitigation measures.
- 5.207 Given the proximity of the site to the Council's recycling centre, further assessment may also be required to consider impacts on residential amenity, including noise and odour impacts that could require mitigation measures.
- 5.208 There is an existing access road to the site from Mobberley Road. The site and immediately surrounding highway network already accommodates larger commercial vehicles and is not in a designated AQMA.
- 5.209 The site is affected by noise from aircraft travelling to and from Manchester Airport. Further assessment and mitigation may be required. SADPD Policy ENV 13 "Aircraft Noise" may be a relevant and important policy against which such proposals will need to be assessed.
- 5.210 The high level HRA screening assessment identifies that this site is located close to the Midlands Meres and Mosses Phase 1 Ramsar and Rostherne Mere Ramsar. Potential impact pathways may include recreational pressure, air pollution and hydrological impacts. Following the consideration of the site in the HRA document [ED 04], it is considered that the development of a single site is unlikely to have a significant effect on a European site.
- 5.211 The site is within 250m of known mineral resource area for sand and gravel. Due to the size of the site development is not considered likely to impact on the wider mineral resource.
- 5.212 There are no heritage assets within or in close proximity to the site. The site is brownfield, in Flood Zone 1 and there are no TPOs in or adjacent to the site. The site is in close proximity to St John's Wood Site of Nature Conservation Importance and 800 metres east of the Tatton Mere SSSI (part of the Midlands Meres and Mosses Phase 1 Ramsar) but is a brownfield site.
- 5.213 The site is assessed as green in respect of access to services and facilities, access to public transport and distance to areas of employment.
- 5.214 A full phase 1 and 2 contaminated land assessment would be required to support any allocation of the site due to its proximity to Shaw Heath Landfill site. A ground gas risk assessment is likely to be required to support any proposal for a change of use on the site.
- 5.215 Overall, this site performs well compared with reasonable alternatives; the site is locationally sustainable. It can accommodate larger commercial vehicles associated with Travelling Showpeople accommodation and their plots. The site is brownfield and relatively well contained.
- 5.216 The site selection process has identified that further assessment may be required in terms of contamination, noise and amenity impacts alongside the

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consideration of impacts on European designated ecological sites in close proximity to the site.

5.217 Paragraph 13 of the PPTS summarises a number of key considerations regarding the sustainability of sites, which are contemplated below:

- i) The site selection process indicates that through the imposition of appropriate conditions, the site would avoid an unacceptable effect on the living conditions of neighbours. Accordingly, an allocation could assist in the promotion of peaceful and integrated co-existence between the site and the local community.
- ii) A settled base would provide for access to health services and allow children to attend school on a regular basis.
- iii) The site would support an established and settled base and reduce the need for long distance travelling and possible environmental damage by unauthorised encampments in the borough.
- iv) The site selection process has considered issues in relation to environmental quality; this site is not in an AQMA and has identified that further assessment at future planning application would be required in respect of noise impacts.
- v) Initial comments from infrastructure providers have not raised an objection to the site noting that potential future contributions may be required to health infrastructure.
- vi) The site is not in an area of high risk of flooding.

5.218 Paragraph 10 of the PPTS also notes that LPAs in their local plans should relate the number of pitches or plots to the circumstances of the specific size and location of the site and the surrounding population's size and density.

5.219 The site is located within the urban area of Knutsford, a Key Service Centre in the settlement hierarchy with access to services and facilities. The traffic light form and site assessment has established that the site is well contained and capable of being brought forward for Travelling Showperson use, subject to mitigation measures.

5.220 Given the sites location the need to retain appropriate boundary treatment(s), layout, siting and design and take account of appropriate mitigation measures, it is recommended that the site is suitable for allocation for three Travelling Showperson Plots.

Stage 6: Input from infrastructure providers / statutory consultees

5.221 The consultation responses are summarised below, with a full list also provided in Appendix 5 of this Report.

- National Grid – no comment to make at this stage

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- Environment Agency – located near or on historic landfill. Should ensure appropriate drainage and check for gassing with environmental protection team.
- Sport England – site directly adjoins a playing field. The Council should be wary of any prejudicial uses and ensure appropriate boundary treatment. There are informal goal posts to the south of the proposed site, therefore any future development should ensure that it does not prejudice the future use of the playing field.
- Natural England – no IRZ triggered for designated sites. There is no priority habitat within the site. Provisional agricultural land grade 3.
- Cheshire Clinical Commissioning Group – currently there is one GP practice located meters from this site. The practice would not have the capacity to take on the needs of this group and therefore additional resources would be required from the site to support practice infrastructure and estates / premises. It is well documented that this demographic struggle to receive the appropriate care in a Primary Care setting and often have more complex and immediate health needs than permanent residents. It is requested that sites that are confirmed are advised to the CCG at an early stage in order to ensure the appropriate local pathways are in place to support and treat where necessary.
- United Utilities – further clarification on the number of pitches included on each proposed site would be welcome, when known.
- Electricity North West – applicant should be advised to protect electrical apparatus and advised on the safety requirements of personnel working in the vicinity of electrical apparatus.
- Public Rights of Way – where possible, high quality routes for active travel set within Green Infrastructure corridors should be provided.
- Highways England – maintain that, based on the available evidence, there are no individual sites that should not be progressed to the next stage of consultation on the SADPD based on their anticipated impacts on the capacity and safety of the Strategic Road Network. Highways England recommends that during the lifetime of the Local Plan, a Transport Study is undertaken in order to monitor the performance of the Local Plan in its entirety on individual strategic road network junctions as the development sites come forward.
- Natural Resources Wales - additional guidance provided and emphasised the need to engage with Natural England.

Stage 7: Recommendation for site GTTS 66 Mobberley Road, Knutsford

Taking into account and balancing the range of factors considered in the SSM and summarised above, it is recommended that this site is allocated for three Travelling Showperson plots in the SADPD.

Site GTTS 67 Cledford Hall, Cledford Lane, Middlewich

Introduction

5.222 This site is in the Council's ownership. The site previously had planning permission for nine transit pitches and one permanent warden's pitch. The planning permission expired on 5 May 2018. Given this background, it is appropriate to consider the site for allocation for transit provision through this SSR.

5.223 The site is located within the settlement boundary of Middlewich, is 1.05 ha in size and within an area of land allocated for employment uses in the Local Plan Strategy (LPS 44) This site is located to the north of Cledford Lane on an area of agricultural land that is bound to the west by Sanderson's Brook and valley, to the north and east by a number of large warehouses and to the north by the current truncated extent of Pochin Way / ERF Way. The PBA report also considered the site (ref CHE 005). Table GTTS 67 sets out the outcomes of the site selection work.

| Site GTTS 67 site selection findings | |
|--------------------------------------|---|
| Achievability | <ul style="list-style-type: none"> • The site is in the Council's ownership and is available for development. The site previously had planning permission for 9 transit pitches and 1 permanent Wardens pitch (ref 14/5721C). |
| Suitability | <ul style="list-style-type: none"> • The criteria assessed as green include: <ul style="list-style-type: none"> ○ The site is not within the strategic green gap ○ Settlement character and urban form ○ Heritage ○ TPOs ○ AQMA ○ Contamination ○ Distance to existing employment areas • Those that are amber are considered matters that have potential to be dealt with using appropriate mitigation measures: <ul style="list-style-type: none"> ○ Landscape ○ Compatible uses ○ Highways access and impact ○ Flooding / drainage ○ Ecology ○ In/adj to an area of mineral interest ○ Accessibility ○ Mixed of greenfield / brownfield ○ Agricultural land ○ Employment land loss • There are red criteria which include: <ul style="list-style-type: none"> ○ Public transport frequency |

Table GTTS 67: Cledford Hall

Stage 5: Evaluation and initial recommendations

5.224 The site falls within the settlement boundary for Middlewich and is situated to the east of the rail line that runs between Sandbach and Northwich through

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the town. The character of the area is rural in transition into a commercial / industrial area at site LPS 44 “Midpoint 18” (Magnitude site).

- 5.225 Cledford Lane to the east of the railway line currently has a number of individual and small groups of dwellings along it. Sanderson’s Brook and valley is located to the west of the site. The site is located within an area of land allocated for employment uses in the Local Plan Strategy (LPS 44 – Midpoint 18 / Magnitude) The character of the area is therefore likely to change, over time, to commercial / industrial uses as the wider LPS 44 site is brought forward for employment uses. In addition, the Middlewich Eastern Bypass (planning application reference 18/5833C), now with planning permission will impact on the character of the surrounding area, once constructed, and may present impacts including noise and other impacts that would have to be mitigated.
- 5.226 The site is strongly influenced by the adjacent warehouses, industrial uses and Cledford Lagoons to the west of the railway line. Mitigation measures will be required to minimise the visual impact of any future proposed use. The site has no landscape designations nor do any public rights of way cross the site. The site is not within the strategic green gap.
- 5.227 The site is adjacent to employment uses accessed from ERF Way. There are other commercial uses to the west of the site along Cledford Lane, to the other side of the rail line including the ANSA Environmental Hub depot. Some form of mitigation is likely to be required therefore to minimise impacts from adjacent uses on residential amenity on the site.
- 5.228 Existing access can be achieved but will need to be improved to make sure adequate visibility splays are maintained. No highways objections were received to the previous planning application (ref 14/5721c) subject to all internal roads and parking facilities being provided for prior to first occupation. In addition, the proposed route of the Middlewich Eastern Bypass will potentially lead to improvements to Cledford Lane including providing for improved footpath and cycle links. No objection to the amount of traffic generated or highway safety was raised during the consideration of the previous planning application on the site. The Middlewich Eastern Bypass, once constructed, will also improve connectivity of the site to junction 18 of the M6 motorway.
- 5.229 The site was formally occupied by two Grade II Listed Buildings (Cledford Hall Farm and Cledford Hall Barns). However, both structures have now been removed from the site following the granting of Listed Building Consent. It is considered desirable to retain the gateposts at the site entrance as a physical record of the previous heritage assets on the site.
- 5.230 The site is in Flood Zone 1 and there are areas of Flood Zone 2&3 to the west of the site along Sanderson’s Brook. There is a small area of surface water flood risk to the north of the site; a suitable drainage system on the site, including the use of permeable surfaces, should be used to reduce the potential for surface water flooding on the site.

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- 5.231 The site is more than 7.5km from the nearest European Site (Midland Meres and Mosses (Bagmere SSSI) Phase 1 Ramsar). No potential impact pathways were identified regarding any European site.
- 5.232 Cledford Lime Beds Local Wildlife Site is located 150 metres from the site. A number of protected species are known to occur on the site and on land adjacent. Mitigation and compensation strategies were agreed in respect of earlier planning applications at this site. Therefore it is likely that any impacts on protected species could be addressed through standard mitigation and compensation measures. Hedgerows are a priority habitat and should be retained, where possible. There are no TPO trees on or immediately adjacent to the site. No part of the site is in an AQMA.
- 5.233 The site is 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.
- 5.234 The site is assessed as amber in terms of its accessibility to services and facilities. The closest bus route to the site is over 650 metres away. The site has a mix of greenfield and brownfield elements and is grade 3 in terms of agricultural land quality. There were no contamination concerns raised in relation to the previous planning application on the site (ref 14/5721c). The site is within an area of land allocated for employment uses (LPS 44) in the Local Plan Strategy but is not in existing employment use at this time.
- 5.235 Due to sustained numbers of encampments throughout the borough, the GTAA recommended that a new transit site of between five and 10 pitches should be developed. The GTAA acknowledged that the Council was reliant on the implementation of the site at Cledford Lane (which had planning permission at the base date of the GTTA study) to meet the identified need for between five and 10 pitches.
- 5.236 No other sites have been submitted to the Council through the Call for Sites process for transit provision in the borough. Planning permission for eight private transit pitches has been granted at Horseshoe Farm, Warmingham Lane. The 2018 GTAA acknowledges (in ¶ 7.100) that Local Authorities are not able to use transit provision on private sites as part of their enforcement action policies. Therefore, whilst the site at Horseshoe Farm, provides an option for visiting households, it is at the discretion of the site owner who is allowed onto the site.
- 5.237 The Criminal Justice and Public Order Act 1994 is particularly important with regard to the issue of Gypsy and Traveller transit site provision. Section 62A of the Criminal Justice and Public Order Act allows the Police to direct trespassers (unauthorised encampments) to remove themselves, their vehicles and their property from any land where a suitable pitch on a relevant caravan site is available within the same Local Authority area. A suitable pitch on a relevant caravan site is one that is situated in the same Local Authority area as the land on which the trespass has occurred, and that is managed by a Local Authority, Registered Provider or other person or body as specified by order by the Secretary of State.

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- 5.238 The PPTS makes it clear that sustainability is important and should not only be considered in terms of transport mode and distance from services. But other factors such as economic and social considerations are important material considerations. It is considered that authorised sites assist in the promotion of peaceful and integrated co-existence between the travellers and the local community. The site selection process indicates that through the imposition of appropriate conditions, the site would avoid an unacceptable impact on the living conditions of neighbours and could be suitably mitigated through boundary treatments and other conditions.
- 5.239 The provision of a transit site will ensure that unauthorised encampments can be more effectively addressed and will help with easier access (albeit for a temporary period in this case) to GPs, schools and other services. The site selection process has considered matters in relation to environmental quality; the site is not in an AQMA or in an area at high risk of flooding. Initial comments from infrastructure providers have not raised an objection to this site, to date.
- 5.240 The site has previously had planning permission for nine transit pitches and one permanent Wardens pitch (ref 14/5721C). Therefore, the scale of the site, in a rural area has been accepted previously in line with paragraph 14 of the PPTS, which notes that Local Authorities should make sure that the scale of sites in rural or semi-rural settings does not dominate the nearest settled community.
- 5.241 Paragraph 10 of the PPTS also notes that LPAs in their local plans should relate the number of pitches or plots to the circumstances of the specific size and location of the site and the surrounding population's size and density.
- 5.242 The site is within the settlement boundary of Middlewich. Given the sites location and the need to retain appropriate boundary treatment(s), layout, siting and design it is recommended that the site is suitable for allocation for ten Gypsy and Traveller transit pitches.

Stage 6: Input from infrastructure providers / statutory consultees

- 5.243 The consultation responses are summarised below, with a full list also provided in Appendix 5 of this SSR.
- Historic England - in October 2017, an application for listed building consent to demolish the listed barn was granted approval. The conditions have been discharged and the building has now been removed along with the de-listed hall building. Given there are no actual buildings on the site then you would not need to do a Heritage Impact Assessment for the site but should make sure that the appropriate historic records reflect the delisted status of the site.
 - Environment Agency – does not object to the site. All allocations should be reviewed in line with local and national planning policy and relevant governing legislation.

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- Cheshire Clinical Commissioning Group - currently there is one GP practice located meters from this site. The practice would not have the capacity to take on the needs of this group and therefore additional resources would be required from the site to support practice infrastructure and estates / premises. It is well documented that this demographic struggle to receive the appropriate care in a Primary Care setting and often have more complex and immediate health needs than permanent residents. It is requested that sites that are confirmed are advised to the CCG at an early stage in order to ensure the appropriate local pathways are in place to support and treat where necessary.
- Sport England – no specific comment on this site.
- Natural England - the allocation is approx. 1500m from Sandbach Flashes SSSI, which is notified for physiographical and biological importance. It consists of a series of pools. Several of the flashes are important for breeding birds and also support large numbers of wildfowl and waders as migrants and winter residents. The IRZ has triggered for Residential - 4. Residential development of 50 units or more. Best and Most Versatile Land is unknown and there are no priority habitats.
- Electricity North West – applicant should be advised to protect electrical apparatus and advised on the safety requirements of personnel working in the vicinity of electrical apparatus.
- Public Rights of Way – where possible, high quality routes for active travel set within green infrastructure corridors should be provided.
- Highways England - maintain that, based on the available evidence, there are no individual sites that should not be progressed to the next stage of consultation on the SADPD based on their anticipated impacts on the capacity and safety of the Strategic Road Network. Highways England recommends that during the lifetime of the Local Plan, a Transport Study is undertaken in order to monitor the performance of the Local Plan in its entirety on individual strategic road network junctions as the development sites come forward.
- Natural Resources Wales - additional guidance provided and emphasised the need to engage with Natural England.
- United Utilities – Further clarification on the number of pitches included on each proposed site would also be welcome, when known.

Stage 7: Recommendations for site GTTS 67 Cledford Hall

Taking into account and balancing the range of factors considered in the SSM and summarised above, it is proposed to allocate this site for 10 Gypsy and Traveller transit pitches in the SADPD.

Site GTTS 68 Fir Farm, Brereton, Off A50

Introduction

5.244 This site has been submitted through the call for sites process and is proposed for Travelling Showperson uses. It is approximately 2.73 ha in size.

5.245 An area within the submitted site received personal planning permission in 1986 for the storage of a maximum of six caravans, three lorries and storage trailers plus seven cars and for the stationing of two residential caravans (including one mobile home); all in connection with the applicant's travelling circus (reference 17792/3).

5.246 The original call for sites submission related to the re-organisation and extension of the site including market housing, new office/site facilities/winter parking and storage. The call for sites submission promoted up to 10 spaces for circus vehicle plots/parking. Table GTTS 68 sets out the outcomes of the site selection work.

| Site GTTS 68 site selection findings | |
|---|---|
| Achievability | <ul style="list-style-type: none"> • The site is in single ownership and is being promoted through the call for sites process. |
| Suitability | <ul style="list-style-type: none"> • The criteria assessed as green include: <ul style="list-style-type: none"> ○ The site is not in the strategic green gap ○ Site not in a AQMA ○ Employment land loss • Those that are amber are considered matters that have potential to be dealt with using appropriate mitigation measures: <ul style="list-style-type: none"> ○ Landscape ○ Compatible neighbouring uses ○ Highways access and impact ○ Heritage assets impact ○ Flooding / drainage impacts ○ Ecology impact ○ TPOs ○ Mix of brownfield / greenfield land ○ Agricultural land ○ Contamination issues • There are criteria assessed as red, which include: <ul style="list-style-type: none"> ○ Settlement character and urban form ○ Accessibility ○ In/adj to an area of mineral interest ○ Public transport frequency ○ Distance to existing employment areas. |

Table GTTS 68: Firs Farm

Stage 5: Evaluation and initial recommendations

5.247 The site is located on the A50 Newcastle Road. It has been submitted to the call for sites process for 10 Travelling Showperson plots.

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- 5.248 An element of market housing is proposed through the call for sites submission, located in the open countryside and the OSRA tier of the settlement hierarchy set out in the LPS. The LPS seeks to direct the majority of new development requirements to higher order centres in the settlement hierarchy (Principal Towns, Key and Local Service Centres). There is no residual requirement to meet in the OSRA tier of the settlement hierarchy and this has already been fully provided for in the first years of a 20 year plan, period primarily through windfall development. As such, and for the reasons set out above and in [ED 46] "Other Settlements and Rural Areas report" a windfall-based approach has been chosen in favour of making further site allocations in the OSRA tier of the settlement hierarchy.
- 5.249 Therefore, there is no justification for additional market housing to be considered in the OSRA tier of the settlement hierarchy in the SADPD through this potential allocation.
- 5.250 Following this initial assessment, further correspondence with the site owner, via their agent, determined a parcel of land within the site submission for 10 Travelling Showperson plots for assessment. For the avoidance of doubt, the evaluation and initial recommendations set out below focuses on the potential allocation of the site for Travelling Showpeople uses only.
- 5.251 The site is located to the north of the A50 and is an area that is largely agricultural. The site and immediate surrounding land is in the open countryside. The site is not in a strategic green gap. Hedgerows and trees define the site boundaries. The site falls within the Jodrell Bank Radio consultation zone.
- 5.252 Fir Farm has been used for the storage of vehicles and containers and much of the site is no longer agricultural land; nevertheless there is still a network of hedgerows and hedgerow trees along the site boundaries. The site has no landscape designations, but Arclid Wood, a Site of Biological Importance is adjacent to the site. Footpath 29 Brereton traverses the site and is a visual receptor. Mitigation measures are likely to be required to minimise the visual impact of any future proposed use. Any development would have to improve the existing landscape structure to assimilate the site into a wider context.
- 5.253 The nearest statutory protected site is Bagmere Site of Special Scientific Interest, which is part of the Midlands Mere and Mosses Phase 1 Ramsar site. This lies 1.2km from the site to the north-west. The HRA has considered the potential implications of this site and determined that it is unlikely to have an effect on recreational or hydrological impacts due to a lack of downstream connectivity and the fact that Bagmere is not accessible to the public.
- 5.254 The site is in a known mineral resource area for salt and silica sand, as well as being within 250m of a sand & gravel resource. Surface development at this location is not considered to have an impact on below ground salt mining. The site is within a large area promoted as an Area of Search for silica sand by a respondent to the Council's 2014 Call for Sites exercise. Development of

0.22ha of this site is not considered likely to impact on the wider mineral resource.

- 5.255 There are existing residential and agricultural uses in close proximity to the site. There may be amenity issues in respect of the maintenance of equipment and other matters that would require further assessment and mitigation.
- 5.256 A new highways access would be required into the site as the existing access is considered to be sub-standard. A new vehicular access to the site from the A50 (ref 18/2961C) has recently approved (and conditions discharged (ref 19/3093D) to serve land to the rear of Fir Farm. The access is under construction at the time of writing the report. Any future allocation would be dependent on the implementation of the new access granted planning permission in November 2018 (ref 18/2961c).
- 5.257 To the south west of the site there are two Grade II Listed Buildings; Tudor Cottage and Holly Cottage. The present highways access to the site lies immediately west of these heritage assets. A heritage impact assessment has been prepared for the site. This has concluded that the proposal would only have a minor adverse effect upon the setting of the heritage assets provided that a robust landscaping scheme, providing for new native hedgerow and trees, was secured and the existing mature landscaping was retained. It will also be important to ensure control over urbanising features such as walls, gates and the design of ancillary outbuildings to maintain the rural setting of the Listed Buildings. If any of the existing buildings retain historic merit as non-designated heritage assets, then it is important that the buildings are sensitively treated and re-used to protect remnant historic character and interest.
- 5.258 The site is located within flood zone 1; however there is a significant flow path through part of the site (along the western boundary of the site). Any alterations or obstructions to this flow path would need to be modelled and managed appropriately. If any alterations to ordinary watercourses are proposed, the developer will be required to obtain formal consent under the Land Drainage Act 1991.
- 5.259 There is potential for protected species to occur on site and further assessment/mitigation may be required. Grassland habitats within the field facing onto the A50 have been surveyed and found to be of limited interest. The grassland habitats to the north of the existing hard standing areas may be of value. A botanical survey would be required to determine this. There is a group of protected trees to the east of the site (Arclid Wood). The site is not in an AQMA.
- 5.260 The site is assessed as red in respect of access to services and facilities, public transport frequency and distance to employment areas. The site is a mixture of brownfield and greenfield land on the wider site. It is Grade 3 in terms of agricultural land quality and is within 50 metres of a landfill, which might require further assessment and mitigation for permanent structures on the site. The proposal would not result in the loss of employment land.

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- 5.261 Overall, this is a rural site in the open countryside. The PPTS makes it clear that sustainability should not only be considered in terms of transport mode and access to services; other factors such as economic and social considerations are important. The site has been used in connection with a travelling circus and there has been a previous planning permission in connection with this use. It is evident that a wider area of land has been used in connection with the travelling circus but without the benefit of a specific planning permission. The lawfulness in planning terms of the use of this wider area would be a separate matter that the site promoter could seek to establish. This assessment only considers the potential of Travelling Showpeople plots on a discrete parcel of land within this wider site.
- 5.262 The applicant has also recently been granted planning permission for a new dedicated and improved access to serve the wider site. The site selection process has identified that further assessment may be required in terms of heritage, contamination, landscape impacts.
- 5.263 Paragraph 13 of the PPTS summarises a number of key considerations regarding the sustainability of sites, which are contemplated below:
- i) The site selection process indicates that through the imposition of appropriate conditions, the site would avoid an unacceptable effect on the living conditions of neighbours. Accordingly, an allocation could assist in the promotion of peaceful and integrated co-existence between the site and the local community.
 - ii) A settled base would provide for access to health services and allow children to attend school on a regular basis.
 - iii) The site would support an established and settled base and reduce the need for long distance travelling and possible environmental damage by unauthorised encampments in the borough.
 - iv) The site selection process has considered issues in relation to environmental quality; this site is not in an AQMA.
 - v) Initial comments from Infrastructure providers have not raised an objection to the site.
 - vi) The site is not in an area of high risk of flooding but will have to consider and mitigate for surface water impacts on the site.
- 5.264 Paragraph 10 of the PPTS also notes that LPAs in their local plans should relate the number of pitches or plots to the circumstances of the specific size and location of the site and the surrounding population's size and density.
- 5.265 There site is well screened from the A50 and set back from the road. It is in a rural location in the open countryside. The wider context of the site, including the parish of Brereton, is a rural parish dispersed in nature with examples,

along the A50, of sporadic development set back from the road with individual examples of farmsteads and other uses.

5.266 The site lies in 'Other Settlements and Rural Areas' tier of the LPS settlement hierarchy (Policy PG2). LPS Policy PG2 notes that growth and investment in the other settlements and rural area 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.

5.267 The PPTS does not define nearest settled community but using its ordinary dictionary definition means a group of people living in the same place or having a particular characteristic in common. It is recognised that the site scores a 'red' rating to access to services and facilities and public transport.

5.268 Given the nature of the Brereton area, a dispersed settlement of individual and small groups of dwellings. The traffic light form has considered the impact on the character and appearance of the countryside, acknowledging that the impact of the site is capable of mitigation through appropriate boundary treatments. Indeed, the impact of the site is known given that it has been there for some time now.

5.269 Given the sites rural location and the need to retain appropriate boundary treatment(s), layout, siting and design it is recommended that the site is suitable for allocation for ten Travelling Showperson Plots.

Stage 6: Input from infrastructure providers / statutory consultees

5.270 The consultation responses are summarised below, with a full list also provided in Appendix 5 of this SSR.

- Cheshire Clinical Commissioning Group – It is well documented that this demographic struggle to receive the appropriate care in a Primary Care setting and often have more complex and immediate health needs than permanent residents. It is requested that sites that are confirmed are advised to the CCG at an early stage in order to ensure the appropriate local pathways are in place to support and treat where necessary
- Natural England – does not trigger an IRZ in respect of proximity to a designated site. Best and Most versatile landis– unknown and there are no priority habitats.
- Historic England – potentially developable but will require a Heritage Impact Assessment due to the Grade II heritage asset near to the site.
- Environment Agency – does not object to the site. All allocations should be reviewed in line with local and national planning policy and relevant governing legislation
- National Grid – no specific comment on this site
- Sport England – no specific comment on this site.

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- Electricity North West – applicant should be advised to protect electrical apparatus and advised on the safety requirements of personnel working in the vicinity of electrical apparatus.
- Highways England – maintain that, based on the available evidence, there are no individual sites that should not be progressed to the next stage of consultation on the SADPD based on their anticipated impacts on the capacity and safety of the Strategic Road Network. Highways England recommends that during the lifetime of the Local Plan, a Transport Study is undertaken in order to monitor the performance of the Local Plan in its entirety on individual strategic road network junctions as the development sites come forward. Natural Resources Wales - additional guidance provided and emphasised the need to engage with Natural England.
- United Utilities – contains no water or wastewater network in the immediate area. Thought needs to be given to how the site obtain a water supply or sewer connection (if needed) and can dispose of surface water in the most sustainable way.
- Public Rights of Way – where possible, high quality routes for active travel set within Green Infrastructure corridors should be provided.

Stage 7: Recommendations for site GTTS 68 Fir Farm

Taking into account and balancing the range of factors considered in the SSM and summarised above, this site is proposed to be allocated for 10 Travelling Showperson plots in the SADPD.

6. Conclusions

- 6.1 This SSR has detailed the framework used and outcomes of the assessment of Gypsy and Travellers and Travelling Showperson sites for inclusion in the SADPD. The site selection stages have been used in an iterative way, recognising that in practice it may be necessary to return to one or more stages of the SSM should circumstances change.
- 6.2 Following the implementation of the site selection methodology, the sites recommended for inclusion in the SADPD are:

| Option ref | Site name | Number of Pitches / Plots |
|------------|--|---|
| GTTS 12 | Land at Railway Cottages | 2 additional permanent Gypsy and Traveller Pitches (the existing site has planning permission for 6 permanent Gypsy and Traveller pitches). |
| GTTS 14 | The Oakes, Mill Lane, Smallwoodd | 4 additional permanent Gypsy and Traveller Pitches (the existing site has planning permission for 4 permanent Gypsy and Traveller pitches). |
| GTTS 15a | Three Oakes Caravan Park Extension | 24 permanent Gypsy and Traveller Pitches |
| GTTS 17 | New Start Park, Wettenhall Road | 8 permanent Gypsy and Traveller Pitches |
| GTTS 19 | The Old Brickworks Site, A50 | 2 additional permanent Travelling Showperson Plots (the existing site has an personal planning permission for 1 plot) |
| GTTS 31 | Land at Coppenhall Moss | 7 permanent Gypsy and Traveller Pitches. |
| GTTS 66 | Lorry Park, Mobberley Road, Knutsford | 3 permanent Travelling Showperson Plots |
| GTTS 67 | Cledford Hall, Cledford Lane, Middlewich | 10 transit Gypsy and Traveller pitches |
| GTTS 68 | Land at Firs Farm, Brereton | 10 permanent Travelling Showperson Plots. |

Table 6: sites recommended for inclusion in the SADPD

- 6.3 The sites proposed for allocation in the SADPD provide for:
- 24 pitches at Three Oakes Caravan Park. The site was already included and factored into the 2018 GTAA assessment and figures
 - 21 additional permanent Gypsy and Traveller pitches and five Travelling Showperson plots to address the needs figure quoted in the 2018 GTAA. This is sufficient for 5 years site provision from the base date of this report, as at the 31 March 2020.

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- 10 transit pitches at Cledford Hall, Cledford Lane, Middlewich. This site is directly referenced in the 2018 GTAA as a site that the study assumes will be delivered to address the five to 10 pitches identified for transit use in the study.
 - There is also 1 permanent pitch which has been granted planning permission since the base date of this report (ref 18/2413c at Meadowview Park, Dragons Lane, Moston).
 - There are 3 plots proposed for Travelling Showperson use (lorry park, Mobberley Road) and an additional 2 plots identified at an existing site on the A50 (Old Brickworks Site).
- 6.4 In addition, following the call for sites submission at “Land at Fir Farm, Brereton”, it is proposed to allocate 10 Travelling Showperson plots. This addresses a site specific need presented to the Council following the completion of the GTAA.
- 6.5 The selection of sites as proposed allocations has been a difficult exercise. The pool of sites that the council has assessed generally does not perform well overall in terms of their suitability; in particular they are generally located in the countryside and have various levels of impact on the character and appearance of the rural area. They are generally not close to services and facilities. That said, sites in the rural area are not ruled out in national planning policy. By not making provision, accommodation needs will not be satisfactorily addressed and it is likely that the unsatisfactory situation of temporary permissions being granted (and renewed) would continue to be the means by which additional accommodation is provided. This is not in the interests of Traveller families or settled communities. The council recognises the importance of addressing the accommodation needs of Gypsies and Travellers and Travelling Showpeople. The making of allocations in the SADPD is a significant step forward in addressing these needs through the statutory development plan.
- 6.6 Given the way in which sites perform overall, the decisions as to which sites to allocate or not allocate have also been quite challenging overall. The decisions have involved planning judgement, taking into account all relevant planning factors. These are justified through this SSR.

7. Appendices

Appendix 1: Information sources

- 7.1 This list is not exhaustive and other relevant sources of information will be used if considered appropriate.
- i. Cheshire East Local Plan Strategy
 - ii. Saved Local Plan Policies from the relevant Local Plans
 - iii. SADPD SA
 - iv. SADPD HRA
 - v. Assessment of the Urban Potential of the Principal Towns, Key Service Centres and Local Service Centres and Possible Development Sites Adjacent to Those Settlements
 - vi. Peter Brett Associates, Site Identification Study (2014)
 - vii. GIS maps and aerial images/photographs: Aerial images and maps. This can assist in providing further information including constraints; in particular heritage assets, TPO's, wildlife designations, and flooding.
 - i. The Employment Land Review (Appendix E2), <http://cheshireeast-consult.limehouse.co.uk/portal/planning/cs/library>
 - viii. Cheshire East Council Strategic Flood Risk Assessment
 - ix. Cheshire East Council call for sites
 - x. Settlement Final Site Selection Reports
 - xi. Highway Studies prepared for the Local Plan Strategy <http://cheshireeast-consult.limehouse.co.uk/portal/planning/cs/library?tab=files>
 - xii. Cheshire East Council Open Space Assessments <http://cheshireeast-consult.limehouse.co.uk/portal/planning/cs/library?tab=files>
 - xiii. Supplementary information provided by site promoters, where relevant
 - xiv. Cheshire East Council Geographical Information Systems – Contaminated land, Cheshire East dataset

Appendix 2: Detailed traffic light criteria for Gypsy and Traveller and Travelling Showpeople Sites / Broad Locations for Growth

| Criteria | Detailed criteria | Basis of traffic light choice | Commentary |
|-------------------------|---|---|---|
| 1. Economically viable? | Is there anything site specific that could impact on the site's overall viability? | <p>Green = Broad site viability. Little or no site constraints needing to be overcome</p> <p>Amber = Marginal viability/potentially viable. Site constraints capable of being overcome but where extent and cost of mitigation are unclear at this stage.</p> <p>Red = Not viable and unlikely to become viable. Extensive constraints incapable of resolution without considerable expense.</p> | <p>NPPF ¶67 – considering deliverable and developable sites.</p> <p>¶16, ¶35 – plan deliverability</p> <p>NPPG - Viability.</p> |
| 2. Landscape impact? | What would be the likely impact on the local landscape, including views from and onto the site, and degree of visual prominence? The strength of the outer boundary is also a factor. Are there any sensitive receptors – footpaths, bridleways, landscape designations etc.? | <p>Green = No impact or development could improve the landscape.</p> <p>Amber = There will be an impact, but potential to be mitigated through sensitive layout and design.</p> <p>Red = There will be significant landscape impact that will be difficult to mitigate.</p> | <p>NPPF ¶170 – protecting and enhancing valued landscapes.</p> <p>LPS Policy SE 4 Landscape.</p> <p>LPS Policy SC 7 Gypsies and Travellers and Travelling Showpeople</p> <p>SA theme:</p> <ul style="list-style-type: none"> Cultural heritage and landscape <p>PPTS – Para 10</p> |

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| Criteria | Detailed criteria | Basis of traffic light choice | Commentary |
|--|---|---|---|
| 3. Settlement character and urban form impact? | <p>What is the relationship to the existing character and form of the settlement?</p> <p>*Substantially – more than 50% of one side of the development.</p> | <p>Green = Site is wholly in the settlement or is substantially* enclosed by the settlement on 3 sides.</p> <p>Amber = Site is immediately adjacent to the built form and substantially* enclosed by development on 2 sides.</p> <p>Red = Site is on the edge of the settlement, only adjoining development on 1 side or not adjoining a settlement.</p> | <p>SA themes:</p> <ul style="list-style-type: none"> • Population and human health • Social inclusiveness |
| 4. Strategic Green Gap? | <p>Does the site fall within a Green Gap, as defined in Figure 8.3 Strategic Green Gap in the Local Plan Strategy?</p> | <p>Green = No.</p> <p>Amber = In part.</p> <p>Red = Yes (all or most of the site).</p> | <p>LPS Policy PG 5 Strategic Green Gap.</p> <p>SA theme:</p> <ul style="list-style-type: none"> • Population and human health |
| 5. Compatible neighbouring uses? | <p>Is the proposed use compatible with neighbouring uses?</p> | <p>Green = Site in/on the edge of an established residential area and proposed for residential use.</p> <p>Or</p> <p>Site in/on the edge of an established industrial area and is proposed for employment uses.</p> <p>Or</p> <p>Site in/on the edge of a mixed use area where no known amenity issues exist that would preclude</p> | <p>NPPF ¶127 – planning policies should promote developments with a high standard of amenity</p> <p>LPS Policy SE 12 Pollution, Land Contamination and Land Instability.</p> <p>NPPG - Noise.</p> |

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| Criteria | Detailed criteria | Basis of traffic light choice | Commentary |
|---------------------|--|--|---|
| | | <p>development.</p> <p>Amber = Site in/on the edge of a mixed use area and/or major transport infrastructure where some form of mitigation will be required to minimise any impact.</p> <p>Red = Site in/on the edge of uses that are not considered compatible e.g. residential on the edge of an industrial area, especially where there are known amenity issues.</p> | <p>SA theme:</p> <ul style="list-style-type: none"> Population and human health <p>PPTS – Para 10</p> |
| 6. Highways access? | <p>Is there a physical point of highway access to the site?</p> <p>Is there a possibility of creating an access into the site?</p> <p>Is there safe pedestrian, cycle and vehicular access into the site</p> <p>Is there adequate provision for parking, turning and servicing</p> | <p>Green = Existing access into the site and adequate provision for parking, turning and servicing</p> <p>Amber = Access can be created in the site.</p> <p>Red = No apparent means of access/access would be difficult to achieve.</p> | <p>NPPF ¶108 – in assessing sites that may be allocated for development in plans, it should be ensured that safe and suitable access to the site can be achieved for all users.</p> <p>LPS Policies IN 1 Infrastructure, CO 1 Sustainable Travel and Transport, CO 2 Enabling Business Growth through Transport Infrastructure, CO 4 Travel Plans and Transport Assessments.</p> <p>SC 7 Gypsies and Travellers and Travelling Showpeople</p> |

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| Criteria | Detailed criteria | Basis of traffic light choice | Commentary |
|---------------------|---|---|--|
| | | | SA theme: <ul style="list-style-type: none"> • Transport |
| 7. Highways impact? | Are there any known highways issues that could impact on the site (e.g. narrow access roads or busy junctions nearby) or the road network? Relevant Highway Studies/models can be referenced. | <p>Green = No known issues.</p> <p>Amber = Known issues that could be mitigated by appropriate measures.</p> <p>Red = Significant concerns that impacts will be difficult to mitigate.</p> | <p>NPPF ¶108 – in assessing sites that may be allocated for development in plans, it should be ensured that any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.</p> <p>NPPF ¶32 – development should only be prevented on transport grounds where the residual cumulative impacts are severe.</p> <p>LPS Policies IN 1 Infrastructure, CO 1 Sustainable Travel and Transport, CO 2 Enabling Business Growth through Transport Infrastructure, CO 4 Travel Plans and Transport Assessments.</p> |

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| Criteria | Detailed criteria | Basis of traffic light choice | Commentary |
|------------------------------|---|---|---|
| | | | <p>SC 7 Gypsies and Travellers and Travelling Showpeople</p> <p>SA themes:</p> <ul style="list-style-type: none"> • Transport • Climatic factors • Air |
| 8. Heritage assets impact? | <p>Will there be any impact on designated or non-designated heritage assets* and their setting(s)?</p> <p>* A list of designated and non-designated assets is given on page 141 of the LPS.</p> | <p>Green = None.</p> <p>Amber = Heritage Impact Assessment or archaeological desk based assessment would need to be carried out to establish the significance of the heritage asset and potential for harm. The appropriateness of the site for development can then be determined based on this information and potential for mitigation defined.</p> <p>Red = Significant concerns over the potential for harm to a designated or non-designated heritage asset.</p> | <p>NPPF ¶185 - positive strategy for the conservation and enjoyment of the historic environment.</p> <p>LPS Policy SE 7 The Historic Environment.</p> <p>NPPG - Conserving and enhancing the historic environment.</p> <p>SA theme:</p> <ul style="list-style-type: none"> • Cultural heritage and landscape |
| 9. Flooding/drainage issues? | Are there any known flooding or drainage issues? | <p>Green = None (majority in Flood Zone 1/no drainage issues).</p> <p>Amber = Some issues but, where appropriate, mitigation is possible (majority in Flood Zone 2/some drainage issues that could be readily</p> | <p>NPPF ¶¶155 to 165 – planning and flood risk.</p> <p>LPS Policy SE 13 Flood Risk and Water Management.</p> |

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| Criteria | Detailed criteria | Basis of traffic light choice | Commentary |
|---------------------|--|--|--|
| | | <p>mitigated).</p> <p>Red = Significant concerns that impact will be difficult to mitigate (majority in Flood Zone 3/significant drainage issues that will be difficult to address).</p> | <p>NPPG – Flood risk and coastal change.</p> <p>SA theme:</p> <ul style="list-style-type: none"> • Water and soil <p>PPTS – Para 13</p> |
| 10. Ecology impact? | <p>Are there any Habitats Regulations Assessment (HRA) implications? Are there any known/likely ecological issues in, adjoining or close to the site (e.g. old trees, hedgerows, ponds, watercourses, buildings to be demolished/converted, areas of scrub or woodland, grassland with a diversity of plants or designated sites)? LPS Policy SE 3 has a list of national/international and local/regional designations.</p> <p>N.B. The SADPD HRA will be published alongside the Site Selection Methodology.</p> | <p>Green = Unlikely to result in any significant adverse impacts.</p> <p>Amber = Likely significant effects but avoidance/mitigation measures are possible.</p> <p>Red = Likely significant effects where avoidance/mitigation would be difficult to achieve.</p> | <p>NPPF ¶170 – protect and enhance sites of biodiversity value: minimize impacts on and providing net gains for biodiversity. NPPF ¶ 174 to 177 protecting biodiversity and geodiversity</p> <p>LPS Policy SE 3 Biodiversity and Geodiversity.</p> <p>NPPG - Natural environment.</p> <p>SA theme:</p> <ul style="list-style-type: none"> • Biodiversity, flora and fauna |

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| Criteria | Detailed criteria | Basis of traffic light choice | Commentary |
|---|--|---|---|
| 11. Tree Preservation Orders (TPO) on/immediately adjacent? | Are there any TPO's on or immediately adjacent to the site? | <p>Green = None.</p> <p>Amber = There are protected trees on or immediately adjacent to the site, but they could readily be accommodated in any development with sensitive design/layout, for example trees located on site boundaries or in areas that could become open space.</p> <p>Red = There are protected trees on or immediately adjacent to the site that will be difficult to accommodate or will have a significant impact on any development, for example at the site entrance, or significant numbers in the centre of the site.</p> | <p>NPPF ¶170 recognise the benefits of trees and woodland.</p> <p>NPPF ¶ 127 – planning policies should promote developments with a high standard of amenity</p> <p>LPS Policy SE 5 Trees, Hedgerows and Woodland.</p> <p>NPPG - TPOs and trees in Conservation Areas.</p> <p>SA theme:</p> <ul style="list-style-type: none"> • Cultural heritage and landscape |
| 12. In an Air Quality Management Area (AQMA)? | Is the site in an AQMA? http://www.cheshireeast.gov.uk/environment/environmental_health/local_air_quality/revision_and_assessment/aqma_area_maps.aspx | <p>Green = No part of the site is in an AQMA.</p> <p>Amber = Part of the site is in an AQMA.</p> <p>Red = The entire site is in an AQMA.</p> | <p>NPPF ¶181 – take into account AQMAs.</p> <p>LPS Policy SE 12 Pollution, Land Contamination and Land Instability.</p> <p>NPPG - Air quality.</p> <p>SA theme:</p> |

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| Criteria | Detailed criteria | Basis of traffic light choice | Commentary |
|---|---|---|---|
| | | | <ul style="list-style-type: none"> Air PPTS – para 10 &13 |
| 13. In/adjacent to an area of mineral interest? | <p>Is the site within or close (within 250m) to an area where there is a known mineral resource as shown on the BGS Mineral Resource map for Cheshire? https://www.bgs.ac.uk/mineralsuk/planning/resource.html If so, is the site identified in the Cheshire Replacement Minerals Local Plan 1999 as an allocated mineral site, Preferred Area or Area of Search and/or has the site been suggested for potential allocation for any of these purposes through the Council's 2014 mineral sites and areas call for sites exercise?</p> <p>https://www.cheshireeast.gov.uk/planning/spatial_planning/research_and_evidence/minerals-background-evidence.aspx</p> <p>http://www.cheshireeast.gov.</p> | <p>Green = The site is not within or close to an area of known mineral resource.</p> <p>Amber = The site is within or close to a known mineral resource or within an allocated Area of Search and so may impact upon it.</p> <p>Red = The site is within or close to an allocated mineral site, a Preferred Area or potential mineral allocation and so is likely to impact on it.</p> | <p>NPPF ¶¶203 to 208 – facilitating the sustainable use of minerals.</p> <p>LPS Policy SE 10 Sustainable Provision of Minerals.</p> <p>NPPG - Minerals.</p> <p>SA theme:</p> <ul style="list-style-type: none"> Water and soil |

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| Criteria | Detailed criteria | Basis of traffic light choice | Commentary |
|--------------------|---|---|--|
| | uk/planning/spatial_planning/saved_and_other_policies/cheshire_minerals_local_plan/ccheshire_minerals_local_plan.aspx | | |
| 14. Accessibility? | <p>How accessible is the site to open space, local amenities and transport facilities?</p> <p>N.B. The Accessibility Assessment of the SADPD Sustainability Appraisal will be published alongside the Site Selection Methodology.</p> <p>N.B. The commentary here is as important as the balancing of the traffic lights.</p> | <p>Green = Majority of the criteria are green (11 and over).</p> <p>Amber = A mix of red/amber/green.</p> <p>Red = Majority of the criteria are red (11 and over).</p> | <p>NPPF ¶8 – sustainable development includes accessible services and open spaces that reflect current and future needs and support communities’ health, social and cultural well-being.</p> <p>NPPF ¶104 – minimise the number and length of journeys needed for employment, shopping and other leisure activities.</p> <p>LPS Policies SD 1 Sustainable Development in CE, and SD 2 Sustainable Development Principles.</p> <p>LPS Policies CO 1 Sustainable Travel and Transport, CO 2 Enabling Business Growth through Transport</p> |

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| Criteria | Detailed criteria | Basis of traffic light choice | Commentary |
|---------------------------------|---|--|---|
| | | | <p>Infrastructure, CO 4 Travel Plans and Transport Assessments, Policy SC 7 Gypsies and Travellers and Travelling Showpeople</p> <p>SA themes:</p> <ul style="list-style-type: none"> • Population and human health • Transport |
| 15. Public transport frequency? | <p>Are there any rail and bus services? Are they considered to be commutable? A commutable service is considered to be that which can be used by someone that is working between 9am and 5pm, Monday to Friday. Source: http://www.cheshireeast.gov.uk/public_transport/bus/bus-and-rail-maps.aspx</p> | <p>Green = Commutable service.</p> <p>Amber = Non-commutable service.</p> <p>Red = Service not within walking distance.</p> | <p>NPPF ¶108 – in assessing sites that may be allocated for development in plans, it should be ensured that appropriate opportunities to promote sustainable transport modes can be taken up.</p> <p>LPS Policies SD 1 Sustainable Development in CE, SD 2 Sustainable Development Principles, CO1 Sustainable Travel and Transport, CO 2 Enabling Business Growth through Transport Infrastructure, CO 4 Travel Plans and Transport Assessments. Policy SC 7</p> |

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| Criteria | Detailed criteria | Basis of traffic light choice | Commentary |
|----------------------------|--|---|---|
| | | | <p>Gypsies and Travellers and Travelling Showpeople point ii.</p> <p>SA theme: Transport</p> <p>N.B. Walking distances for bus stops (500m) and Railway Stations (2 km where geographically possible) are taken from LPS Table 9.1 'access to services and facilities'.</p> |
| 16. Brownfield/greenfield? | Is the land brownfield, greenfield or a mix of both? | <p>Green = Brownfield.</p> <p>Amber = A mix of brown and greenfield land.</p> <p>Red = Greenfield.</p> | <p>NPPF ¶117 to 119 – making effective use of land</p> <p>LPS Policy SE 2 Efficient Use of Land.</p> <p>SA theme:</p> <ul style="list-style-type: none"> • Water and soil |
| 17. Agricultural Land? | Does the site protect the best and most versatile agricultural land? Source: Cheshire East Geographical Information | <p>Green = Grade 4, and 5; other; 'settlement'.</p> <p>Amber = Grade 3, and 3b (where known).</p> | <p>NPPF ¶170 – take account of the economic and other benefits of the best and most versatile agricultural land.</p> <p>LPS Policy SE 2 Efficient Use of Land.</p> |

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| Criteria | Detailed criteria | Basis of traffic light choice | Commentary |
|---------------------------|---|--|---|
| | <p>Systems – Agricultural Land Classification, Natural England dataset.</p> <p>N.B. Currently there is insufficient evidence to differentiate between Grade 3a and 3b in some settlements. For those settlements that it has been possible to differentiate between Grade 3a and 3b, Magic had been used: http://www.magic.gov.uk/MagicMap.aspx</p> | Red = Grade 1, 2, and 3a (where known). | <p>SA theme:</p> <ul style="list-style-type: none"> • Water and soil |
| 18. Contamination issues? | Does the site have any known contamination or unstable land issues? | <p>Green = No contamination issues.</p> <p>Amber = Potential contamination issues.</p> <p>Red = Contamination issues.</p> | <p>NPPF ¶170 - contribute to and enhance the natural and local environment by ... remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.</p> <p>NPPG - Land affected by contamination.</p> <p>LPS Policy SE 12 Pollution, Land Contamination and Land</p> |

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| Criteria | Detailed criteria | Basis of traffic light choice | Commentary |
|--|--|---|--|
| | | | <p>Stability.</p> <p>PPTS – para 13</p> <p>SA themes:</p> <ul style="list-style-type: none"> • Biodiversity, flora and fauna • Water and soil • Population and human health |
| 19. Employment land loss? | Is the site used for employment purposes, and is the proposal for a non-employment use? | <p>Green = No.</p> <p>Amber = Mixed use, including an element of employment.</p> <p>Red = Yes.</p> | <p>LPS Policy EG 6 Existing and Allocated Employment Sites.</p> <p>SA theme:</p> <ul style="list-style-type: none"> • Economic development |
| 20. Distance to existing employment areas? | How close are existing employment areas to the site? Existing employment areas include allocated employment sites in the Local Plan Strategy, relevant allocations in the former District Local Plans, employment areas identified in the Employment Land Review (2012), town centres. | <p>Green = Within 500m of an existing employment area.</p> <p>Amber = Between 500m and 1,000m of an existing employment area.</p> <p>Red = Over 1,000m of an existing employment area.</p> | <p>NPPF ¶104 – minimise the number and length of journeys needed for employment, shopping and other leisure activities.</p> <p>LPS Policy EG 6 Existing and Allocated Employment Sites.</p> |

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| Criteria | Detailed criteria | Basis of traffic light choice | Commentary |
|----------|---|-------------------------------|---|
| | <p>The distance thresholds have been carried forward from the LPS Sustainability (Integrated) Appraisal Addendum: Proposed Changes.</p> | | <p>SA theme:</p> <ul style="list-style-type: none"> • Economic development |

Appendix 3: Stage 1 & 2 of the SSM site list

| Source ⁹ | Ref (GTSS) | Site name and address | Site Details (where relevant) | Sifted out? ¹⁰ (Y/N) | Comments |
|---------------------|------------|---|------------------------------------|---------------------------------|--|
| A | - | - | - | - | Please refer to records GTTS 12, 14, 15 & 68 for information on sites submitted through call for sites stages. |
| B | 1 | Astbury Marsh Caravan Park | Council owned site (18 pitches) | Y | An expansion of the site is not being actively promoted at this time. |
| B | 2 | 3 East Tetton Cottages CW10 0HF | 1 pitch | Y | An expansion of the site is not being actively promoted at this time. |
| B | 3 | Betchton Gardens, Newcastle Road, Betchton, CW11 2WE | 4 pitches | Y | An expansion of the site is not being actively promoted at this time. |
| B | 4 | Land opposite 5 Acres Farm, Cledford Lane, Middlewich | 4 pitches (permanent) 4 transit | Y | An expansion of the site is not being actively promoted at this time |
| B | 5 | Cledford Lane CW10 OJS | 3 pitches | Y | An expansion of the site is not being actively promoted at this time |
| B | 6 | Cledford Lane (James Villas) CW10 OJT | 3 pitches | Y | An expansion of the site is not being actively promoted at this time. |
| B | 7 | Flat Lane, Sandbach CW11 3PU | 2 pitches | Y | An expansion of the site is not being actively promoted at this time |
| B | 8 | Horseshoe Farm, | 3 permanent pitches and 2 | Y | An expansion of the site is not being actively promoted at |

⁹ A – Call for sites site submissions to the SADPD B – existing authorised sites subject to full, temporary or personal consents or certificate of lawful use C – sites recommended following the 2014 PBA gypsy and traveller and travelling showpeople study D review of Council’s asset register

¹⁰ Exclude sites that: are not being actively promoted and / or evidence that there are legal or ownership constraints that would preclude (for example through abnormal costs) the site being brought forward; have planning permission as at 31/3/20; are in use (unless there is clear indication that this will cease); contain showstoppers (i.e. SPA, SAC, Ramsar, SSSI, functional floodplain (flood zone 3b), historic battlefield); are LPS Safeguarded Land; are allocated in the LPS or are included in the Council’s open space assessment or have been discounted in the First Draft Site Allocations and Development Policies Gypsy, Traveller and Travelling Showperson Site Selection Report (FD 14) or Publication Draft SADPD (PUB 14)

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| | | Warmingham Lane, CW10 0HJ | transit pitches. 8 transit pitches following planning permission granted at appeal (17/2398N) | | this time. |
| B | 9 | Land East of Groby Road CW1 4ND | 4 pitches across 2 sites | Y | An expansion of the site is not being actively promoted at this time. |
| B | 10 | Nantwich Road, Wrenbury, CW5 8ED | 16 Pitches | Y | An expansion of the site is not being actively promoted at this time |
| B | 11 | Newcastle Road Betchton, CW11 2WE | 25 pitches | Y | An expansion of the site is not being actively promoted at this time. |
| A / B | 12 | Land at 2 Railway Bridge Cottages, Baddington, Nantwich (Baddington Park) | 4 pitches & 6 pitches following planning approval 19/5261N. | N | A representation has been received by the land owner supporting the sites inclusion in the publication draft SADPD (ref PBD1588) The site is considered to be 'available' for inclusion in the site selection work. There has also been a planning application submitted and approved on the site (ref 19/5261N) for six pitches. |
| B / C | 13 | Wybunbury Lane, Stapeley cw5 7JP | 3 pitches | N | There is evidence that the site is available for inclusion in the site selection work. This site is also recommended for further assessment in the Peter Brett Associates report (2014). |
| A / B / C | 14 | The Oakes, Mill Lane, Smallwood | 4 pitches | N | A representation has been received from the land owner to the publication draft SADPD (ref PBD2705). The site is also recommended for further assessment in the Peter Brett Associates report (2014) |
| A/ B/C | 15a | Three Oakes Caravan Park | 24 pitches | N | At the 18 June 2018, planning permission for 24 permanent residential pitches at Three Oakes Caravan Park site, Booth Lane, Moston, Sandbach (reference 14/5108C) expired. It is proposed to consider this site through the SSM due to its planning history and also that it is recognised as a site that should be considered for safeguarded in the Peter Brett Associates report (2014). |

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| | | | | | Furthermore, a call for sites submission (reference CFS 27) has been submitted to the Council. The site submission (referred to as option or parcel b) will be considered through the SSM as reference number GTSS 15b. |
| A | 15b | Three Oakes Caravan Park | 24 pitches | N | At the 18 June 2018, planning permission for 24 permanent residential pitches at Three Oakes Caravan Park site, Booth Lane, Moston, Sandbach (reference 14/5108C) expired. Furthermore, a call for sites submission (reference CFS 27) has been submitted to the Council. The site submission will be considered through the SSM as reference number GTSS 15b. |
| B | 16 | Thimswarra Farm, Dragons Lane, Moston | 2 pitches | Y | The site has permanent planning permission, granted via appeal, for two pitches (planning reference 17/2114C – 27 June 2019). |
| B (1) | 17 | New Start Park, Wettenhall Road, Reaseheath | 8 pitches | N | The site has temporary and personal planning permission until 3 June 2021. |
| B | 18 | Meadowview, south of Dragons Lane | 4 pitches | Y | The site has permanent planning permission, granted via appeal, for four pitches (planning reference 17/5170C – 17 June 2019). |
| B | 19 | The White's Showman Site, Newcastle Road, Brereton | 1 plot | N | An expansion of the site is not being actively promoted at this time. However, as an existing site the site is being considered for an intensification of use. |
| C | 22 | Former Hack Green RAF Camp | 9 Plots for Travelling Showpeople | Y | The site has been the subject of previous planning applications and decisions, the most recent in (14/2714N). The site was also included in the Peter Brett Associates (2014) report. |

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| | | | | | The site has been assessed and discounted in the First Draft Site Allocations and Development Policies Gypsy, Traveller and Travelling Showperson report (FD 14) |
| C | 23 | The Oaks, 1 Mill Lane, Smallwood | 15 pitches | N | Please refer to record 14. |
| C | 24 | Birchwood / Hollies Kennels, Birch Lane | 15 pitches | Y | There is no evidence of this site being promoted currently for Gypsy and Traveller use |
| C | 25 | Land off Groby Road, Crewe | 1 Pitch | Y | Please refer to record 9. |
| C | 26 | 3 East Tetton Cottage, Middlewich | 1 Pitch | Y | Please refer to record 2. |
| C | 27 | Horseshoe Farm, Warmingham Lane | 4 Pitches | Y | Please refer to record 8. |
| C | 28 | The Stables, Wybunbury Lane, Stapeley | 6 pitches | N | Please refer to record 13. |
| C | 29 | 368 Booths Lane, Middlewich | 1 pitch | Y | This is site CHE030 (Tetton Bridge Yard) in the Peter Brett Associates report. The site is not being promoted currently for Gypsy and Traveller Use. |
| C | 30 | Land at London Road, Bridgemere | 1 pitch | N | This is site CHE 084 in the Peter Brett Associates report. It is a Council owned site. |
| D | 31 | Land at Coppenhall Moss Crewe (ref 96012) | | N | This is a Council owned site. The subject of a previous planning application 12/0308N for 10 pitches and warden office (application was withdrawn) |
| D | 32 | Land Manchester Road end Oldham Rise to track Tytherington (91072) | Green Corridor | Y | Greenway. Site is existing open space in the Macclesfield Local Plan.(Ref 3MTa in the open space assessment) |
| D | 33 | Land off Canal Street & Green Street Macclesfield (85137) | Amenity Green Space | Y | Site is existing open space in the Macclesfield Local Plan. (Ref 1ME in the open space assessment) |

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| D | 34 | Land off Westbury Drive & east of Clifford Road Macclesfield 91114 | Existing open space greenway | Y | Existing open space in the Macclesfield Local Plan. (Ref 5MI in the open space assessment) |
| D | 35 | Land field off Browns Lane & Altrincham Road Wilmslow 91122 | Cemetery | Y | Existing open space in the Macclesfield Local Plan (Ref 3WDR) in the open space assessment |
| D | 36 | Land off Candelan Way & A50 High Legh 85126 | Existing amenity greenspace and informal open space | Y | Existing open space in the Macclesfield Local Plan (Ref HL10) in the open space assessment |
| D | 37 | Land beside Congleton Road Playing Fields Macclesfield 91165 | Allocated site in the Local Plan Strategy | Y | Part of site LPS 13 South Macclesfield Development Area. |
| D | 38 | Land north corner Pinewood Road & Browns Lane Wilmslow | Existing amenity greenspace | Y | Existing open space in the Macclesfield Local Plan (Ref 8WDR) in the open space assessment |
| D | 39 | Land rear of 115 & 117 Belmont Avenue Sandbach 88040 | Existing Amenity Greenspace | Y | Protected area of open space in the Congleton Local Plan (S11) in the open space assessment |
| D | 40 | Land south of Cedar Avenue Alsager 93142 | Playing field and amenity greenspace | Y | Protected area of open space in the Congleton Local Plan (ALS7) in the open space assessment |
| D | 41 | Land south of Davenport Avenue Crewe 96069 | Greenway | Y | Part of the Gresty Greenway between housing estates encompassing brook and pathways. Protected area of open space in the Crewe and Nantwich Local Plan (CR29-1) in the open space assessment |
| D | 42 | Land Old Road rear St Benedicts & | Open space | Y | Predominately residential in the Macclesfield Local Plan. Site 7BHA in the Open Space Assessment |

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| | | Hereford Drive Handforth 91208 | | | |
| D | 43 | Land off Frank Webb Avenue to Brooklands Grove Crewe 96074 | Green corridor | Y | Protected open space in the Crewe and Nantwich Local Plan. Site CR5-5 in the Open Space Assessment |
| D | 44 | Land between Bradfield Road and Minshull New Road Crewe 96076 | Green corridor | Y | Protected area of open space in the Crewe and Nantwich Local Plan. Site CR2-3 in the Open Space Assessment. |
| D | 45 | Land south of Sycamore Drive Middlewich 93175 | Amenity Greenspace & Playground | Y | Protected area of open space in the Congleton Local Plan. Site M20 in the Open Space Assessment. |
| D | 46 | Land 107 to 201 Victoria Road & Leamington Road Macclesfield 91220 | Informal area of open space | Y | Existing open space in the Macclesfield Local Plan. Site 9aMB in the Open Space Assessment. |
| D | 47 | Land off Sound Lane Sound 96092 | | Y | Council owned site. Site has been assessed and discounted in the First Draft Site Allocations and Development Policies Gypsy, Traveller and Travelling Showperson report (document reference FD 14). |
| D | 48 | Land off Wrexham Road and Windsor Drive Brindley 96093 | | Y | Council owned site. Site has been assessed and discounted in the First Draft Site Allocations and Development Policies Gypsy, Traveller and Travelling Showperson report (document reference FD 14). |
| D | 49 | Land to the south off Kendal Road Macclesfield 91251 | Incidental open space | Y | Existing open space in the Macclesfield Local Plan. Site 6MI in the Open Space Assessment |
| D | 50 | Land by 29 to 31 & 51 & 53 Ashworth Park Knutsford 91253 | Amenity Greenspace | Y | Existing open space in the Macclesfield Local Plan. Site 8KBW in the Open Space Assessment |
| D | 51 | Land off Bradfield Road rear of Elmstead Crescent | Amenity greenspace | Y | Open Space in the Crewe and Nantwich Local Plan. Site CR2-1 in the open space assessment |

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| | | Crewe 96098 | | | |
| D | 52 | Land Little Lindow Altrincham Road Hawthorn Street Wilmslow 91256 | Amenity greenspace | Y | Open Space in the Macclesfield Local Plan. Site 2WH in the open space assessment |
| D | 53 | Land between 150 & 152 Mobberley Road to railway Knutsford 91265 | Amenity greenspace | Y | Open space in the Macclesfield Local Plan. Site 2&3 KOW in the open space assessment |
| D | 54 | Land west of Minshull New Road Crewe 96137 | LPS Allocation | Y | Leighton West Country Park. Part of the Leighton West site in the Local Plan Strategy (LPS 4). |
| D | 55 | Land and play area at Gresty Brook Crewe Off Manor Court 96138 | Informal open space and school playing fields | Y | Open Space in the Crewe and Nantwich Local Plan (CR28-2 & CR28-3) in the open space assessment |
| D | 56 | Land off Lowther Street Bollington 91577 | Part allotments and Open space | Y | Part open space in the Macclesfield Local Plan (4BE) |
| D | 57 | Land off Harrop Road Bollington 91580 | Part allotments and Open space | Y | Predominantly residential in the Macclesfield Local Plan. Part open space in the Macclesfield Local Plan (4BE) |
| D | 58 | Land at Booth Lane Moston 88055 | LPS allocation | Y | Part of LPS 44 allocation in the Local Plan Strategy |
| D | 59 | Land field rear of Mortimer Drive & Laurel Close Sandbach 93724 | Open space | Y | Protected area of open space in the Congleton Local Plan. Reference S38 in the open space assessment |
| D | 60 | 70 Birtles Road Lower Roewood Macclesfield 85967 | | Y | Site has planning permission (15/5838M) for the construction of 18 semi detached dwellings. |
| D | 61 | Land rear 89 to 167 Talke Road to railway Alsager 93746 | Part LPS Allocation | Y | Part of LPS 21 Twyfords and Cardway site. Protected Area of open space in the Congleton Local Plan. 15/2101C – outline planning application for 110 dwellings. |

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| | | | | | |
| D | 62 | Land by 51 Buxton Road to by 2 Redfern Avenue Congleton 93182 | Amenity Greenspace | Y | Protected area of open space in the Congleton Local Plan. Site C37 in the open space assessment |
| D | 63 | Land between end Worsley Drive & end Telford Close Congleton 93108 | Amenity Greenspace | Y | Protected area of open space. Site C7 in the open space assessment |
| D | 64 | Arclid Depot Site 88809 | Former Council Depot | N | |
| D | 65 | Commercial Road, Macclesfield | Former Council Depot | Y | Site screened out on Flooding Grounds. |
| D | 66 | Lorry Park, Mobberley Road, Knutsford | Lorry Park | N | |
| D | 67 | Cledford Hall, Cledford Lane, Middlewich | | N | It is proposed to include this site through the site selection process as a site in the Council's ownership. |
| A | 68 | Land at Firs Farm, Brereton | | N | Site submitted to the Call for Sites process associated with the consultation on the First Draft Site Allocations and Development Policies document. Further information submitted as a representation to the publication draft SADPD (ref PBD463). |

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Appendix 4: Traffic Light Forms

GTTS 12 Land east of Railway Cottages, Baddington, Nantwich

- Considered through the Site Selection process for Gypsy and Traveller use

| Criteria | Category | Commentary |
|--|----------|--|
| 1. Economically viable? | G | <p>There is an existing planning permission for 4 pitches (ref 13/0708N) adjacent to the site.</p> <p>The site is a greenfield site and is in single ownership and would represent an extension to an existing site. The site is being promoted for 11 pitches. Planning permission has been granted on the site for 6 pitches (19/5261N - Baddington Park, Baddington Lane)</p> |
| 2. Landscape impact? | A | <p>The site is in open countryside, south of Nantwich and rural in character. The site is currently laid to grass and demarcated by fencing with open fields located to the north and east. The area is generally characterised by agricultural fields bounded by native hedgerows.</p> <p>The Peter Brett Associates report, in 2014 (site CHE009) noted that the site would have an unacceptable impact on landscape character.</p> <p>The site is just to the north of an already permitted site. There are no landscape designations, or PROWs nearby. Bridge Farm is located to the west of Baddington Lane and Brook Farm a distance to the east.</p> <p>The presence of additional pitches in this location would impact upon the character and appearance of the open countryside. However, it is considered that any visual harm or physical encroachment that might harm the character and appearance of the countryside could be mitigated by matters of scale (the number of pitches) alongside controlling conditions relating to siting, design, landscaping / landscaping scheme and boundary treatments.</p> |
| 3. Settlement character and urban form impact? | R | The site is not adjoining a settlement and is in the open countryside. |
| 4. Strategic Green Gap? | G | The site is not within the strategic green gap |
| 5. Compatible neighbouring uses? | G | Site is adjacent to residential uses and agricultural land and is proposed for residential use. |

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| Criteria | Category | Commentary |
|------------------------------|----------|---|
| 6. Highways access? | A | <p>Access to be taken via an existing access from Baddington Lane. Visibility from the existing access is affected by a boundary hedgerow. It is important that adequate visibility is provided at the access point.</p> <p>There is no street lighting or footway running up to the site that would allow pedestrian access into Nantwich.</p> <p>Formal comments received to planning application 19/5261N from the highways officer considers that the development would be car dominated but nevertheless the number of vehicle movements would be minimal. The access has sufficient width and a site visit confirmed that there was adequate visibility in both directions, helped by the alignment of the carriageway. The access is currently in use and there have no recorded accidents at it over the last 3 years (as at the 05/12/2019). Vehicle speeds in both directions are reduced by the traffic lights for the bridge.</p> <p>There would be sufficient room for parking, turning and servicing.</p> |
| 7. Highways impact? | A | <p>The site is adjacent to a traffic controlled bridge over the dismantled railway line. The land level rises with the road set at a higher level than the site. These considerations would require further assessment and / or mitigation.</p> |
| 8. Heritage assets impact? | G | <p>No designated or non-designated assets located on or adjacent to the site.</p> <p>Bridge farm is a non designated heritage asset.</p> <p>There is a Grade II Listed Church House Care Home on Coole Lane. This is over 250 metres from the sites and screened by hedgerows from the site. There is sufficient distance for there to be no impact on their setting.</p> |
| 9. Flooding/drainage issues? | A | <p>There is a pond and brook outside of the site boundary, to the east of the site. The site is located entirely within flood zone 1 however; there is a small area of medium / high risk of surface water flooding within the local area. Any alterations to this site that propose to increase impermeable area or alterations to the ground levels, may require a drainage strategy to ensure the proposals do not increase flood risk on or off site.</p> <p>Comments received to planning application (19/5261N) from the flood risk team noted no</p> |

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| Criteria | Category | Commentary |
|---|----------|--|
| | | objection in principle but noted the need for an appropriate drainage strategy. |
| 10. Ecology impact? | A | <p>The HRA has identified that the site is within 4.5km of the nearest European site Midlands Meres and Mosses Phase 1 Ramsar (Wynbunbury Moss SSSI). Given the small-scale of the site and the distance from any European sites, no impacts are anticipated.</p> <p>There is potential for protected species to be present but impact could likely be mitigated / compensated for using best practice methods. There is no priority habitat within the proposed site. Natural England has confirmed that the site does not trigger an impact risk zone assessment in relation to proximity to designated sites.</p> <p>Overall, there could potentially be some effects but it is likely that avoidance / mitigation measures are possible.</p> <p>Comments received to planning application 19/5261N from the nature conservation team noted that a number of ponds were within 250m of the site. The officer concludes that subject to a number of reasonable avoidance measures being implemented during the construction phase then development is unlikely to result in a breach of the habitats regulations. Conditions should be attached to ensure the reasonable avoidance measures are implemented. Conditions have been requested relating to landscaping and a habitat creation strategy.</p> |
| 11. TPO's on/immediately adjacent? | G | There are no protected trees on or immediately adjacent to the site. |
| 12. In an AQMA? | G | No part of the site is in a AQMA |
| 13. In/adjacent to an area of mineral interest? | A | In a known mineral resource area for salt and within 250m of sand & gravel resources. 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? | A | There is a mix of green, amber and red scores on the site. The site meets the minimum standard (green) for three of the accessibility criteria but fails to meet the minimum standard (amber) for seven criteria (bus route, public rights or way, amenity open space, outdoor sports, post office, bank or cash machine, public house) and significantly fails to meet the |

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| Criteria | Category | Commentary |
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| | | minimum standard (red) for eight criteria (children's playground, convenience store, supermarket, postbox, pharmacy, medical centre, meeting place and child care facility). |
| 15. Public transport frequency? | A | There is no longer a bus route that serves the closest bus stop to the site and therefore the site is not directly adjacent to a bus route. The nearest bus route is over 750 metres away on Newbold Way (route 73). The site is less than 2km from a railway station. Part of the route is along a semi-rural road with no dedicated footpath. |
| 16. Brownfield/greenfield? | R | The site is a greenfield site. |
| 17. Agricultural land? | A | The site is grade 3. It is not known if the site is grade 3a or grade 3b. |
| 18. Contamination issues? | A | In relation to planning application 19/5261N the contaminated land team have not objected to the proposed development but have asked for a number of conditions. |
| 19. Employment land loss? | G | No employment land loss |
| 20. Distance to existing employment areas? | R | Over 1,000 (1.9 km) from an existing employment area |

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GTTS 13, Land at Wybunbury Lane, Stapeley

- Considered through the Site Selection process for Gypsy and Traveller use

| Criteria | Category | Commentary |
|--|----------|---|
| 1. Economically viable? | G | <p>There is an existing planning permission for 3 pitches (ref P08/1317) in the site boundary.</p> <p>The site is in single ownership and is a greenfield site. It would represent an extension to an existing site in the same ownership.</p> |
| 2. Landscape impact? | A | <p>The site is in open countryside and rural in character. The area is generally characterised by agricultural fields bounded by native hedgerows.</p> <p>Existing development along Wybunbury Lane is sporadic and comprises mainly individual or small groups of buildings.</p> <p>The Peter Brett Associates report (CHE 022) noted that the existing area is reasonably contained by roadside vegetation.</p> <p>The site is just to the north of an already permitted site. There are no landscape designations, or PROWs nearby. There are a number of existing dwellings at a distance to the east and to the south of Wybunbury Lane.</p> <p>The presence of additional pitches in this location would impact upon the character and appearance of the countryside.</p> <p>However, it is considered that any visual harm or physical encroachment that might harm the character and appearance of the countryside could be mitigated via controlling conditions relating to siting, design, landscaping and boundary treatments.</p> |
| 3. Settlement character and urban form impact? | R | <p>Site is in the open countryside and not adjoining a settlement.</p> |
| 4. Strategic Green Gap? | G | <p>Site is not in the strategic green gap.</p> |
| 5. Compatible neighbouring uses? | G | <p>Site is adjacent to an existing Gypsy and Traveller site, agricultural uses and rugby fields. There is also sporadic residential development along Wybunbury Lane.</p> |
| 6. Highways access? | A | <p>There is a vehicular access into the existing site from Wybunbury Lane. This would need to be enhanced to support any extension to the site.</p> <p>Access visibility affected by boundary hedgerow, important that adequate visibility is provided at the</p> |

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| Criteria | Category | Commentary |
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| | | <p>access point.</p> <p>There is no footpath / pavement along Wybunbury Lane and it is unlit.</p> <p>The site would have to demonstrate sufficient provision for parking, turning and servicing.</p> |
| 7. Highways impact? | G | The appeal inspector for the planning appeal associated with the planning permission for P08/1317 characterised Wybunbury Lane as a relatively flat country lane. The addition of a further three pitches is not considered to be so significant as to unduly prejudice the safety of other users of Wybunbury Lane. |
| 8. Heritage assets impact? | G | <p>No known heritage assets in or adjacent to the site.</p> <p>Haymoor Green Farmhouse, a Grade II listed building, is located over 200 metres to the south west of the site down a private drive. However, the farmhouse is screened by hedgerows running along the private driveway and at its entrance onto Wybunbury Lane.</p> |
| 9. Flooding/drainage issues? | A | The site is entirely located within flood zone 1 however; the site is showing small areas of low to medium risk of surface water flooding during a 1 in 100 year rainfall event. Although this is a low probability event it is essential that measures are introduced to alleviate and manage the surface water flood risk on site. |
| 10. Ecology impact? | A | <p>The HRA has identified that the site is within 1.5km of the nearest European site Midlands Meres and Mosses Phase 1 Ramsar (Wybunbury Moss SSSI) and could have a potential impact on the European site.</p> <p>The site is not located within the SSSI impact risk zone associated with residential use in terms of its proximity to Wybunbury Moss SSSI.</p> <p>There are no ecological designations within or adjacent to the site. The site does not contain any priority habitat. Development is unlikely to result in any significant adverse impacts. Any future development may require site specific ecological assessment and / or mitigation but it is likely that avoidance and / or mitigation measures are possible.</p> |
| 11. TPO's on/immediately adjacent? | G | No TPO trees on or adjacent to the site |
| 12. In an AQMA? | G | Site is not in a AQMA |

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| Criteria | Category | Commentary |
|---|----------|--|
| 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. In addition, the development of this site is not considered likely to impact on the wider mineral resource. |
| 14. Accessibility? | A | There is a mix of green, amber and red scores on the site. The site meets the minimum standard (green) for six of the accessibility criteria but fails to meet the minimum standard (amber) for four criteria (railway station, post office, public house, child care facility) and significantly fails to meet the minimum standard (red) for ten criteria (open space, playground, convenience store, supermarket, bank or cash machine, pharmacy, primary & secondary school, medical centre, local meeting place). |
| 15. Public transport frequency? | R | A commutable bus or rail service is not within easy walking distance of this site. The closest bus service is the number 39 (Crewe Walgherton, Nantwich route on Stock Lane) over 1km walking distance away along a rural road with no dedicated footpath. |
| 16. Brownfield/greenfield? | A | Taking into account the implementation of the planning permission on part of the existing site then the site is part brownfield / part greenfield. |
| 17. Agricultural land? | R | The site is grade 2 |
| 18. Contamination issues? | G | No known contamination issues |
| 19. Employment land loss? | G | The site would not result in the loss of employment land |
| 20. Distance to existing employment areas? | R | The site is over 1,000 m (1.2km) from an existing employment area. |

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GTTS 14, The Oakes, Smallwood

- Considered through the Site Selection process for Gypsy and Traveller use

| Criteria | Category | Commentary |
|-------------------------|----------|---|
| 1. Economically viable? | G | <p>There is evidence that the site is broadly viable by virtue of a previous planning permission, via appeal, on part of the site for four Gypsy and Traveller Pitches (ref 14/2590C – the Oakes, Smallwood). There is also evidence of conditions being discharged on the site (ref 19/0850D). Following the base date of this report, a planning application has been submitted for 8 pitches across the wider site (ref 20/1876c). This would result, if approved, to an increase of 4 pitches on the current commitment on the site.</p> <p>The site is in private ownership and has been submitted for consideration following a representation made to the publication draft SADPD consultation in August / September 2019.</p> |
| 2. Landscape impact? | A | <p>This site is bound to the south by Mill Lane and to the west by the A50 Newcastle Road; on the western side of the A50 are a number of residential properties and also to the north of the site. To the east and south is the wider rural landscape.</p> <p>There are fairly intact hedgerows with hedgerow trees along the western, eastern and northern site boundaries. A longer section of the southern boundary hedgerow appears to have been removed and replaced with a splayed brick entrance and gate and more recently planted boundary planting. There are a number of trees located towards the central part of the site.</p> <p>The site forms part of the wider rural landscape surrounding Smallwood. There are no landscape designations on this site and no footpaths cross the site. There is a public footpath (Smallwood FP16) directly across the road from the site.</p> <p>The appeal inspector (for planning application 14/2590C) noted that the appeal site was well screened and would have a limited and local adverse impact on the landscape. This could be mitigated by siting, screening and appropriate boundary treatment.</p> <p>Planning application 14/2590c proposes some woodland planting alongside the site boundary with the A50 Newcastle Road.</p> |

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| Criteria | Category | Commentary |
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| 3. Settlement character and urban form impact? | R | The site is in the open countryside and not adjoining existing development. |
| 4. Strategic Green Gap? | G | The site is not in the strategic green gap. |
| 5. Compatible neighbouring uses? | A | The site is adjacent to residential uses and agricultural land and is proposed for residential use. The site is adjacent to the A50 and mitigation may be required in respect of noise impacts. |
| 6. Highways access? | G | A vehicular access from Mill Lane exists as sufficient frontage exists to provide the required visibility splays. The access may need to be widened and maintained to ensure sufficient visibility. Mill Lane is a minor unclassified road and access from here is acceptable in principle. |
| 7. Highways impact? | G | <p>Mill Lane may have sufficient width to accommodate the likely traffic generation from the site. The existing junction of Mill Lane/A50 has good visibility. Localised widening may be required at points.</p> <p>No highway objections were raised to the planning application for 4 pitches on part of the site, which received planning approval, via appeal (ref 14/2590C). No highways objection received to the recent planning application for 8 pitches across the entire site (ref 20/1876c). Over the last 3 years there have also been no recorded accidents at the site access or at the Mill Ln/Newcastle Rd junction (as at the 04/06/2020), and Mill Ln is also a minor unclassified road with little traffic movement.</p> <p>There is no safe pedestrian access to any destination and the site is a car dominated one. Nevertheless, the vehicle numbers will be low and access not unsafe.</p> |
| 8. Heritage assets impact? | G | There are no known designated heritage assets in or directly adjacent to this site. A non-designated cottage appears on a tithe map next to the site. |
| 9. Flooding/drainage issues? | A | <p>The site appears to be located within Flood Zone 1 with minor low surface water risk within the site boundary. The low surface water risk (topographic low spots) identified will need to be managed within the proposed development boundary. However; it is not anticipated that the identified area would be a significant risk to a proposed development on the site.</p> <p>Flood Zone 1, low risk of surface water on site. However, the minor ponding will need to be</p> |

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| Criteria | Category | Commentary |
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| | | managed within the overall drainage strategy. |
| 10. Ecology impact? | A | <p>There is a pond located adjacent to the site. This could potentially support great crested newts. If newts are present impacts could potentially be mitigated</p> <p>There is semi-natural habitat present on site, but following a site visit, where the vegetation was viewed from the site access and the boundaries, this appears to be dominated by tall ruderal vegetation and overgrown grassland. The site appears to be unmanaged on the 1999 air photos – so this vegetation has potentially been there for some time. Rough grassland/tall ruderal vegetation has some biodiversity value, but is not a priority for conservation.</p> <p>A detailed botanical survey would be required to confirm this.</p> <p>The HRA pre-screening assessment has identified that the closest European sites are Midland Meres and Mosses Phase 1 Ramsar (component site Bagmere SSSI) and Midland Meres and Mosses Phase 2 Ramsar (component sites Oakhanger Moss SSSI) which are 3.1km and 6.6 km from the site respectively. There are no likely significant effect that have been identified through the HRA pre-screening assessment, as follows:-</p> <ul style="list-style-type: none"> • Recreational impacts - No effects in terms of increased recreational pressure are foreseen because Bagmere SSSI is not publicly accessible. There are no other European sites within 5km of this potential GTTS site so no impacts from recreational pressure are anticipated. • Hydrological impacts - The potential for adverse effects due to changes in water levels and/or water quality is highly unlikely due to the distance (more than 3.1 km) of the potential site to the nearest European Site and the lack of hydrological connectivity. • Air Quality - impacts on Bagmere Moss and Oakhanger Moss from this potential site are expected to be negligible. |
| 11. TPO's on/immediately adjacent? | G | There are no TPO tree's in or adjacent to the site. |

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| Criteria | Category | Commentary |
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| 12. In an AQMA? | G | The site is not in an AQMA. |
| 13. In/adjacent to an area of mineral interest? | A | In a known mineral resource area for salt and silica sand. It is also in close proximity to an allocated Area of Search for sand and gravel in the CRMLP 1999. However, surface development at this site is not considered to have an impact on below ground salt mining and the development of the site is not considered likely to impact on the wider mineral resource. The site is not being promoted for mineral extraction in the Council's 2014 Call for Site exercise. |
| 14. Accessibility? | R | The majority of the criteria are red. The site meets the minimum criteria (green) for 5 criteria. It fails to meet the minimum standard (amber) for 1 criteria (primary school) and significantly fails to meet the minimum criteria (red) for 14 criteria (bus stop, railway station, open space, children's playground, outdoor sports, public park, convenience store, supermarket, post office, bank or cash machine, pharmacy, secondary school, medical centre and leisure facilities). |
| 15. Public transport frequency? | R | There are no bus routes that currently run along and adjacent to Mill Lane. The site is over 5 km from the nearest train station. |
| 16. Brownfield/greenfield ? | A | Part greenfield, part brownfield site following the grant of planning permission for 4 pitches on part of the site (ref 14/2590C). |
| 17. Agricultural land? | A | The site is agricultural land grade 3. |
| 18. Contamination issues? | G | No contaminated land objections were raised to the previous application on the site (ref 14/2590C). No objections received to planning application ref (20/1876C) |
| 19. Employment land loss? | G | The site would not result in a loss of employment land. |
| 20. Distance to existing employment areas? | A | Between 500m and 1,000m from an existing employment area (Platts Paints) |

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GTTS 15 Three Oakes Caravan Park (Option A)

- Considered through the Site Selection process for Gypsy and Traveller use

| Criteria | Category | Commentary |
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| 1. Economically viable? | A | The site has had planning permission previously (planning ref 14/5108C) but the permission has not been implemented and has expired. The site is a greenfield site and is in single ownership. This site option considers the extension to existing caravan park to form 24 additional pitches |
| 2. Landscape impact? | A | <p>The site is located on Booths Lane, Moston and has previously had planning permission for an extended area for caravan parking. The site is located within the open countryside and there are a number of hedgerows and hedgerow trees around the site perimeter, although it appears that at least one hedgerow has been replaced with a timber fence.</p> <p>Any future allocation of this site would require the retention and protection of existing hedgerows and trees and, where possible, additional landscape enhancements, if the site is not to become an area of extensive urban character in what is a rural location in the open countryside.</p> <p>The presence of additional pitches in this location therefore would impact upon the character and appearance of the open countryside. However, it is considered that visual harm or visual encroachment could be mitigated via controlling conditions relating to the siting, design, landscaping and boundary treatments.</p> |
| 3. Settlement character and urban form impact? | R | The site is not adjoining a settlement. |
| 4. Strategic Green Gap? | G | The site is not located in the strategic green gap. |
| 5. Compatible neighbouring uses? | A | <p>Site is adjacent to residential uses and agricultural land and is proposed for residential use.</p> <p>Booth Lane has the potential to be severed immediately to the north of the proposed access as part of the Middlewich Eastern Bypass scheme. Mitigation may be required to minimise any impact from the road if implemented.</p> |
| 6. Highways access? | A | Direct site access could be taken into the site via an existing access from Booth Lane and this would need to be delivered through any future |

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| Criteria | Category | Commentary |
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| | | <p>allocation / planning application.</p> <p>Booth Lane has the potential to be severed immediately to the north of the proposed access as part of the Middlewich Eastern Bypass scheme resulting that all traffic associated with this site would turn right and enter the A533 via a new priority junction which is in principle acceptable.</p> <p>Comments to the previous planning application on the site from the Strategic Highways Manager (ref 14/5108c) noted no objection, subject to the importance of retaining adequate visibility at the access point.</p> <p>There is an existing footpath, close to the entrance of the site that goes into Middlewich via Booths Lane.</p> <p>There would be sufficient room for parking, turning and servicing on the site.</p> |
| 7. Highways impact? | A | <p>Comments to the previous planning application on the site from the Strategic Highways Manager (ref 14/5108c) noted no objection, subject to the importance of retaining adequate visibility at the access point.</p> <p>Booth Lane has the potential to be severed immediately to the north of the proposed access as part of the Middlewich Eastern Bypass scheme resulting that all traffic associated with this site would turn right and enter the A533 via a new priority junction which is in principle acceptable.</p> |
| 8. Heritage assets impact? | A | <p>The site lies to the south of Booth Lane and would extend an existing Gypsy and Traveller site. The Trent and Mersey Canal lies circa 40 or so metres north from the boundary of the existing site, across Booth Lane.</p> <p>The area has been quite heavily urbanised by the existing site and more widely the site has quite a strong industrial context to the north, with a more rural pastoral landscape to the south and west. The southern part of 15a already appears to be laid out to hardstanding.</p> <p>Mitigating supplementary landscaping along the north eastern boundary in the form of native trees would help further screen the edge of the site from the conservation area.</p> <p>John Hinchcliffe of Hinchcliffe Heritage has prepared a Heritage Impact Assessment (HIA) for the site and identified that the Conservation Area along the Trent and Mersey Canal is mostly</p> |

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| Criteria | Category | Commentary |
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| | | <p>restricted to the canal itself, the towpath, tunnels, bridges and other immediately associated structures but it widens out in places to incorporate land which was associated with its construction and operation. Adjacent to the site; it incorporates a large triangular plot of fields on the NE side (with no obvious historic structures); the towpath is on the SW side and; the canal walls and their copings have been rebuilt in the 20th Century, mostly in concrete.</p> <p>The site is outside of the Conservation Area and separated from it by: a wedge of land, substantial hawthorn hedges and trees, some chalets and cottages and Booth Lane (A533).</p> <p>John Hinchcliffe concludes in the HIA that the development of the site as proposed with additional landscaping in place (soft landscaping with indigenous species of trees and shrubs along the Eastern boundary of the site), would have a neutral impact on the significance and setting of the Trent and Mersey Canal Conservation Area.</p> |
| 9. Flooding/drainage issues? | A | <p>The majority of the site is located within Flood Zone 1. Site is located in Flood Zone 1 (Low probability of fluvial flooding), however there are small areas that appear to be susceptible to surface water ponding/flooding. Any future proposals to increase hard standing will require appropriate drainage to be installed in order to manage flood risk on and off site.</p> |
| 10. Ecology impact? | A | <p>The site is within 250m of the Sandbach Flashes SSSI which is notified for physiological and biological importance. It consists of a series of pools and is important for breeding birds. This has triggered the Impact Risk Zone relating to the SSSI which would require further environmental assessment.</p> <p>The HRA notes that the site is over 7km from the nearest European site (Midland Meres and Mosses Phase 1 Ramsar (Bagmere SSSI)) and no potential impact pathways were identified regarding any European site. The HRA screening assessment has not taken the site through for further consideration (i.e. to Appropriate Assessment stage) due to its distance from the nearest European site.</p> <p>Great Crested Newts are known to occur within the locality. Impacts on this species could probably be mitigated through the use of standard best practice methodologies. In addition, existing</p> |

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| Criteria | Category | Commentary |
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| | | hedgerows on site should be retained and incorporated into the landscaping for the site. |
| 11. TPO's on/immediately adjacent? | G | There are no TPO trees in or adjacent to the site |
| 12. In an AQMA? | G | The site is not 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? | R | The majority of the criteria are red. The site meets the minimum criteria (green) for two of the accessibility criteria but fails to meet the minimum standard (amber) for seven criteria (railway station, park, supermarket, post office, bank or cash machine, primary school, public house) and significantly fails to meet the minimum criteria standard (red) for 11 criteria (open space, playground, outdoor sports, convenience store, post box, pharmacy, secondary school, medical centre, leisure facilities, local meeting place, child care facility). |
| 15. Public transport frequency? | G | There is a marketed bus stop to the north west of the site at Booth Lane, Tetton Cottage which is approximately 90 metres in distance from the site. This is served by route 37 / 37a (Crewe, Sandbach, Middlewich, Winsford, Northwich) which is a commutable service The nearest railway service is at Sandbach. |
| 16. Brownfield/greenfield ? | A | The site is a mixture of greenfield and brownfield land |
| 17. Agricultural land? | A | Grade 3. It is not known whether the site is Grade 3a or Grade 3b. |
| 18. Contamination issues? | A | The previous planning permission (14/5108C) included a reference to the use of strengthened foundations in response to comments from the Brine Compensation Board. |
| 19. Employment land loss? | G | The site is not an existing employment site. |
| 20. Distance to existing employment areas? | A | The site is between 500m and 1,000m from an existing employment area. |

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GTTS 15 Three Oakes Caravan Park (Option B)

- Considered through the Site Selection process for Gypsy and Traveller use

| Criteria | Category | Commentary |
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| 1. Economically viable? | A | The site has been promoted through the call for sites process. The call for sites submission relates to two parcels of land, with market housing proposed on one parcel and a permanent Gypsy and Traveller site on the other parcel. It is understood that the site is in single ownership and the market housing would be a pre-requisite in order to cross subsidise the establishment of a new site for Gypsies and Travellers on a new parcel of land. |
| 2. Landscape impact? | R | The site is located to the west of an existing caravan site on Booths Lane, Moston. The site is currently an agricultural field with a network of hedgerows and hedgerow trees. The site forms part of the wider rural landscape and is located within the Open Countryside. While the site does not have any landscape designations or footpaths in close proximity, development of the scale, the proposal would extend the built form into the wider rural area and change the existing landscape and visual character. |
| 3. Settlement character and urban form impact? | R | Parcel B would touch the existing Middlewich Settlement boundary on one side. However, the majority of the site is not adjoining a settlement or built form. |
| 4. Strategic Green Gap? | G | The site is not located in the strategic green gap. |
| 5. Compatible neighbouring uses? | G | Agricultural uses and residential uses, along Booth Lane, adjoin the site. |
| 6. Highways access? | A | The proposed vehicular access onto Booth Lane, for (parcel b), appears substandard in terms of its geometry (width). Booth Lane is to be severed immediately to the north of the proposed access as part of the Middlewich Eastern Bypass scheme resulting that all traffic associated with this site would turn right and enter the A533 via a new priority junction which is in principle acceptable. Access however may need to be widened that could require third party land. There is a pedestrian footway from the site, along Booth Lane into Middlewich. |
| 7. Highways impact? | A | Booth Lane is to be severed immediately to the north of the proposed access as part of the |

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| Criteria | Category | Commentary |
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| | | Middlewich Eastern Bypass scheme resulting that all traffic associated with this site would turn right and enter the A533 via a new priority junction which is in principle acceptable but may require additional mitigation. |
| 8. Heritage assets impact? | A | <p>The sites lie to the south of Booth Lane and extend an existing site. The Trent and Mersey Canal lies circa 40 or so metres north from the boundary of the existing site, across Booth Lane. The site would require a Heritage Impact Assessment to determine impacts on the Trent and Mersey Canal Conservation Area.</p> <p>The area has been quite heavily urbanised by the existing Gypsy & Traveller site (Three Oakes site) and more widely the site has quite a strong industrial context to the north, with a more rural pastoral landscape to the south and west. The southern part of 15a already appears to be laid out to hardstanding, whereas 15b is open grassland.</p> <p>The north eastern part of site 15b would become visible from the Conservation Area, if existing landscape features were eroded/lost. Roofs of ancillary buildings could be visible above existing landscaping. Mitigating supplementary landscaping along the north eastern boundary in the form of native trees could help further screen the edge of the site from the Conservation Area.</p> |
| 9. Flooding/drainage issues? | A | The majority of the site is located within Flood Zone 1. Site is located in Flood Zone 1 (Low probability of fluvial flooding); however there are small areas that appear to be susceptible to surface water ponding/flooding. Any future proposals to increase hard standing will require appropriate drainage to be installed in order to manage flood risk on and off site. |
| 10. Ecology impact? | A | <p>The site is within 250m of the Sandbach Flashes SSSI which is notified for physiological and biological importance. It consists of a series of pools and is important for breeding birds. This has triggered the Impact Risk Zone relating to the SSSI which would require further environmental assessment.</p> <p>The HRA screening assessment has not taken the site through for further consideration (i.e. Appropriate Assessment Stage) due to its distance (over 7km) from the nearest European site.</p> <p>Great Crested Newts are known to occur within</p> |

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| Criteria | Category | Commentary |
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| | | the locality. Impacts on this species could probably be mitigated through the use of standard best practice methodologies. In addition, existing hedgerows on site should be retained and incorporated into the landscaping for the site. |
| 11. TPO's on/immediately adjacent? | G | There are no TPO's in or adjacent to the site |
| 12. In an AQMA? | G | The site is not 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? | A | There is a mix of green, amber and red criteria. The site meets the minimum criteria (green for two of the accessibility criteria) but fails to meet the minimum standard (amber) for eight criteria (public right of way, open space, playground, outdoor sports, supermarket, post office, bank, public house) and significantly fails to meet the minimum criteria standard (red) for ten criteria (railway station, convenience store, post box, pharmacy, primary school, secondary school, medical centre, leisure facilities, community centre, child care facility). |
| 15. Public transport frequency? | G | There is a marketed bus stop adjacent to the site on Booth Lane. This is served by route 37 / 37a (Crewe, Sandbach, Middlewich, Winsford, Northwich) which is a commutable service. The nearest train station is Sandbach. |
| 16. Brownfield/greenfield ? | R | Parcel B of the site is greenfield. Parcel A would be mixed greenfield / brownfield. |
| 17. Agricultural land? | A | The land is Grade 3. It is not known if the site is Grade 3a or 3b. |
| 18. Contamination issues? | G | No known contamination issues at this stage. |
| 19. Employment land loss? | G | The proposal would not result in a loss of employment land. |
| 20. Distance to existing employment areas? | A | Between 500m and 1,000m of an existing employment area. |

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GTTS 17 New Start Park, Wettenhall Road, Reaseheath

- Considered through the Site Selection process for Gypsy and Traveller use

| Criteria | Category | Commentary |
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| 1. Economically viable? | G | The site has temporary planning permission. Temporary planning permission was extended (ref 18/2925N – decision notice issued on the 30 November 2018) until the 3 June 2021. By virtue of the context set out above, there is evidence that permanent permission has been sought historically on the site. The site is also in single ownership. |
| 2. Landscape impact? | A | <p>The site lies in the open countryside and rural in character. At the time of the determination of application 09/4331N, which was the original decision for a temporary consent on this site, the Planning Inspector considered it necessary to seek additional landscape works by condition.</p> <p>The Inspector noted that visual harm or physical encroachment would be small and, with the benefits of additional planting, could be absorbed into the landscape structure with little impact (para 28 of appeal decision 09/04331N).</p> <p>The Peter Brett Report Site Identification Report (2014) (site reference CHE 023) noted that the site would have an unacceptable impact on landscape character. The area's rural character means that the site relates poorly to the prevailing settlement pattern. The area's rural character is susceptible to erosion through piecemeal uses and activities, some of which is already apparent (including this site).</p> <p>There are no landscape designations on the site. Footpath 5 Poole is located some 165m to the north, which would represent a visual receptor. Reaseheath College is located at a distance to the east. There is also a national cycle route along Wettenhall Road (route 551).</p> <p>The boundaries of the site are defined by hedgerows with mature Oak trees at intervals. The site is surfaced with gravel hardstanding and lengths of block walling have been erected. The front field is close mown grassland with some planting alongside the drive - low ornamental shrubs to the north and Laurel to the south. The access point from Wettenhall Road is marked by large brick gateposts with metal sculptures. A pond is present in the front field.</p> <p>Further landscape mitigation measures would</p> |

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| Criteria | Category | Commentary |
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| | | likely be required to support the site including the use of native hedgerows. |
| 3. Settlement character and urban form impact? | R | The site is not adjoining a settlement and is in the open countryside. |
| 4. Strategic Green Gap? | G | The site is not in the strategic green gap |
| 5. Compatible neighbouring uses? | G | The site is adjacent to agricultural fields and sporadic residential development. |
| 6. Highways access? | A | The site was granted temporary planning permission (09/4331N) as further extended by 15/4060N & 18/2925N, the site has a temporary existing access to cars and other vehicles from Wettenhall Road. Given the sites rural location, it does not facilitate direct pedestrian access via a footpath. |
| 7. Highways impact? | G | No formal objections were received on highways grounds to the temporary planning permissions (09/4331N, 15/4060N or 18/2925N). The Inspector for planning application 09/4331N was satisfied that the access and parking arrangements were adequate and additional traffic generated by the proposed use would have a negligible impact on highway safety. |
| 8. Heritage assets impact? | G | No heritage assets identified on or adjacent to the site |
| 9. Flooding/drainage issues? | A | The site is located within flood zone 1 however, the site as it is shown on surface water flood risk map as having the potential of being inundated during a 1 in 30 year rainfall event. Measures will need to be implemented to ensure safe access is available for residents and emergency services during an extreme rainfall event. |
| 10. Ecology impact? | A | <p>The HRA has identified that the site is more than 7km from the nearest European Site (Midlands Meres and Mosses Phase 1 Ramsar (Wynbunbury Moss SSSI).</p> <p>No formal objection to planning application 15/4060N or 18/2925N on the grounds of ecological impacts.</p> <p>The site is located within 890m of Wimboldsley Wood SSSI. The eastern bank of the River Weaver and two steep sided valleys with a variety of woodland types. Particularly notable for an extensive wet area dominated by alder and crack willow. Also areas of scrub, unimproved neutral grassland, open water and a saliferous spring are</p> |

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| Criteria | Category | Commentary |
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| | | included. There is no Priority Habitat within the site. The original temporary planning permission (09/4331N) included conditions to mitigate ecological impacts including the creation of a wildlife pond, bird and bat boxes and other steps. Any policy developed for the site should however seek to secure the long term management of the habitat creation measures secured through the existing (albeit temporary) planning permission at the site. |
| 11. TPO's on/immediately adjacent? | G | There are no TPO trees on or immediately adjacent the site. |
| 12. In an AQMA? | G | The site is not in a AQMA |
| 13. In/adjacent to an area of mineral interest? | A | In a known mineral resource area for salt and within 250m of a sand & gravel resource. Surface development at this location is not considered to have an impact on below ground salt mining. In addition, development of the site is not considered likely to impact on the wider mineral resource. |
| 14. Accessibility? | R | The majority of the criteria score red in respect of the accessibility assessment. The site meets the minimum standard (green) for four of the accessibility criteria (public rights of way, post box, leisure facilities, bank or cash machine) but fails to meet the minimum standard (amber) for two criteria (railway station, primary school) and significantly fails to meet the minimum standard (red) for 14 criteria (including bus stop, amenity open space, children's playground, outdoor sports, park, convenience store, supermarket, post office, pharmacy, secondary school, medical centre, local meeting place, public house, child care facilities). Comments from Reaseheath College, to a previous application (ref 15/4060N) on the site noted that a cycle route has been diverted from travelling through the College. |
| 15. Public transport frequency? | R | The site does not have access to a commutable bus service and is over 2km in distance from a railway station. |
| 16. Brownfield/greenfield ? | R | The site was previously a greenfield site |
| 17. Agricultural land? | A | The site is grade 3. It is not known whether the site is grade 3a or grade 3b. |
| 18. Contamination issues? | G | No objection received to planning application 15/4060N or 18/2925N. Considered under 11/3548C and recommended a contaminated land condition due to residential application, but no |

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| Criteria | Category | Commentary |
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| | | indication of contamination. Informative only on 15/4060N. |
| 19. Employment land loss? | G | The scheme would not represent a loss of employment land |
| 20. Distance to existing employment areas? | R | Over 1,000m from an existing employment area (1.8km). However, the Local Development Order at Reaseheath College should provide for more localised employment opportunities |

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GTTS 19 Old Brickworks Site, A50 Newcastle Road

- Considered through the Site Selection process for Travelling Showperson use

| Criteria | Category | Commentary |
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| 1. Economically viable? | G | The site is an existing Travelling Showperson site with permission for 1 plot as set out in the 2018 GTAA. |
| 2. Landscape impact? | A | <p>The site is in open countryside and is rural in character. The area is generally characterised by agricultural fields bounded by native hedgerows. The site is in the Jodrell Bank Radio Consultation Zone.</p> <p>Existing development along the A50 is sporadic, with isolated farmsteads, Brownedge to the south and Brereton Heath to the north</p> <p>The site is already used as a storage area for vehicles and trailers. There are no landscape designations. FP 14 Brereton terminates on the western side of the A50, opposite the site. FP 15 Brereton is located at a distance to the south, again, on the western side of the A50.</p> <p>There is vegetation along the A50 and some gaps in vegetation along the northern and southern boundaries. The presence of additional plots in this location would impact upon the character and appearance of the countryside.</p> <p>However, it is considered that any visual harm or physical encroachment that might harm the character and appearance of the countryside could be mitigated via controlling conditions relating to siting, design, landscaping and boundary treatments.</p> |
| 3. Settlement character and urban form impact? | R | The site is not adjoining a settlement |
| 4. Strategic Green Gap? | G | The site is not in the strategic green gap. |
| 5. Compatible neighbouring uses? | A | The site is adjacent to the A50 where a noise impact assessment may be required to consider whether mitigation measures for the provision of additional plots are required on the site |
| 6. Highways access? | A | There is an existing highway access into the site. There is an existing use and there have been no recorded accidents at the access over the past 5 years, and a small intensification is acceptable in principle. This is amber as the visibility appears restricted by the bend to the south. There is a condition on the visibility splay on a previous |

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| Criteria | Category | Commentary |
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| | | application in 1989, but distances quoted are not relevant today. |
| 7. Highways impact? | G | Uplift in vehicle numbers will be small and highways impact upon the local road network negligible |
| 8. Heritage assets impact? | G | There are no listed buildings in nor adjacent to the site. |
| 9. Flooding/drainage issues? | A | <p>The majority of the site is in flood zone 1. There are areas of high risk of surface water flood risk adjacent to the site that would need to be considered further through the preparation of a drainage strategy.</p> <p>Flood Zone 1, low risk of surface water on site. However, there is a large amount of surface water (topographic low spots) bordering the site which will need to be considered and managed within an overall drainage strategy.</p> |
| 10. Ecology impact? | G | The site is an existing brownfield site. Unlikely to result in any significant adverse impacts. |
| 11. TPO's on/immediately adjacent? | G | No TPO's on or immediately adjacent to the site. |
| 12. In an AQMA? | G | Not in an AQMA |
| 13. In/adjacent to an area of mineral interest? | R | In a known mineral resource area for salt, silica sand and sand & gravel. Surface development at this location is not considered to have an impact on below ground salt mining. A small extension / reconfiguration for 2 plots at this established travelling showman's site is not considered likely to impact on the wider mineral resource, even though it is located within a large area promoted as an Area of Search for silica sand by a respondent to the Council's 2014 Call for Sites exercise, due to, the size of the development. |
| 14. Accessibility? | A | There is a mix of green, amber and red criteria. The site meets the minimum criteria (green for six of the accessibility criteria) but fails to meet the minimum standard (amber) for four criteria (bus stops, amenity open space, children's playground, outdoor sports) and significantly fails to meet the minimum criteria standard (red) for ten criteria (convenience store, supermarket, post box, post office, bank or cash machine, pharmacy, primary school, secondary school, medical centre, leisure facilities, local meeting place / community centre). |

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| Criteria | Category | Commentary |
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| 15. Public transport frequency? | A | The site is over 600 meters from a bus stop. The nearest bus commutable service is the number 319 Sandbach – Holmes Chapel Circular. The site is some distance from Holmes Chapel Train Station. |
| 16. Brownfield/greenfield? | G | The site is a brownfield site. |
| 17. Agricultural land? | A | Grade 3 |
| 18. Contamination issues? | A | Site identified for further inspection under Part 2A EPA 1990 due to historical former use as a brick works. No information held on the site. |
| 19. Employment land loss? | G | The allocation of the site would not result in employment land loss. |
| 20. Distance to existing employment areas? | R | Over 1,000m from an existing employment area. |

OFFICIAL

GTTS 30 Land at London Road, Bridgemere

- Considered through the Site Selection process for Gypsy and Traveller use

| Criteria | Category | Commentary |
|--|----------|--|
| 1. Economically viable? | G | There are no previous planning permissions on the Site. The site is in Council ownership and is available for development. |
| 2. Landscape impact? | A | <p>The Site is located in open countryside. To the north, east and west are fields. To the south is a Telephone Exchange and Bridgemere Methodist Church which received planning permission (Ref: P00/0920) in 2001 for conversion to a dwelling. The site is adjacent to the A51. There are no landscape designations on this site. The site has mature boundary vegetation.</p> <p>Approximately 400m to the south east of the Site is a PROW (047/FP9/1). There is also a PROW (047/FP1/2) approximately 220m to the southwest of the Site. Views are however limited as there are hedgerows and trees that surround the Site</p> <p>It is considered that impacts could be mitigated via appropriate controlling conditions relating to siting, design, landscaping and boundary treatments.</p> |
| 3. Settlement character and urban form impact? | R | The Site is not adjoining a settlement and is in the open countryside. To the north, east and west are fields. To the south is a Telephone Exchange and a converted Methodist Church. |
| 4. Strategic Green Gap? | G | The Site is not located within the strategic green gap. |
| 5. Compatible neighbouring uses? | G | To the north, east and west are fields. To the south, there is a Telephone Exchange and a converted Methodist Church. |
| 6. Highways access? | A | <p>Access can be achieved from London Road located along the western boundary of the Site.</p> <p>There is an existing access point to the Site from London Road. There is no dedicated footway leading onto the site along London Road and the road is unlit.</p> |
| 7. Highways impact? | A | London Road (A51) is a busy road and further assessment and / or mitigation may be required to support the site. |
| 8. Heritage assets impact? | G | There are no heritage assets in close proximity |

OFFICIAL

| Criteria | Category | Commentary |
|---|----------|---|
| | | to the Site. Doddington Hall (Grade II) is a Registered Park and Garden - it is located approximately 800m to the northwest. Views however will be limited given the existing vegetation and distance involved. |
| 9. Flooding/drainage issues? | G | The site is located in flood zone 1. The closest potential source of flooding would be a watercourse located 200m east of the site that shows a potential flow path that directs towards the river from the pond. |
| 10. Ecology impact? | A | <p>The site is a mixture of brownfield and greenfield.</p> <p>The site is located within 3400m of Betley Mere SSSI which forms part of the Midland Meres and Mosses Ramsar which is a nationally important series of open water and peatland sites. It has potentially triggered the Impact Risk Zone for Discharges. This does not include discharges to mains sewer which are unlikely to pose a risk at this location). This would require further assessment.</p> <p>There is no Priority Habitat within the site. There are trees and hedgerows along the boundary and a pond in the field located to the east of the Site.</p> <p>There is a pond 58m from the site which may support Great Crested Newts – however the habitats in the interior of the site are not suitable for Great Crested Newts. Provided the boundary vegetation is retained impacts on Great Crested Newts could be dealt with through a simple method statement.</p> |
| 11. TPO's on/immediately adjacent? | G | No TPOs on or adjacent to the site. |
| 12. In an AQMA? | G | The Site is not 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. In addition, the development of this site is not considered likely to impact on the wider mineral resource. |
| 14. Accessibility? | R | The majority of the criteria score red in respect of the accessibility assessment. The site meets the minimum standard (green) for four of the accessibility criteria (including public rights of way, post box, primary school). The site significantly fails to meet the minimum standard |

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| Criteria | Category | Commentary |
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| | | (red) for 16 criteria (including railway station, amenity open space, children's playground, outdoor sports, public park, convenience store, supermarket, post office, bank or cash machine, pharmacy, secondary school, medical centre, leisure facilities, local meeting place, public house, child care facilities). |
| 15. Public transport frequency? | R | Bridgemere does not have a railway station. The closest railway station is that in Nantwich which is approximately 9.20km to the northwest. Crewe train station is approximately 9.30km to the north (crow flies). There are no bus services to and past the site. |
| 16. Brownfield/greenfield? | A | The Site is a mixture of brownfield and greenfield. |
| 17. Agricultural land? | R | The Site is classified as Grade 2 in the Agricultural Land Classification (Magic Map). |
| 18. Contamination issues? | A | A couple of potentially infilled ponds in the north of the site that would require further assessment and / or potential mitigation. |
| 19. Employment land loss? | G | There would be no loss of employment land. |
| 20. Distance to existing employment areas? | R | The nearest employment allocation in the Crewe and Nantwich Local Plan is that to the south of Crewe town centre which is over 1,000m away. In the Local Plan Strategy there is an allocation for employment and housing (known as Kingsley Fields) which is over 1,000m away. |

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GTTS 31 Land at Coppenhall Moss

- Considered through the Site Selection process for Gypsy and Traveller use

| Criteria | Category | Commentary |
|--|----------|---|
| 1. Economically viable? | G | This is a site in the Council's ownership. There are no known site constraints that would impact on the site's broad viability. A previous planning application for 10 permanent pitches 12/0308N was made on the site. This application was withdrawn on the 20 April 2012. |
| 2. Landscape impact? | A | <p>The site is located to the north of Crewe on agricultural land used for grazing.</p> <p>The site is on the junction of Kent's Lane and Parker's Road, to the south of a garage. There are no landscape designations on the site. There are a number of residential dwellings to the east. Kent's Lane is also the route of Footpath 30 Crewe.</p> <p>The change of use proposed would alter the appearance of the site in the landscape. Whilst it is relevant to note that the site would be viewed against the backdrop of the vehicle repair business, it would no longer appear as agricultural land and when fully occupied, could appear relatively intensively developed.</p> <p>The land is relatively level and low lying and fields in the area are mainly small and subdivided by maintained hedgerows.</p> <p>Retained existing hedgerows could provide a degree of screening and together with proposed acoustic fencing would serve to partially restrict views from the south and west.</p> <p>It is considered that impacts could be mitigated via appropriate controlling conditions relating to siting, design, landscaping and boundary treatments.</p> |
| 3. Settlement character and urban form impact? | R | The site is only adjacent to development on a single side and is in the open countryside |
| 4. Strategic Green Gap? | G | The site is not in the strategic green gap |
| 5. Compatible neighbouring uses? | A | <p>Site is adjacent to residential uses and a garage.</p> <p>This site is located adjacent to existing residential properties in an area which is reasonably quiet despite the vehicle repair busy being to the north, this may lead to some noise issues with this site. There may be amenity</p> |

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| Criteria | Category | Commentary |
|---|----------|---|
| | | issues in respect of the sites proximity to the garage that may require future mitigation. |
| 6. Highways access? | A | Access to the site could be created. The preferred access would be from Kents Lane. There is a footpath running alongside Kents Lane. Appropriate visibility splays and road widths would have to be demonstrated. |
| 7. Highways impact? | A | Improvements to road width of Kents Lane may be required. Further assessment of the highway impacts from the junction of Parkers Road / Broughton Road and Kent's Lane would be required. |
| 8. Heritage assets impact? | G | There are no heritage assets on or directly adjacent to the site. |
| 9. Flooding/drainage issues? | G | The site is entirely within flood zone 1, however, there is a small area in the north west corner of the site that would appear to be susceptible to surface water flooding during a 1 in 1000 year rainfall event. This is a low probability of flood risk area. |
| 10. Ecology impact? | A | For the HRA, no impact pathways have been identified to the Wybunbury Moss SSSI (Part of the West Midlands Mosses and Meres Phase 1 Ramsar). Sandbach Flashes SSSI (approx. 1.17km from proposed site) which has triggered Natural England's Impact Risk Zone. There are no priority habitats on the site. There are some indicator species present that are indicative of habitats that could be restored to priority grassland habitats. A botanical survey would be required to confirm the value of the grasslands on site. If the grassland habitats of restorable priority grassland quality, some form of off-site habitat creation would be required to compensate for the loss of this habitat Further assessment and mitigation would be required in respect of the presence of protected species on the site. |
| 11. TPO's on/immediately adjacent? | G | There are no TPO tree's on or immediately adjacent to the site. |
| 12. In an AQMA? | G | The site is not in a 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. |

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| Criteria | Category | Commentary |
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| 14. Accessibility? | A | There is a mix of red, amber and green scores for this site. The site meets the minimum standard (green) for ten of the accessibility criteria (bus stop, public rights of way, amenity open space, public park, post box, post office, bank or cash machine, primary school, public house, child care facility) but fails to meet the minimum standard (amber) for three criteria (children's playground, outdoor sports, convenience store) and significantly fails to meet the minimum standard (red) for six criteria (including supermarket, pharmacy, secondary school, medical centre, leisure facilities, local meeting place). |
| 15. Public transport frequency? | G | The site is within 250 m of a bus stop. There is a bus service (317) from Leighton Hospital through to Alsager via Sandbach. It is a commutable service. |
| 16. Brownfield/greenfield? | R | The site is a greenfield site. |
| 17. Agricultural land? | G | Other (urban) settlement classification |
| 18. Contamination issues? | R | 12/0308N, contaminated land condition requested due to adjacent garage. |
| 19. Employment land loss? | G | The proposal would not result in a loss of employment land. |
| 20. Distance to existing employment areas? | R | The site is over 1,000m of an existing employment area (1.5km) |

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GTTS 64 Arclid Depot Site

- Considered through the Site Selection process for Gypsy and Traveller use

| Criteria | Category | Commentary |
|--|----------|--|
| 1. Economically viable? | G | The site is in the Council's ownership and considered to be broadly viable. There are no known site constraints that would impact on the site's broad viability. |
| 2. Landscape impact? | A | <p>The site is located in open countryside. The site is also within the Jodrell Bank Radio Telescope Consultation Zone.</p> <p>The site is surrounded by trees with fields beyond. There is a PROW (045/FP29/1) located approximately 320m to the north of the site and another (016/FP4/1) located some 80m to the south of the Site. Views will however be limited due to the existing vegetation that surrounds the Site</p> <p>The site is currently developed land, with a number of structures as a depot site. There are a number of residential dwellings located along Davenport Lane, to the east of the site. There are no landscape designations on the site. Further assessment on landscape and impacts on the character of the open countryside would need to support any future application on the site.</p> |
| 3. Settlement character and urban form impact? | R | The site is not adjoining a settlement and is in the open countryside. To the north, east, west, and south are trees and fields beyond. |
| 4. Strategic Green Gap? | G | The Site is not located within the strategic green gap. |
| 5. Compatible neighbouring uses? | G | To the north, east and south are trees and fields. Further to the south is Woodside Farm. To the north and south of the access road are some residential properties. |
| 6. Highways access? | A | There is an existing access road to the site from Davenport Lane. Access would require improvement in regards to visibility and does not currently have footpath access to the site. |
| 7. Highways impact? | A | The proposal would require a transport assessment due to the impact of traffic generation on Davenport Lane. |
| 8. Heritage assets impact? | G | <p>There are no designated or non-designated assets located on or adjacent to the site.</p> <p>The nearest heritage asset is Holly Cottage</p> |

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| Criteria | Category | Commentary |
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| | | (Grade II) and The Cottage (Grade II) located to the northwest, approximately 490m from the Site boundary. Given the distance and vegetation surrounding the Site it is considered that there will be no impact upon these listed buildings. |
| 9. Flooding/drainage issues? | A | Although the site is within flood zone 1, its boundaries to the west and north are adjoined by ordinary watercourse. The watercourse is working to positively drain the site however in the event of an obstruction to flow the watercourse could potentially back up. Without conducting modelling for the watercourse it isn't clear where water would be stored in the event of a blockage. Dependant on the maintenance of the watercourse, this site should have a low probability of experiencing flooding from this source. There is also some surface water flood risk on the site that is predicted to cause minor ponding during a 1 in 30 year rainfall event. |
| 10. Ecology impact? | A | <p>The site is brownfield (former waste disposal site) and is surrounded by trees with fields beyond. Ponds are located in the vicinity of the Site and there is a Site of Biological Importance adjacent to the Site to the northwest.</p> <p>The site is located within 6.8km from Sandbach Flashes SSSI which is notified for physiographical and biological importance. Deciduous woodland is located within the site</p> <p>The Site is approximately 1.2km from Bagmere SSSI and Midland and Meres and Moses (Phase 1) located to the northeast.</p> <p>The Site is approximately 1.6km from Brookhouse Moss (SSSI) located to the southeast. Adjacent to the Site boundary, to the northwest is a Site of Biological Importance.</p> <p>The redevelopment of the former depot site itself does not present any concerns, however the adjoining woodland is on the national inventory of priority woodland.</p> <p>If the allocation was restricted to the existing area of buildings and hard standing this would not be an issue.</p> |
| 11. TPO's on/immediately adjacent? | R | There are TPO's within and adjacent to the Site surrounding the site access and the adjacent wooded area. |
| 12. In an AQMA? | G | The Site is not in an AQMA. |

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| Criteria | Category | Commentary |
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| 13. In/adjacent to an area of mineral interest? | R | In a known mineral resource area for salt, silica sand and sand & gravel. Surface development at this location is not considered to have an impact on below ground salt mining. The site is within a large area promoted as an Area of Search for silica sand by a respondent to the Council's 2014 Call for Sites exercise. In addition, development of this site is not considered likely to impact on the wider mineral resource. |
| 14. Accessibility? | R | The majority of the criteria score red in respect of the accessibility assessment. The site meets the minimum standard (green) for three of the accessibility criteria (bus stop, public rights of way, public house) but fails to meet the minimum standard (amber) for one criteria (child care facility) and significantly fails to meet the minimum standard (red) for 16 criteria (including railway station, amenity open space, children's playground, outdoor sports, park, convenience store, supermarket, post box, post office, bank or cash machine, pharmacy, primary school, secondary school, medical centre, leisure facilities, local meeting place). |
| 15. Public transport frequency? | A | Arclid does not have a train station. The closest train station is that in Elworth which is approximately 5.3km to the southwest (crow flies). There are bus stops in Arclid with a bus service No.38 (Macclesfield – Gawsorth – Congleton – West Heath – Arclid Sandbach – Haslington - Crewe Railway Station – Crewe Bus Station). |
| 16. Brownfield/greenfield? | G | The site is brownfield (depot and waste disposal site) |
| 17. Agricultural land? | A | The site is grade 3. It is not known whether the site is grade 3a or grade 3b. |
| 18. Contamination issues? | R | Arclid landfill site. Environmental Protection conducted an investigation (in 2013) regarding gas and risk to adjacent properties. Concluded that any gas being generated is not migrating off site. Also identified as Potentially Contaminated Land under Part 2A |
| 19. Employment land loss? | R | There would be a potential loss of employment land. The Site would be for non-employment use in terms of Gypsy and Traveller pitches. |
| 20. Distance to existing employment areas? | R | The nearest employment allocation in the Congleton Local Plan is over 1,000m away. In the Local Plan Strategy there is an allocation |

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| Criteria | Category | Commentary |
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| | | for employment and housing (Land adjacent to J17 of M6, south east of Congleton) which is over 1,000m away. |

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GTTS 66 Lorry Park off Mobberley Road

- Considered through the site selection methodology for Travelling Showperson uses

| Criteria | Category | Commentary |
|--|----------|---|
| 1. Economically viable? | G | The site is in the Council's ownership and is available for consideration for a Travelling Showperson site. There have been no recent planning permissions on the Site. The Site currently used as a lorry park depot facility which would need to be relocated. There are no known site constraints that would impact on the site's broad viability. |
| 2. Landscape impact? | A | <p>The Site is located within the urban area of Shaw Heath, Knutsford. The Site is an existing lorry park to the south of Mobberley Road.</p> <p>To the north is a garage and a separate building that was previously a car showroom; to the east is a household waste recycling centre, to the south is an area of open space with St John's Wood behind which is designated a Site of Nature Conservation Importance (SNCI); and to the west is Shaw Heath Social Club (which received permission in 2013 to a hand car wash and valeting service).</p> <p>The view of the site is limited from Mobberley Road located to the north of the Site due to the existing buildings and vegetation. Views are also limited from Longridge Road located to the east due to existing vegetation.</p> <p>North Cheshire Way is located approximately 580m to the north of the Site. Given the distance, topography and intervening buildings/vegetation views of the site will be limited.</p> <p>There are no landscape designations on the site. Controlling conditions would be required regarding siting, boundary treatments and other matters.</p> |
| 3. Settlement character and urban form impact? | G | The site is within the urban area of Shaw Heath, Knutsford with development located immediately to the north, east and west. |
| 4. Strategic Green Gap? | G | The Site is not located within the strategic green gap. |
| 5. Compatible neighbouring uses? | A | The site is within the urban area of Shaw Heath, Knutsford and is adjacent to a garage, commercial uses and car wash. The site is also adjacent to the Council's recycling centre, which may impact on residential amenity (in respect of noise, smells |

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| Criteria | Category | Commentary |
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| | | <p>and other impacts) and could require further assessment and mitigation measures.</p> <p>Currently, there are commercial units immediately adjacent to the site and the nearest residential uses are across the main road which are relatively busy. In addition, there are unlikely to be any issues relating to large vehicles using the site as it is currently a lorry park.</p> <p>The site is within (2019) daytime noise levels 60 dB Laeq.16hr with respect of aircraft noise contours. Any site proposal would require further assessment and mitigation, secured via conditions, to address any impacts from aircraft noise.</p> |
| 6. Highways access? | G | There is an existing access road to the site from Mobberley Road. |
| 7. Highways impact? | G | It is considered that the proposal would not cause a significant highway issue, as the site is already used for waste recycling and access accommodates HGV's |
| 8. Heritage assets impact? | G | <p>There are no heritage assets within or in close proximity to the Site.</p> <p>The nearest heritage asset is the Site of St John's Church and surrounding Burial Ground (Scheduled Ancient Monument) which is located approximately 470m to the southwest. Located some 650m to the northeast is some Listed Building at Dukenfield Hall.</p> |
| 9. Flooding/drainage issues? | A | The site is located within flood zone 1 however; There are two small pockets of surface water flood risk in the centre on the site. The surface water flood risk map identifies the potential ponding of surface water during a 1 in 1000 year (Low Probability) Event. |
| 10. Ecology impact? | G | <p>GTTS 66 is within close proximity (within 850m) of Midland Meres and Mosses Phase 1 Ramsar (Tatton Meres SSSI). Potential impact pathways may therefore be hydrological, recreational pressures and/or air quality impacts. This site is also within 5km of both Rostherne Mere Ramsar and the Mere, Mere SSSI (constituent of Midlands Meres and Mosses Phase 1 Ramsar). Following the consideration of the site in the HRA document, it is unlikely that the development of a single site would have a significant impact and have been screened out in the assessment as having no likely significant effects in the HRA.</p> <p>The Site is brownfield and is in close proximity to</p> |

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| Criteria | Category | Commentary |
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| | | St John's Wood Local Wildlife Site.). No impacts on the Local Wildlife Site are anticipated. |
| 11. TPO's on/immediately adjacent? | G | There are no TPO's within and adjacent to the Site. |
| 12. In an AQMA? | G | The Site is not in an AQMA. |
| 13. In/adjacent to an area of mineral interest? | A | The site is within 250m of known mineral resource area for sand and gravel. Due to the size of the site development is not considered likely to impact on the wider mineral resource. |
| 14. Accessibility? | G | The majority of the criteria score green in respect of the accessibility assessment. The site meets the minimum standard (green) for 17 of the accessibility criteria but fails to meet the minimum standard (amber) for one criteria (child care facility) and significantly fails to meet the minimum standard (red) for three criteria (supermarket, secondary school and leisure facilities). |
| 15. Public transport frequency? | G | The closest train station is in Knutsford, located approximately 1.6km to the southwest. There are bus services in close proximity 88, 88A and 188. |
| 16. Brownfield/greenfield? | G | The Site is a brownfield site (Council depot) |
| 17. Agricultural land? | G | The Site is a mix of grade 3 and within the urban area. |
| 18. Contamination issues? | R | The site is brownfield and adjacent to a recycling centre. Shaw Heath landfill site. Known to be gassing and remedial measures in place. A ground gas risk assessment is likely to be required before any change of use. |
| 19. Employment land loss? | A | There is potential for the loss of employment land. The site would be allocated for Travelling Showperson use where there may be an element of a mix of uses on the site – to ensure the operation of machinery and rides on the site. |
| 20. Distance to existing employment areas? | G | The Site is within Shaw Heath Urban area. The Site is located within 500m of an existing employment site. |

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GTTS 67 Cledford Hall, Cledford Lane

- Considered through the Site Selection process for Gypsy and Traveller use

| Criteria | Category | Commentary |
|--|----------|---|
| 1. Economically viable? | G | The site is in the Council's ownership and is available for development. The site has previously had planning permission for 9 transit pitches and 1 permanent Wardens pitch (ref 14/5721C). |
| 2. Landscape impact? | A | <p>Cledford Lane comprises a dispersed settlement of individual and small groups of dwellings. The character of the area is rural in transition into a commercial / industrial area at the Midpoint 18 (Magnitude site). The site is located within an area of land allocated for employment uses in the Local Plan Strategy (LPS 44 – Midpoint 18 / Magnitude) The character of the area is therefore likely to change, over time, to commercial / industrial uses as the wider LPS 44 site is brought forward for development. In addition, the Middlewich Eastern Bypass (planning application reference 18/5833C) will impact on the character of the surrounding area, once constructed.</p> <p>This site is located to the north of Cledford Lane on an area of agricultural land currently that is bound to the west by Sanderson's Brook and valley, to the north and east by a number of large warehouses and to the north by the current truncated extent of Pochin Way. To the south of Cledford Lane is the wider open agricultural landscape. The site has no landscape designations, nor do any public rights of way cross the site.</p> <p>While agricultural in nature, the character of the site is strongly influenced by the adjacent warehouses and Cledford Lagoons to the west of the railway line.</p> <p>Mitigation measures will be required to minimise the visual impact of any future proposed use.</p> |
| 3. Settlement character and urban form impact? | G | The site is within the settlement boundary of Middlewich. |
| 4. Strategic Green Gap? | G | The site is not within the strategic green gap |
| 5. Compatible neighbouring uses? | A | The site is adjacent to employment uses accessed from E.R.F. Way. The proposed route of the Middlewich Eastern Bypass (planning application reference 18/5833C) will run along Cledford Lane. Additional employment uses |

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| Criteria | Category | Commentary |
|----------------------------|----------|---|
| | | could also come forward in and around the site in line with the wider site allocation in the Local Plan Strategy (LPS 44) Some form of mitigation may be required to minimise any amenity issues such as noise as there is likely to be an increase in activity within the site over and above the existing redundant farm use. Any visual, noise and pollution assessment of development should be undertaken with the assumption that the Middlewich Eastern Bypass is in situ and suitable screening / mitigation provided accordingly. |
| 6. Highways access? | A | Existing access can be achieved into the site and will need to be improved into the site. There is a distance of approximately 350 meters between the site and Faulkner Drive that has no footway or street lighting. However, part of the planning permission (reference 18/5833C) for the Middlewich Eastern Bypass, shown in Plan (Cycleway & Footway Provision - Sheet 3 of 5 BRJ10403-H-SK-020 P03) indicates improved footpath and cycleway provision along Cledford Lane. The discharge of conditions, in respect of phasing, for the Middlewich Eastern Bypass anticipates improvements to phase 6 (Cledford Lane and associated works) to be undertaken between winter 2020 – 2023, subject to progress with the compulsory purchase order (reference 19/5364D).The bypass is anticipated to be open in 2023. |
| 7. Highways impact? | A | No objection was raised to the previous planning application (14/5721C) subject to all internal roads and parking facilities being provided for prior to first occupation. No objection to the amount of traffic generated or highway safety was raised. In addition, the Middlewich Eastern Bypass (ref 18/5833c), once constructed, will facilitate improved access, along Cledford Lane also with improved connectivity to Junction 18 of the M6. |
| 8. Heritage assets impact? | G | The site was formerly occupied by 2 listed buildings – Cledford Hall Farm and Cledford Hall Barns, both listed Grade II. A catastrophic fire in 2012 ultimately led to the de-listing of the hall in July 2014. Further to severe deterioration in its condition, in October 2017, an application for listed building consent (ref 17/3198C) to demolish the Listed Barn was granted approval. The conditions have been discharged and the building has now been |

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| Criteria | Category | Commentary |
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| | | <p>removed along with the de-listed hall building.</p> <p>Consequently, there are now no heritage assets on site but it would be desirable to retain the gateposts at the site entrance, as a physical record of the previous heritage assets at the site</p> |
| 9. Flooding/drainage issues? | A | <p>The site is in Flood Zone 1. There are areas of Flood Zone 2& 3 to the west of the site along Sanderson's Brook.</p> <p>This site is located in close proximity to flood zone 3, consultation should be held with the Environment Agency for further information on the flood risk from this source. There is a small area of surface water flood risk to the north of the site, a suitable drainage system will be required to alleviate this flood flooding.</p> |
| 10. Ecology impact? | A | <p>Cledford Lime Beds Local Wildlife Site (LWS) is located 150m from the application site. The LWS is not anticipated to be affected by the allocation of this site.</p> <p>The site is more than 7.5km from the nearest European Site (Midland Meres and Mosses (Bagmere SSSI) Phase 1 Ramsar). No potential impact pathways were identified regarding any European site</p> <p>The previous planning application 14/5721C identifies the presence of hedgerows on site. Hedgerows are a priority habitat.</p> <p>A number of protected species are known to occur on the site and on land adjacent to this site. Mitigation and compensation strategies were agreed in respect of earlier planning applications at this site. Therefore it is likely that any impacts on protected species could be addressed through standard mitigation and compensation measures.</p> |
| 11. TPO's on/immediately adjacent? | G | There are no TPO trees on or immediately adjacent to the site. |
| 12. In an AQMA? | G | No part of the site is 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? | A | There is a mix of green, amber and red scores for this site. The site meets the minimum standards (green) for seven of the accessibility criteria but fails to meet the minimum standard (amber) for seven criteria (bus stop, post box, |

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| Criteria | Category | Commentary |
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| | | pharmacy, primary school, medical centre, leisure facilities, community centre) and significantly fails (red) to meet the minimum criteria for six criteria (railway station, open space, playground, outdoor sports, convenience store, secondary school). |
| 15. Public transport frequency? | R | Middlewich does not have a train station at this time. The closest bus route is the 37 / 37a / 37e route between Crewe – Sandbach – Middlewich – Northwich which runs along Cross Lane over 650 metres away. |
| 16. Brownfield/greenfield? | A | Mix of brownfield and greenfield elements |
| 17. Agricultural land? | A | Grade 3 |
| 18. Contamination issues? | G | No contamination concerns raised in relation to the previous application (ref 14/5721C). |
| 19. Employment land loss? | A | The proposal would not result in the direct loss of employment land. The site is within a significant area of land allocated for employment uses (LPS 44) in the Local Plan Strategy. |
| 20. Distance to existing employment areas? | G | The site is within 500m of an existing employment area. |

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GTTS 68 Land at Fir Farm, Brereton

- Considered through the Site Selection process for Travelling Showperson use

| Criteria | Category | Commentary |
|--|----------|---|
| 1. Economically viable? | G | The site is in single ownership and is being promoted through the call for sites process. |
| 2. Landscape impact? | A | <p>The site is within the Jodrell Bank Radio Telescope Consultation Zone.</p> <p>This site is located to the north of the A50 Newcastle Road at Brereton. The site is in an area that is largely agricultural and the site and surrounding land is within the open countryside. Fir Farm has been used for the storage of vehicles and containers and much of the site is no longer agricultural land, nevertheless there is still a network of hedgerows and hedgerow trees along the site boundaries.</p> <p>The site has no landscape designations, but Arclid Wood, a Site of Biological Importance (SBI) is adjacent to the site. Footpath 29 Brereton traverses the site and is a visual receptor.</p> <p>Mitigation measures are likely to be required to minimise the visual impact of any future proposed use. Any development would have to improve the existing landscape structure to assimilate the site into a wider context.</p> |
| 3. Settlement character and urban form impact? | R | The site does not adjoin a settlement and is located in the open countryside. |
| 4. Strategic Green Gap? | G | The site is not in a strategic green gap |
| 5. Compatible neighbouring uses? | A | There are existing residential and agricultural uses in close proximity to the site. There may be amenity issues in respect of the maintenance of equipment and other matters that require mitigation. |
| 6. Highways access? | A | <p>A new access is required into the site. The site has recently received planning approval (ref 18/2961C and conditions discharged ref 19/3093D) for a new highways access designed to accommodate large vehicles and provide improved visibility onto the A50 in both directions.</p> <p>There is a pedestrian footpath at the entrance of the site that runs along the A50 to Brereton Green.</p> |
| 7. Highways impact? | A | Planning application reference 18/2961C supports the creation of a new point of access |

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| Criteria | Category | Commentary |
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| | | <p>to serve the development. Movement of large vehicles to and from the storage site would be expected. The development is currently accessed from a substandard track from A50. This access also has substandard visibility as confirmed by the Strategic Infrastructure Manager. A public right of way also runs along the current access. While it also serves a number of dwellings. Delivery of the proposed new access (18/2961C) would provide improved visibility resulting in highway safety improvements.</p> <p>The implementation of the consented access would reduce conflict between pedestrians and vehicle, especially with regard the Public Right of Way.</p> |
| 8. Heritage assets impact? | A | <p>Tithe and early OS maps up to 1939 show buildings immediately to the west of the present Firs Farm complex. It is possible therefore that the buildings (or parts of them) were present before the early to mid 19th century. They could therefore hold local significance as non-designated heritage assets depending upon their level of intactness.</p> <p>To the south west of the site there are 2 grade II listed buildings: Tudor Cottage and Holly Cottage. The present access to the site lies immediately west of these heritage assets. Mature landscape within the gardens of these properties and at the south western corner of the main body of the proposed site, help to filter views between them and the site. The southern part of the existing Firs Farm site is relatively exposed however.</p> <p>The southern and south western boundaries of the site are defined by hedgerow, filtering views from the A50 to the south, whilst from the north existing landscape and buildings screens views of the site.</p> <p>The limb extending south from the main body of the site is assumed to be a new access. This could be an urbanising feature within the setting of the listed buildings.</p> <p>The proposal would only have a minor adverse effect upon the setting of the heritage assets provided that a robust landscaping scheme, providing for new native hedgerow and trees, was secured and the existing mature landscaping was retained. It will also be</p> |

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| Criteria | Category | Commentary |
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| | | <p>important to ensure control over urbanising features such as walls, gates and the design of ancillary outbuildings to maintain the rural setting of the listed buildings.</p> <p>If the existing buildings retain any historic merit as non-designated heritage assets, then it is important that the buildings are sensitively treated and re-used to protect remnant historic character and interest.</p> |
| 9. Flooding/drainage issues? | A | <p>The site is located within flood zone 1; however there is a significant flow path through part of the site. Any alterations or obstructions to this flow path would need to be modelled and managed appropriately.</p> <p>If any alterations to ordinary watercourses are proposed, the developer will be required to obtain formal consent under the Land Drainage Act 1991.</p> |
| 10. Ecology impact? | A | <p>Arclid Wood, a Site of Biological Importance (SBI) is adjacent to the site. The nearest statutory protected site is Bagmere Site of Special Scientific Interest (SSSI), which is part of the Midlands Mere and Mosses Phase 1 RAMSAR site. This lies 1.2km from the site to the north-west. The HRA has considered the potential implications of this site and determined that it is unlikely to have an effect on recreational or hydrological impacts due to a lack of downstream connectivity and the fact that Bagmere is not accessible to the public.</p> <p>The site lies within a SSSI Impact Risk Zone which lists certain types of development that may have a deleterious impact on the local protected sites. However, the HRA has concluded that the allocation of this site would not have an effect on the Meres and Mosses Phase 1 Ramsar (of which Bagmere SSSI is a part) and therefore the allocation of the site is similarly not likely to have an effect on the SSSI.</p> <p>There is potential for protected species to occur on site. The nearest pond is some distance away so impacts on great crested newts would be low. Bats and barn owl may occur within the existing buildings on site – impacts on these species could be compensated for using standard methods.</p> <p>Grassland habitats within the field facing onto the A50 have been surveyed and found to be of limited interest. The grassland habitats to the</p> |

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| Criteria | Category | Commentary |
|---|----------|---|
| | | north of the existing hard standing areas may be of value. A botanical survey would be required to determine this. If the grassland habitats are of value this would be difficult to compensate for unless an offsite site can be found for habitat creation. |
| 11. TPO's on/immediately adjacent? | A | There is a group of protected trees to the east of the site (Arclid Wood). |
| 12. In an AQMA? | G | The site is not in an AQMA |
| 13. In/adjacent to an area of mineral interest? | R | In a known mineral resource area for salt and silica sand, as well as being within 250m of a sand & gravel resource. Surface development at this location is not considered to have an impact on below ground salt mining. The site is within a large area promoted as an Area of Search for silica sand by a respondent to the Council's 2014 Call for Sites exercise. Development of 0.22ha of this site is not considered likely to impact on the wider mineral resource. |
| 14. Accessibility? | R | The majority of the criteria score red in respect of the accessibility assessment. The site meets the minimum standard (green) for one of the accessibility criteria but fails to meet the minimum standard (amber) for five of the criteria (bus stop, public park, primary school, public house, nursery) and significantly fails to meet the criteria for 14 of the criteria (open space, playground, public park, convenience store, supermarket, post box, post office, bank or cash machine, pharmacy, secondary school, medical centre, leisure facilities, community centre). |
| 15. Public transport frequency? | R | The site is over 700 m from the nearest bus stop (Arclid Crossroads) route 38 service between Crewe – Macclesfield (Via Sandbach / Congleton). |
| 16. Brownfield/greenfield? | A | Mix of brownfield / greenfield on the wider site |
| 17. Agricultural land? | A | Grade 3. It is not known whether this is grade 3a or grade 3b . |
| 18. Contamination issues? | A | The site is within 50 metres of a landfill site. There is potential for issues for permanent structures that would require additional assessment / mitigation. |
| 19. Employment land loss? | G | Proposal would not result in the loss of employment land. |

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| Criteria | Category | Commentary |
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| 20. Distance to existing employment areas? | R | Over 1,000m from an existing employment area. |

Appendix 5: Infrastructure Providers / Statutory Consultees Responses

| Consultee | GTTS 12 Railway Cottages | GTTS 13 Wybunbury Lane |
|--------------------|---|---|
| Historic England | No comment to make on the sites listed at this stage | |
| Environment Agency | Confirm that we have not identified particular sites of specific concern at this stage which would result in our objection to their allocation. In line with best practice, we ask that all site allocations are reviewed in line with local and national planning policy and relevant governing legislation. For developments within Flood Zone 2 /3 the sequential / exception test should be applied. It should also be noted that any development within vicinity of a main river should provide an 8-metre undeveloped buffer zone measure from bank top, this should be factored into assessing site feasibility. | |
| Sport England | No comment to make on the sites at this stage | |
| Natural England | <p>Designated Sites No IRZ triggered for designated sites.</p> <p>Priority Habitat There is no Priority Habitat within the site.</p> <p>Best and Most Versatile Land Provisional ALC Grade 3</p> | <p>Designated Sites No IRZ triggered for designated sites.</p> <p>Priority Habitat There is no Priority Habitat within the site.</p> <p>Best and Most Versatile Land Provisional ALC Grade 2</p> |
| National Grid | No comment to make at this stage | |
| United Utilities | <p>The site falls outside of the drainage area and is rural in nature therefore, infrastructure may be limited.</p> <p>United Utilities would like to specifically comment on the Gypsy and Traveller sites proposed for allocation. Further clarification on the number of pitches included on each proposed site would also be welcome, when known.</p> <p>-Site G&T 1, 4, 6 and 7 contain no wastewater network in the immediate area. Thought needs to be given to how these sites obtain a sewer connection (if needed) and can dispose of surface water in the most sustainable way.</p> | |

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| Consultee | GTTS 12 Railway Cottages | GTTS 13 Wybunbury Lane |
|---------------------------------------|---|------------------------|
| | <p>-Site TS 2 and option reference 30 (London Road) contains no water or wastewater network in the immediate area. Thought needs to be given to how these sites obtain a water supply or sewer connection (if needed) and can dispose of surface water in the most sustainable way.</p> <p>-Sites with option reference 13, 14, 15a, 15b, 19 and 64 contain no wastewater network in the immediate area. Thought needs to be given to how these sites obtain a sewer connection (if needed) and can dispose of surface water in the most sustainable way.</p> | |
| Cheshire Clinical Commissioning Group | <p>The impact of a number of potential sites is quite significant. Further details would be needed on the capacity of each site.</p> <p>In terms of the proposed Gypsy, Traveller and Travelling People sites; it is well documented that this demographic struggle to receive the appropriate care in a Primary Care setting and often have more complex and immediate health needs than permanent residents. It is requested that sites that are confirmed are advised to the CCG at an early stage in order to ensure the appropriate local pathways are in place to support and treat where necessary</p> | |
| Electricity North West | <p>Electricity North West - as each development takes place, they will be reviewed during the usual planning application process. Applicant should be advised to protect electrical apparatus and personnel working in its vicinity.</p> | |
| Public Rights Of Way team | <p>Each site should have detailed the requirement for high quality routes for active travel (walking and cycling), set within green infrastructure corridors where possible, to connect the site with key destinations or other routes. In addition, housing development sites should include local options of high quality routes for local leisure walking wherever possible.</p> | |
| Highways England | <p>Maintain that, based on the available evidence, there are no individual sites that should not be progressed to the next stage of consultation on the SADPD based on their anticipated impacts on the capacity and safety of the Strategic Road Network. Highways England recommend that during the lifetime of the Local Plan, a Transport Study is undertaken in order to monitor the performance of the Local Plan in its entirety on individual strategic road network junctions as the development sites come forward</p> | |

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| Consultee | GTTS 12 Railway Cottages | GTTS 13 Wybunbury Lane |
|-------------------------|--|------------------------|
| Natural Resources Wales | <p>Protected Sites: There is a need for all development to ensure the effective consideration of European site conservation objectives. As such, we recommend consultation with Natural England on the acceptability of the candidate sites.</p> <p>Protected Species: European Protected Species (EPS) are given the highest legal protection through British and European legislation. Where an EPS is present, a development may only proceed under an appropriate licence. We recommend consultation with Natural England on the acceptability of the candidate sites.</p> <p>Biosecurity and Invasive Non-Native Species: We would advocate that material provisions of design and access statements include consideration of INNS and biosecurity, during and post construction. We also advise that consideration is given to the Alien Invasive Species (Enforcement and Permitting) Order 2019.</p> <p>Water Framework Directive: We believe that the planning system has a fundamental role to play in helping achieve the objectives of the Water Framework Directive (2000/60/EC), not just in protecting waterbodies (i.e. no deterioration) but in providing enhancements to help achieve Good Status in the future.</p> <p>Foul Drainage: It is advised that Seven Trent or United Utilities are consulted to confirm that a public sewerage system is available to accommodate the proposed site allocations. Where there may be no public sewerage system available for any of the proposed site allocations, Environment Agency should be consulted to determine whether private sewerage facilities would be acceptable.</p> <p>Dee Water Protection Zone: Storage of substances within the Dee Water Protection Zone may need consent. Please see our website for details. The zone covers the English and Welsh catchment. Please note that NRW are the determining body for all applications. https://naturalresources.wales/guidance-and-advice/environmental-topics/water-management-and-quality/water-quality/dee-water-protection-zone/?lang=en</p> <p>Active Landfills/Historic Landfills: There may be human health issues with development close to landfills (i.e. from gas migration) which need to be considered; this is normally undertaken by the local authority environmental health teams.</p> <p>Flood Risk: We recommend you seek advice from Environment Agency to give specific detail on Flood Risk associated with the proposed sites.</p> | |

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| Consultee | GTTS 17 New Start Park |
|--------------------|--|
| Historic England | No comment to make on the sites listed at this stage |
| Environment Agency | Confirm that we have not identified particular sites of specific concern at this stage which would result in our objection to their allocation. In line with best practice, we ask that all site allocations are reviewed in line with local + national planning policy and relevant governing legislation. For developments within Flood Zone 2 /3 the sequential / exception test should be applied. It should also be noted that any development within vicinity of a main river should provide an 8-metre undeveloped buffer zone measure from bank top, this should be factored into assessing site feasibility. |
| Sport England | No comment to make on the sites at this stage |
| Natural England | <p>Designated Sites The site is located within 890m of Wimboldsley Wood SSSI. The eastern bank of the River Weaver and two steep sided valleys with a variety of woodland types. Particularly notable for an extensive wet area dominated by alder and crack willow. Also areas of scrub, unimproved neutral grassland, open water and a saliferous spring are included.</p> <p>It has potentially triggered the IRZ Discharges - 5. Any discharge of water or liquid waste of more than 20m³/day to ground (ie to seep away) or to surface water, such as a beck or stream (NB This does not include discharges to mains sewer which are unlikely to pose a risk at this location).</p> <p>Priority Habitat There is no Priority Habitat within the site.</p> <p>Best and Most Versatile Land Provisional ALC Grade 3</p> |
| National Grid | No comment to make at this stage |
| United Utilities | <p>Contains no water or wastewater network in the immediate area. Thought needs to be given to water supply, sewer connection and disposal of surface water in a sustainable way. Preference to not take this forward as an allocation, as it is in an unsustainable location.</p> <p>United Utilities would like to specifically comment on the Gypsy and Traveller sites proposed for allocation. Further clarification on the number of pitches included on each proposed site would also be welcome, when</p> |

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| Consultee | GTTS 17 New Start Park |
|---------------------------------------|--|
| | <p>known.</p> <p>-Site G&T 1, 4, 6 and 7 contain no wastewater network in the immediate area. Thought needs to be given to how these sites obtain a sewer connection (if needed) and can dispose of surface water in the most sustainable way.</p> <p>-Site TS 2 and option reference 30 (London Road) contains no water or wastewater network in the immediate area. Thought needs to be given to how these sites obtain a water supply or sewer connection (if needed) and can dispose of surface water in the most sustainable way.</p> <p>-Sites with option reference 13, 14, 15a, 15b, 19 and 64 contain no wastewater network in the immediate area. Thought needs to be given to how these sites obtain a sewer connection (if needed) and can dispose of surface water in the most sustainable way.</p> |
| Cheshire Clinical Commissioning Group | <p>The impact of a number of potential sites is quite significant. Further details would be need on the capacity of each site.</p> <p>In terms of the proposed Gypsy, Traveller and Travelling People sites; it is well documented that this demographic struggle to receive the appropriate care in a Primary Care setting and often have more complex and immediate health needs than permanent residents. It is requested that sites that are confirmed are advised to the CCG at an early stage in order to ensure the appropriate local pathways are in place to support and treat where necessary</p> |
| Electricity North West | <p>As each development takes place, they will be reviewed during the usual planning application process. Applicant should be advised to protect electrical apparatus and personnel working in its vicinity.</p> |
| Public Rights Of Way team | <p>Each site should have detailed the requirement for high quality routes for active travel (walking and cycling), set within green infrastructure corridors where possible, to connect the site with key destinations or other routes. In addition, housing development sites should include local options of high quality routes for local leisure walking</p> |

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| Consultee | GTTS 17 New Start Park |
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| | wherever possible. |
| Highways England | Maintain that, based on the available evidence, there are no individual sites that should not be progressed to the next stage of consultation on the SADPD based on their anticipated impacts on the capacity and safety of the Strategic Road Network. Highways England recommend that during the lifetime of the Local Plan, a Transport Study is undertaken in order to monitor the performance of the Local Plan in its entirety on individual strategic road network junctions as the development sites come forward |
| Natural Resources Wales | <p>Protected Sites: There is a need for all development to ensure the effective consideration of European site conservation objectives. As such, we recommend consultation with Natural England on the acceptability of the candidate sites.</p> <p>Protected Species: European Protected Species (EPS) are given the highest legal protection through British and European legislation. Where an EPS is present, a development may only proceed under an appropriate licence. We recommend consultation with Natural England on the acceptability of the candidate sites.</p> <p>Biosecurity and Invasive Non-Native Species: We would advocate that material provisions of design and access statements include consideration of INNS and biosecurity, during and post construction. We also advise that consideration is given to the Alien Invasive Species (Enforcement and Permitting) Order 2019.</p> <p>Water Framework Directive: We believe that the planning system has a fundamental role to play in helping achieve the objectives of the Water Framework Directive (2000/60/EC), not just in protecting waterbodies (i.e. no deterioration) but in providing enhancements to help achieve Good Status in the future.</p> <p>Foul Drainage: It is advised that Seven Trent or United Utilities are consulted to confirm that a public sewerage system is available to accommodate the proposed site allocations. Where there may be no public sewerage system available for any of the proposed site allocations, Environment Agency should be consulted to determine whether private sewerage facilities would be acceptable.</p> <p>Dee Water Protection Zone: Storage of substances within the Dee Water Protection Zone may need consent. Please see our website for details. The zone covers the English and Welsh catchment. Please note that NRW are the determining body for all applications. https://naturalresources.wales/guidance-and-advice/environmental-topics/water-management-and-quality/water-quality/dee-water-protection-zone/?lang=en</p> <p>Active Landfills/Historic Landfills: There may be human health issues with development close to landfills (i.e. from gas migration) which need to be considered; this is normally undertaken by the local authority environmental health teams.</p> <p>Flood Risk: We recommend you seek advice from Environment Agency to give specific detail on Flood Risk</p> |

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| Consultee | GTTS 17 New Start Park |
| | associated with the proposed sites. |

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| Consultee | GTTS 30 London Road | GTTS 31 Coppenhall Moss |
|--------------------|--|--|
| Historic England | No comment to make on the sites at this stage | |
| Environment Agency | Confirm that we have not identified particular sites of specific concern at this stage which would result in our objection to their allocation. In line with best practice, we ask that all site allocations are reviewed in line with local + national planning policy and relevant governing legislation. For developments within Flood Zone 2 /3 the sequential / exception test should be applied. It should also be noted that any development within vicinity of a main river should provide an 8-metre undeveloped buffer zone measure from bank top, this should be factored into assessing site feasibility. | |
| Sport England | No comment to make on the sites at this stage | |
| Natural England | <p>Designated Sites The site is located within 3400m of Betley Mere SSSI which forms part of the Midland Meres and Mosses Ramsar which is a nationally important series of open water and peatland sites. It has potentially triggered the IRZ for Discharges - 5. Any discharge of water or liquid waste of more than 20m³/day to ground (ie to seep away) or to surface water, such as a beck or stream (NB This does not include discharges to mains sewer which are unlikely to pose a risk at this location).</p> <p>Priority Habitat There is no Priority Habitat within the site.</p> <p>Best and Most Versatile Land Provisional ALC Grade 2</p> | <p>Designated Sites Sandbach Flashes SSSI (approx. 1.17km from proposed site) IRZs triggered: Discharges - 4. Any discharge of water or liquid waste of more than 5m³/day to ground (i.e. to seep away) or to surface water, such as a beck or stream (NB This does not include discharges to mains sewer which are unlikely to pose a risk at this location). Rural Residential - 2. Any residential development of 10 or more houses outside existing settlements/urban areas.</p> <p>Priority Habitat There is no Priority Habitat within the site.</p> <p>Best and Most Versatile Land Provisional ALC Urban</p> |

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| Consultee | GTTS 30 London Road | GTTS 31 Coppenhall Moss |
|---------------------------------------|---|-------------------------|
| National Grid | No comment to make at this stage | |
| Cheshire Clinical Commissioning Group | <p>The impact of a number of potential sites is quite significant. Further details would be need on the capacity of each site.</p> <p>In terms of the proposed Gypsy, Traveller and Travelling People sites; it is well documented that this demographic struggle to receive the appropriate care in a Primary Care setting and often have more complex and immediate health needs than permanent residents. It is requested that sites that are confirmed are advised to the CCG at an early stage in order to ensure the appropriate local pathways are in place to support and treat where necessary</p> | |
| Electricity North West | As each development takes place, they will be reviewed during the usual planning application process. Applicant should be advised to protect electrical apparatus and personnel working in its vicinity. | |
| Public Rights Of Way team | Each site should have detailed the requirement for high quality routes for active travel (walking and cycling), set within green infrastructure corridors where possible, to connect the site with key destinations or other routes. In addition, housing development sites should include local options of high quality routes for local leisure walking wherever possible. | |
| Highways England | Maintain that, based on the available evidence, there are no individual sites that should not be progressed to the next stage of consultation on the SADPD based on their anticipated impacts on the capacity and safety of the Strategic Road Network. Highways England recommend that during the lifetime of the Local Plan, a Transport Study is undertaken in order to monitor the performance of the Local Plan in its entirety on individual strategic road network junctions as the development sites come forward | |
| Natural Resources Wales | <p>Protected Sites: There is a need for all development to ensure the effective consideration of European site conservation objectives. As such, we recommend consultation with Natural England on the acceptability of the candidate sites.</p> <p>Protected Species: European Protected Species (EPS) are given the highest legal protection through British and European legislation. Where an EPS is present, a development may only proceed under an appropriate licence. We recommend consultation with Natural England on the acceptability of the candidate sites.</p> <p>Biosecurity and Invasive Non-Native Species: We would advocate that material provisions of design and</p> | |

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| Consultee | GTTS 30 London Road | GTTS 31 Coppenhall Moss |
|------------------|---|-------------------------|
| | <p>access statements include consideration of INNS and biosecurity, during and post construction. We also advise that consideration is given to the Alien Invasive Species (Enforcement and Permitting) Order 2019.</p> <p>Water Framework Directive: We believe that the planning system has a fundamental role to play in helping achieve the objectives of the Water Framework Directive (2000/60/EC), not just in protecting waterbodies (i.e. no deterioration) but in providing enhancements to help achieve Good Status in the future.</p> <p>Foul Drainage: It is advised that Seven Trent or United Utilities are consulted to confirm that a public sewerage system is available to accommodate the proposed site allocations. Where there may be no public sewerage system available for any of the proposed site allocations, Environment Agency should be consulted to determine whether private sewerage facilities would be acceptable.</p> <p>Dee Water Protection Zone: Storage of substances within the Dee Water Protection Zone may need consent. Please see our website for details. The zone covers the English and Welsh catchment. Please note that NRW are the determining body for all applications. https://naturalresources.wales/guidance-and-advice/environmental-topics/water-management-and-quality/water-quality/dee-water-protection-zone/?lang=en</p> <p>Active Landfills/Historic Landfills: There may be human health issues with development close to landfills (i.e. from gas migration) which need to be considered; this is normally undertaken by the local authority environmental health teams.</p> <p>Flood Risk: We recommend you seek advice from Environment Agency to give specific detail on Flood Risk associated with the proposed sites.</p> | |
| United Utilities | <p>United Utilities would like to specifically comment on the Gypsy and Traveller sites proposed for allocation. Further clarification on the number of pitches included on each proposed site would also be welcome, when known.</p> <ul style="list-style-type: none"> -Site G&T 1, 4, 6 and 7 contain no wastewater network in the immediate area. Thought needs to be given to how these sites obtain a sewer connection (if needed) and can dispose of surface water in the most sustainable way. -Site TS 2 and option reference 30 (London Road) contains no water or wastewater network in the immediate area. Thought needs to be given to how these sites obtain a water supply or sewer connection (if needed) and can dispose of surface water in the most sustainable way. -Sites with option reference 13, 14, 15a, 15b, 19 and 64 contain no wastewater network in the immediate area. Thought needs to be given to how these sites obtain a sewer connection (if needed) and can dispose of surface water in the most sustainable way. | |

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| Consultee | GTTS 64 Arclid Depot | GTTS 66 Lorry Park, Mobberley Road, Knutsford |
|--------------------|--|--|
| Historic England | No comment to make on the sites at this stage | |
| Environment Agency | <p>Located near or on historic landfill. Any proposed allocation should ensure appropriate drainage and check for gassing with environmental protection team.</p> <p>Confirm that we have not identified particular sites of specific concern at this stage which would result in our objection to their allocation. In line with best practice, we ask that all site allocations are reviewed in line with local + national planning policy and relevant governing legislation. For developments within Flood Zone 2 /3 the sequential / exception test should be applied. It should also be noted that any development within vicinity of a main river should provide an 8-metre undeveloped buffer zone measure from bank top, this should be factored into assessing site feasibility.</p> | <p>Located near or on historic landfill. Any proposed allocation should ensure appropriate drainage and check for gassing with environmental protection team.</p> <p>Confirm that we have not identified particular sites of specific concern at this stage which would result in our objection to their allocation. In line with best practice, we ask that all site allocations are reviewed in line with local + national planning policy and relevant governing legislation. For developments within Flood Zone 2 /3 the sequential / exception test should be applied. It should also be noted that any development within vicinity of a main river should provide an 8-metre undeveloped buffer zone measure from bank top, this should be factored into assessing site feasibility.</p> |
| Sport England | No comment to make on the sites at this stage | <p>Site directly adjoins a playing field. Beware of the prejudicial impact that can occur from beyond the boundaries of the playing field site itself. Consideration should be given to protecting the integrity of the playing field for sport by consideration given to boundary fencing and safeguarding access to the site for sport in perpetuity. Should the playing field site be identified in the recent playing pitch strategy for further investment, consideration should be given to any relevant recommendations and the potential impact of new residential accommodation on the land adjoining.</p> <p>There are informal goal posts to the south of the proposed site therefore any future development should ensure that it does not</p> |

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| Consultee | GTTS 64 Arclid Depot | GTTS 66 Lorry Park, Mobberley Road, Knutsford |
|-----------------|--|---|
| | | prejudice the future use of the playing field. |
| Natural England | <p>Designated Sites The site is located within 6.8km from Sandbach FlashesSSSI which is notified for physiographical and biological importance. It consists of a series of pools. It has potentially triggered the IRZ for Discharges - 5. Any discharge of water or liquid waste of more than 20m³/day to ground (ie to seep away) or to surface water, such as a beck or stream (NB This does not include discharges to mains sewer which are unlikely to pose a risk at this location).</p> <p>Priority Habitat Deciduous woodland is located within the site. Deciduous Woodland is a Priority Habitats listed under Section 41 the Natural Environmental and Rural Communities (NERC) Act 2006 and hence of national importance. The NPPF states:</p> <p>“To minimise impacts on biodiversity and geodiversity, planning policies should:</p> <p>promote the preservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations...” (NPPF: 117).</p> <p>Best and Most Versatile Land Provisional ALC Grade 3</p> | <p>Designated Sites No IRZ triggered for designated sites.</p> <p>Priority Habitat There is no Priority Habitat within the site.</p> <p>Best and Most Versatile Land Provisional ALC Grade 3</p> |

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| Consultee | GTTS 64 Arclid Depot | GTTS 66 Lorry Park, Mobberley Road, Knutsford |
|---------------------------------------|---|--|
| National Grid | No comment to make at this stage | |
| Cheshire Clinical Commissioning Group | <p>In terms of the proposed Gypsy, Traveller and Travelling People sites; it is well documented that this demographic struggle to receive the appropriate care in a Primary Care setting and often have more complex and immediate health needs than permanent residents. It is requested that sites that are confirmed are advised to the CCG at an early stage in order to ensure the appropriate local pathways are in place to support and treat where necessary</p> | <p>Currently, there is one GP practice located meters from this site. The practice would not have the capacity to take on the needs of this group and therefore would need allocation of resources to support practice infrastructure and estates / premises.</p> <p>In terms of the proposed Gypsy, Traveller and Travelling People sites; it is well documented that this demographic struggle to receive the appropriate care in a Primary Care setting and often have more complex and immediate health needs than permanent residents. It is requested that sites that are confirmed are advised to the CCG at an early stage in order to ensure the appropriate local pathways are in place to support and treat where necessary</p> |
| United Utilities | <p>United Utilities would like to specifically comment on the Gypsy and Traveller sites proposed for allocation. Further clarification on the number of pitches included on each proposed site would also be welcome, when known.</p> <ul style="list-style-type: none"> -Site G&T 1, 4, 6 and 7 contain no wastewater network in the immediate area. Thought needs to be given to how these sites obtain a sewer connection (if needed) and can dispose of surface water in the most sustainable way. -Site TS 2 and option reference 30 (London Road) contains no water or wastewater network in the immediate area. Thought needs to be given to how these sites obtain a water supply or sewer connection (if needed) and can dispose of surface water in the most sustainable way. -Sites with option reference 13, 14, 15a, 15b, 19 and 64 contain no wastewater network in the immediate area. Thought needs to be given to how these sites obtain a sewer connection (if needed) and can dispose of surface water in the most sustainable way. | |
| Electricity North West | As each development takes place, they will be reviewed during the usual planning application process. Applicant should be advised to protect electrical apparatus and personnel working in its vicinity. | |
| Public Rights Of Way team | Each site should have detailed the requirement for high quality routes for active travel (walking and cycling), set within green infrastructure corridors where possible, to connect the site with key destinations or other routes. In addition, housing development sites should include local options of high quality routes for local leisure walking | |

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| Consultee | GTTS 64 Arclid Depot | GTTS 66 Lorry Park, Mobberley Road, Knutsford |
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| | wherever possible. | |
| Highways England | Maintain that, based on the available evidence, there are no individual sites that should not be progressed to the next stage of consultation on the SADPD based on their anticipated impacts on the capacity and safety of the Strategic Road Network. Highways England recommend that during the lifetime of the Local Plan, a Transport Study is undertaken in order to monitor the performance of the Local Plan in its entirety on individual strategic road network junctions as the development sites come forward | |
| Natural Resources Wales | <p>Protected Sites: There is a need for all development to ensure the effective consideration of European site conservation objectives. As such, we recommend consultation with Natural England on the acceptability of the candidate sites.</p> <p>Protected Species: European Protected Species (EPS) are given the highest legal protection through British and European legislation. Where an EPS is present, a development may only proceed under an appropriate licence. We recommend consultation with Natural England on the acceptability of the candidate sites.</p> <p>Biosecurity and Invasive Non-Native Species: We would advocate that material provisions of design and access statements include consideration of INNS and biosecurity, during and post construction. We also advise that consideration is given to the Alien Invasive Species (Enforcement and Permitting) Order 2019.</p> <p>Water Framework Directive: We believe that the planning system has a fundamental role to play in helping achieve the objectives of the Water Framework Directive (2000/60/EC), not just in protecting waterbodies (i.e. no deterioration) but in providing enhancements to help achieve Good Status in the future.</p> <p>Foul Drainage: It is advised that Seven Trent or United Utilities are consulted to confirm that a public sewerage system is available to accommodate the proposed site allocations. Where there may be no public sewerage system available for any of the proposed site allocations, Environment Agency should be consulted to determine whether private sewerage facilities would be acceptable.</p> <p>Dee Water Protection Zone: Storage of substances within the Dee Water Protection Zone may need consent. Please see our website for details. The zone covers the English and Welsh catchment. Please note that NRW are the determining body for all applications. https://naturalresources.wales/guidance-and-advice/environmental-topics/water-management-and-quality/water-quality/dee-water-protection-zone/?lang=en</p> <p>Active Landfills/Historic Landfills: There may be human health issues with development close to landfills (i.e. from gas migration) which need to be considered; this is normally undertaken by the local authority environmental health teams.</p> <p>Flood Risk: We recommend you seek advice from Environment Agency to give specific detail on Flood Risk</p> | |

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| Consultee | GTTS 64 Arclid Depot | GTTS 66 Lorry Park, Mobberley Road, Knutsford |
| | associated with the proposed sites. | |

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| Consultee | GTTS 15a Three Oakes Caravan Park | GTTS 15b Three Oakes Caravan Park | GTTS 67 Cledford Hall |
|---------------------------------------|---|--|--|
| Historic England | Historic England does not object to the proposed allocation of GTTS 15a but would require a reference to the heritage impact assessment within the policy. | | In October 2017, an application for listed building consent to demolish the listed barn was granted approval. The conditions have been discharged and the building has now been removed along with the de-listed hall building. Given there are no actual buildings on the site then you would not need to do a Heritage Impact Assessment for the site but should ensure that the appropriate historic records reflect the delisted status of the site. |
| Environment Agency | Confirm that we have not identified particular sites of specific concern at this stage which would result in our objection to their allocation. In line with best practice, we ask that all site allocations are reviewed in line with local + national planning policy and relevant governing legislation. For developments within Flood Zone 2 /3 the sequential / exception test should be applied. It should also be noted that any development within vicinity of a main river should provide an 8-metre undeveloped buffer zone measure from bank top, this should be factored into assessing site feasibility. | | |
| Sport England | No specific comment on this site | | |
| Cheshire Clinical Commissioning Group | <p>The impact of a number of potential sites is quite significant. Further details would be need on the capacity of each site.</p> <p>In terms of the proposed Gypsy, Traveller and Travelling People sites; it is well documented that this demographic struggle to receive the appropriate care in a Primary Care setting and often have more complex and immediate health needs than permanent residents. It is requested that sites that are confirmed are advised to the CCG at an early stage in order to ensure the appropriate local pathways are in place to support and treat where necessary</p> | | |
| Natural England | Designated Sites - The allocation is 300m from Sandbach Flashes SSSI which is notified for physiographical and | Designated Sites - The allocation is 300m from Sandbach Flashes SSSI which is notified for physiographical and biological importance. It | Designated sites - The allocation is approx. 1500m from Sandbach Flashes SSSI which is notified for physiographical and biological importance. It consists of a series of pools. Several of the flashes are |

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| Consultee | GTTS 15a Three Oakes Caravan Park | GTTS 15b Three Oakes Caravan Park | GTTS 67 Cledford Hall |
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| | <p>biological importance. It consists of a series of pools. Several of the flashes are important for breeding birds and also support large numbers of wildfowl and waders as migrants and winter residents. Wigeon Anas penelope (200), teal Anas crecca (500), lapwing Vanellus vanellus (500), snipe Gallinago gallinago (200) and curlew Numeius arquata (50) are regularly recorded. It has triggered the IRZ for all applications. Best and Most Versatile Land Unknown Priority Habitat None</p> | <p>consists of a series of pools. Several of the flashes are important for breeding birds and also support large numbers of wildfowl and waders as migrants and winter residents. Wigeon Anas penelope (200), teal Anas crecca (500), lapwing Vanellus vanellus (500), snipe Gallinago gallinago (200) and curlew Numeius arquata (50) are regularly recorded. It has triggered the IRZ for all applications. Best and Most Versatile Land Unknown Priority Habitat None</p> | <p>important for breeding birds and also support large numbers of wildfowl and waders as migrants and winter residents. Wigeon Anas penelope (200), teal Anas crecca (500), lapwing Vanellus vanellus (500), snipe Gallinago gallinago (200) and curlew Numeius arquata (50) are regularly recorded. The IRZ has triggered for Residential - 4. Residential development of 50 units or more. Rural Residential - 2. Any residential development of 10 or more houses outside existing settlements/urban areas. Best and Most Versatile Land Unknown Priority Habitat None</p> |
| Electricity North West | <p>As each development takes place, they will be reviewed during the usual planning application process. Applicant should be advised to protect electrical apparatus and personnel working in its vicinity.</p> | | |
| Public Rights Of Way team | <p>Each site should have detailed the requirement for high quality routes for active travel (walking and cycling), set within green infrastructure corridors where possible, to connect the site with key destinations or other routes. In addition, housing development sites should include local options of high quality routes for local leisure walking wherever possible.</p> | | |
| Highways England | <p>Maintain that, based on the available evidence, there are no individual sites that should not be progressed to the next stage of consultation on the SADPD based on their anticipated impacts on the capacity and safety of the Strategic Road Network. Highways England recommend that during the lifetime of the Local Plan, a Transport Study is undertaken in order to monitor the performance of the Local Plan in its entirety on individual strategic road network junctions as the development sites come forward</p> | | |
| Natural Resources | <p>Protected Sites: There is a need for all development to ensure the effective consideration of European site</p> | | |

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| Consultee | GTTS 15a Three Oakes Caravan Park | GTTS 15b Three Oakes Caravan Park | GTTS 67 Cledford Hall |
|------------------|--|-----------------------------------|-----------------------|
| Wales | <p>conservation objectives. As such, we recommend consultation with Natural England on the acceptability of the candidate sites.</p> <p>Protected Species: European Protected Species (EPS) are given the highest legal protection through British and European legislation. Where an EPS is present, a development may only proceed under an appropriate licence. We recommend consultation with Natural England on the acceptability of the candidate sites.</p> <p>Biosecurity and Invasive Non-Native Species: We would advocate that material provisions of design and access statements include consideration of INNS and biosecurity, during and post construction. We also advise that consideration is given to the Alien Invasive Species (Enforcement and Permitting) Order 2019.</p> <p>Water Framework Directive: We believe that the planning system has a fundamental role to play in helping achieve the objectives of the Water Framework Directive (2000/60/EC), not just in protecting waterbodies (i.e. no deterioration) but in providing enhancements to help achieve Good Status in the future.</p> <p>Foul Drainage: It is advised that Seven Trent or United Utilities are consulted to confirm that a public sewerage system is available to accommodate the proposed site allocations. Where there may be no public sewerage system available for any of the proposed site allocations, Environment Agency should be consulted to determine whether private sewerage facilities would be acceptable.</p> <p>Dee Water Protection Zone: Storage of substances within the Dee Water Protection Zone may need consent. Please see our website for details. The zone covers the English and Welsh catchment. Please note that NRW are the determining body for all applications. https://naturalresources.wales/guidance-and-advice/environmental-topics/water-management-and-quality/water-quality/dee-water-protection-zone/?lang=en</p> <p>Active Landfills/Historic Landfills: There may be human health issues with development close to landfills (i.e. from gas migration) which need to be considered; this is normally undertaken by the local authority environmental health teams.</p> <p>Flood Risk: We recommend you seek advice from Environment Agency to give specific detail on Flood Risk associated with the proposed sites.</p> | | |
| United Utilities | <p>United Utilities would like to specifically comment on the Gypsy and Traveller sites proposed for allocation. Further clarification on the number of pitches included on each proposed site would also be welcome, when known.</p> <ul style="list-style-type: none"> -Site G&T 1, 4, 6 and 7 contain no wastewater network in the immediate area. Thought needs to be given to how these sites obtain a sewer connection (if needed) and can dispose of surface water in the most sustainable way. -Site TS 2 and option reference 30 (London Road) contains no water or wastewater network in the | | |

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| Consultee | GTTS 15a Three Oakes Caravan Park | GTTS 15b Three Oakes Caravan Park | GTTS 67 Cledford Hall |
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| | <p>immediate area. Thought needs to be given to how these sites obtain a water supply or sewer connection (if needed) and can dispose of surface water in the most sustainable way.</p> <p>-Sites with option reference 13, 14, 15a, 15b, 19 and 64 contain no wastewater network in the immediate area. Thought needs to be given to how these sites obtain a sewer connection (if needed) and can dispose of surface water in the most sustainable way.</p> | | |

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| Consultee | GTTS 68 Land at Firs Farm, Brereton | GTTS 14 – the Oakes, Mill Lane, Smallwood | GTTS 19, The old brick works site, Newcastle Road, A50 |
|---------------------------------------|---|---|---|
| Historic England | Potentially developable but will require a Heritage Impact Assessment due to a Grade II heritage asset near to the site. | No heritage impacts identified | No heritage impacts identified |
| Environment Agency | Confirm that we have not identified particular sites of specific concern at this stage which would result in our objection to their allocation. In line with best practice, we ask that all site allocations are reviewed in line with local + national planning policy and relevant governing legislation. For developments within Flood Zone 2 /3 the sequential / exception test should be applied. It should also be noted that any development within vicinity of a main river should provide an 8-metre undeveloped buffer zone measure from bank top, this should be factored into assessing site feasibility. | No comment received | No comment received |
| Natural England | Designated sites - Does not trigger an impact risk zone. Best and Most Versatile Land – Unknown. Priority Habitat - None | Designated sites None triggered Best and Most Versatile Land Unknown Priority Habitat None | Designated sites None triggered Best and Most Versatile Land Unknown Priority Habitat None |
| National Grid | No specific comment on this site | | |
| Sport England | No specific comment regarding this site | | |
| Cheshire Clinical Commissioning Group | <p>The impact of a number of potential sites is quite significant. Further details would be need on the capacity of each site.</p> <p>In terms of the proposed Gypsy, Traveller and Travelling People sites; it is well documented that this demographic struggle to receive the appropriate care in a Primary Care setting and often have more complex and immediate health needs than permanent residents. It is requested that sites that are confirmed are advised to the CCG at an early stage in order to ensure the appropriate local pathways are in place to support</p> | | |

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| Consultee | GTTS 68 Land at Firs Farm, Brereton | GTTS 14 – the Oakes, Mill Lane, Smallwood | GTTS 19, The old brick works site, Newcastle Road, A50 |
|---------------------------|---|---|--|
| | and treat where necessary | | |
| Electricity North West | As each development takes place, they will be reviewed during the usual planning application process. Applicant should be advised to protect electrical apparatus and personnel working in its vicinity. | No comment received | No comment received |
| Public Rights Of Way team | Each site should have detailed the requirement for high quality routes for active travel (walking and cycling), set within green infrastructure corridors where possible, to connect the site with key destinations or other routes. In addition, housing development sites should include local options of high quality routes for local leisure walking wherever possible. | | |
| Highways England | Maintain that, based on the available evidence, there are no individual sites that should not be progressed to the next stage of consultation on the SADPD based on their anticipated impacts on the capacity and safety of the Strategic Road Network. Highways England recommend that during the lifetime of the Local Plan, a Transport Study is undertaken in order to monitor the performance of the Local Plan in its entirety on individual strategic road network junctions as the development sites come forward | | |
| Natural Resources Wales | <p>Protected Sites: There is a need for all development to ensure the effective consideration of European site conservation objectives. As such, we recommend consultation with Natural England on the acceptability of the candidate sites.</p> <p>Protected Species: European Protected Species (EPS) are given the highest legal protection through British and European legislation. Where an EPS is present, a development may only proceed under an appropriate licence. We recommend consultation with Natural England on the acceptability of the candidate sites.</p> <p>Biosecurity and Invasive Non-Native Species: We would advocate that material provisions of design and access statements include consideration of INNS and biosecurity, during and post construction. We also advise that consideration is given to the Alien Invasive Species (Enforcement and Permitting) Order 2019.</p> <p>Water Framework Directive: We believe that the planning system has a fundamental role to play in helping achieve the objectives of the Water Framework Directive (2000/60/EC), not just in protecting waterbodies (i.e. no deterioration) but in providing enhancements to help achieve Good Status in the future.</p> <p>Foul Drainage: It is advised that Seven Trent or United Utilities are consulted to confirm that a public sewerage system is available to accommodate the proposed site allocations. Where there may be no public sewerage system available for any of the proposed site allocations, Environment Agency should be consulted to determine whether private sewerage facilities would be acceptable.</p> | | |

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| Consultee | GTTS 68 Land at Firs Farm, Brereton | GTTS 14 – the Oakes, Mill Lane, Smallwood | GTTS 19, The old brick works site, Newcastle Road, A50 |
|------------------|---|---|--|
| | <p>Dee Water Protection Zone: Storage of substances within the Dee Water Protection Zone may need consent. Please see our website for details. The zone covers the English and Welsh catchment. Please note that NRW are the determining body for all applications. https://naturalresources.wales/guidance-and-advice/environmental-topics/water-management-and-quality/water quality/dee-water-protection-zone/?lang=en</p> <p>Active Landfills/Historic Landfills: There may be human health issues with development close to landfills (i.e. from gas migration) which need to be considered; this is normally undertaken by the local authority environmental health teams.</p> <p>Flood Risk: We recommend you seek advice from Environment Agency to give specific detail on Flood Risk associated with the proposed sites.</p> | | |
| United Utilities | <p>United Utilities would like to specifically comment on the Gypsy and Traveller sites proposed for allocation. Further clarification on the number of pitches included on each proposed site would also be welcome, when known.</p> <ul style="list-style-type: none"> -Site G&T 1, 4, 6 and 7 contain no wastewater network in the immediate area. Thought needs to be given to how these sites obtain a sewer connection (if needed) and can dispose of surface water in the most sustainable way. -Site TS 2 and option reference 30 (London Road) contains no water or wastewater network in the immediate area. Thought needs to be given to how these sites obtain a water supply or sewer connection (if needed) and can dispose of surface water in the most sustainable way. -Sites with option reference 13, 14, 15a, 15b, 19 and 64 contain no wastewater network in the immediate area. Thought needs to be given to how these sites obtain a sewer connection (if needed) and can dispose of surface water in the most sustainable way. | | |

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Appendix 6: Heritage Impact Assessments

HIA GTTS 15 Three Oakes Caravan Park, Booth Lane, Middlewich

| Heritage asset | Contribution that this site makes to the significance of the heritage asset | Impact that the loss of this site and its subsequent development might have upon the significance of the asset. | How might any harm be removed or reduced? | Impact that the loss of this site and its subsequent development might have on the significance of the asset with mitigation measures in place. | Conclusions. |
|--|---|---|---|---|--|
| <p>Trent and Mersey Canal Conservation Area CA designated 1992. No CA Appraisal has been prepared. The canal/CA meanders through the district on an approximate NW-SE axis from Dutton to Kidsgrove. The Trent and Mersey Canal is a 93.5 miles in total. It was built to enable transportation of manufactured goods between the industrial areas and the port adjacent to the two rivers. It is mostly a "narrow canal". It opened in 1771 and was designed and built</p> | <p>Along its route, the canal passes through urban, rural and urban-fringe areas. In the vicinity of the site, the setting of the CA is very mixed, with small groups of cottages/houses, spread out in a mostly flat agricultural area, although there are also some large industrial (salt) units which dominate the landscape. The site is outside the CA and separated from it by: a wedge of land (Plots 107 and 108 on 1841 Tithe Map), substantial hawthorn hedges and</p> | <p>As the site is substantially separated from the CA by distance, vegetation, existing structures and the road, it makes minimal contribution to the setting and significance of the CA. In any event, the development of the site with approx 24 gypsy and traveller pitches would be visually very similar to the current use of the site and the adjacent site as a caravan park. The proposed development would cause No Meaningful Change to the setting or</p> | <p>As the development would cause no harm to the heritage asset or its setting, there is no need to remove or reduce the harm. However, a strip of soft landscaping with indigenous species of trees and shrubs along the E boundary of the site, as required by previous permission (ref 14/5108C), would further screen the site from the CA.</p> | <p>With the additional landscaping in place, the proposed development would cause No Change to the significance and setting of the CA</p> | <p>The development of the site as proposed with the additional landscaping in place would have a Neutral impact on the significance and setting of the Trent and Mersey Canal CA</p> |

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| Heritage asset | Contribution that this site makes to the significance of the heritage asset | Impact that the loss of this site and its subsequent development might have upon the significance of the asset. | How might any harm be removed or reduced? | Impact that the loss of this site and its subsequent development might have on the significance of the asset with mitigation measures in place. | Conclusions. |
|---|---|---|---|---|--------------|
| <p>by James Brindles. Josiah Wedgwood was a principle promoter. The CA is mostly restricted to the canal itself, the towpath, tunnels, bridges and other immediately associated structures but it widens out in places to incorporate land which was associated with its construction and operation. Adjacent to the site; it incorporates a large triangular plot of fields on the NE side (with no obvious historic structures); the towpath is on the SW side and; the canal walls and their copings have been rebuilt in the 20th C, mostly in concrete.</p> <p><u>Medium Heritage Significance</u></p> | <p>trees, some chalets and cottages and Booth Lane (A533). The triangular plot of fields to the NE slopes down gently away from the canal. The site has no association with canal. It is barely visible from the CA and there is very limited intervisibility between the CA and the site and makes minimal contribution to its setting and significance.</p> | <p>significance of the asset. The site and the CA would be both be visible from the proposed bridge over the canal which is proposed as part of the Middlewich Eastern Bypass, but this would not affect the (lack of) impact of the proposal on the setting of the heritage asset.</p> | | | |

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| Heritage asset | Contribution that this site makes to the significance of the heritage asset | Impact that the loss of this site and its subsequent development might have upon the significance of the asset. | How might any harm be removed or reduced? | Impact that the loss of this site and its subsequent development might have on the significance of the asset with mitigation measures in place. | Conclusions. |
|----------------|---|---|---|---|--------------|
|----------------|---|---|---|---|--------------|

HIA GTTS 68 Land at Firs Farm, A50

| | | | | | |
|---|---|--|---|---|--|
| <p><u>Holly Cottage Grade II Listed Building</u> Probably early C17, altered. Oak frame and brick, rendered; clay tile roof of steep pitch probably formerly thatched. 1 storey plus attic. Small casements mostly of C19 vernacular type. Oak frame exposed on left (N) gable with flush gable chimney; this was formerly a central ridge chimney, the adjoining cottage to left having been demolished circa 1965. Internal features of architectural and historic interest</p> <p><u>Tudor Cottage (listed as The Cottage Grade II Listed Building)</u> Cottage, probably late C17, altered and extended. Brick-nogged oak</p> | <p>Both listed buildings are within their own small plots which form their immediate setting. They are part of a small group of historic buildings within a rural road-side location which forms their intermediate setting. The existing access track to the site runs past both assets and behind Tudor Cottage. Historically, it provided access to Arclid Wood as well as the farm. The main site is separated from Tudor Cottage by distance and intervening substantial vegetation and makes minimal visual contribution to its wider. There is some limited inter-visibility between Holly Cottage and the main part of the site and they can be</p> | <p>The development of the site as proposed would remove most traffic to the site from the existing historic track and its potential closure would harm the historic relationship between the assets, the track and the wider setting of Arclid Woods. The formation of the new access road would encroach slightly on to the current open setting SE of the cottages and have a Negligible adverse impact on their agricultural setting. The development of 6 dwellings on the main part of the site would be substantially screened from the heritage assets by distance, the track and substantial</p> | <p>The harm to the historic relationship between the assets and the track could be reduced by retaining the track as a PRoW, as a commitment has been given in the approval (18/2961C) and by requiring a programme of historic landscape restoration along the track to be implemented through conditions on any application for the proposed development. The harm to the openness of the setting to the SE of the heritage assets could be reduced by implementing the landscaping scheme in the approval (18/2961C). The harm to the openness of the setting to the NE of the</p> | <p>With the mitigation measure in place, the level of harm to the setting and significance of the heritage assets would be Negligible adverse</p> | <p>Provided that the proposed mitigation measures are put in place the level of harm would be Neutral/slight adverse. This harm would be at the lower end of the spectrum of “Less than substantial” and could be outweighed by wider public benefits.</p> |
|---|---|--|---|---|--|

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| Heritage asset | Contribution that this site makes to the significance of the heritage asset | Impact that the loss of this site and its subsequent development might have upon the significance of the asset. | How might any harm be removed or reduced? | Impact that the loss of this site and its subsequent development might have on the significance of the asset with mitigation measures in place. | Conclusions. |
|--|---|--|---|---|--------------|
| <p>small frame with diagonal braces, partly replaced in brick; clay tile roof, formerly thatched. One storey plus attic bedrooms with dormers ; 2 windows. Boarded door on south side and (on HL hinges) in east gable end, in wall replaced in brick. Small-pane wood casements of C19 vernacular type. Ridge chimney of brick. Internal features of architectural and historic interest Both buildings are examples of former low status agricultural workers dwellings in a small group. Medium Heritage Significance Firs Farmhouse and an outbuilding are shown on the 1841 Tithe Map and so may have some heritage significance,</p> | <p>seen in the same view from the S and makes a small contribution to its wider setting. The proposed access strip is also part of the wider rural setting of Holly Cottage but is separated from it by an intervening open field and the hedge on the boundary of Holly Cottage.</p> | <p>vegetation and so would have only a Negligible adverse impact on their wider open setting. The proposed storage and parking areas for trailers and vehicles and the storage shed would be further separated from the assets by distance, the track, the existing farm buildings and substantial vegetation. However, those trailers, vehicles and storage shed would be bigger, some more brightly coloured and potentially more visible in the distance in the shared view towards the heritage assets and the site from the S. They could have a Negligible/Minor Adverse impact on their setting and significance.</p> | <p>heritage assets could be reduced by an additional landscaping scheme of indigenous species, especially to the east of Fir Farmhouse.</p> | | |

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| Heritage asset | Contribution that this site makes to the significance of the heritage asset | Impact that the loss of this site and its subsequent development might have upon the significance of the asset. | How might any harm be removed or reduced? | Impact that the loss of this site and its subsequent development might have on the significance of the asset with mitigation measures in place. | Conclusions. |
|---|---|---|---|---|--------------|
| although they have not been studied in this assessment. | | | | | |

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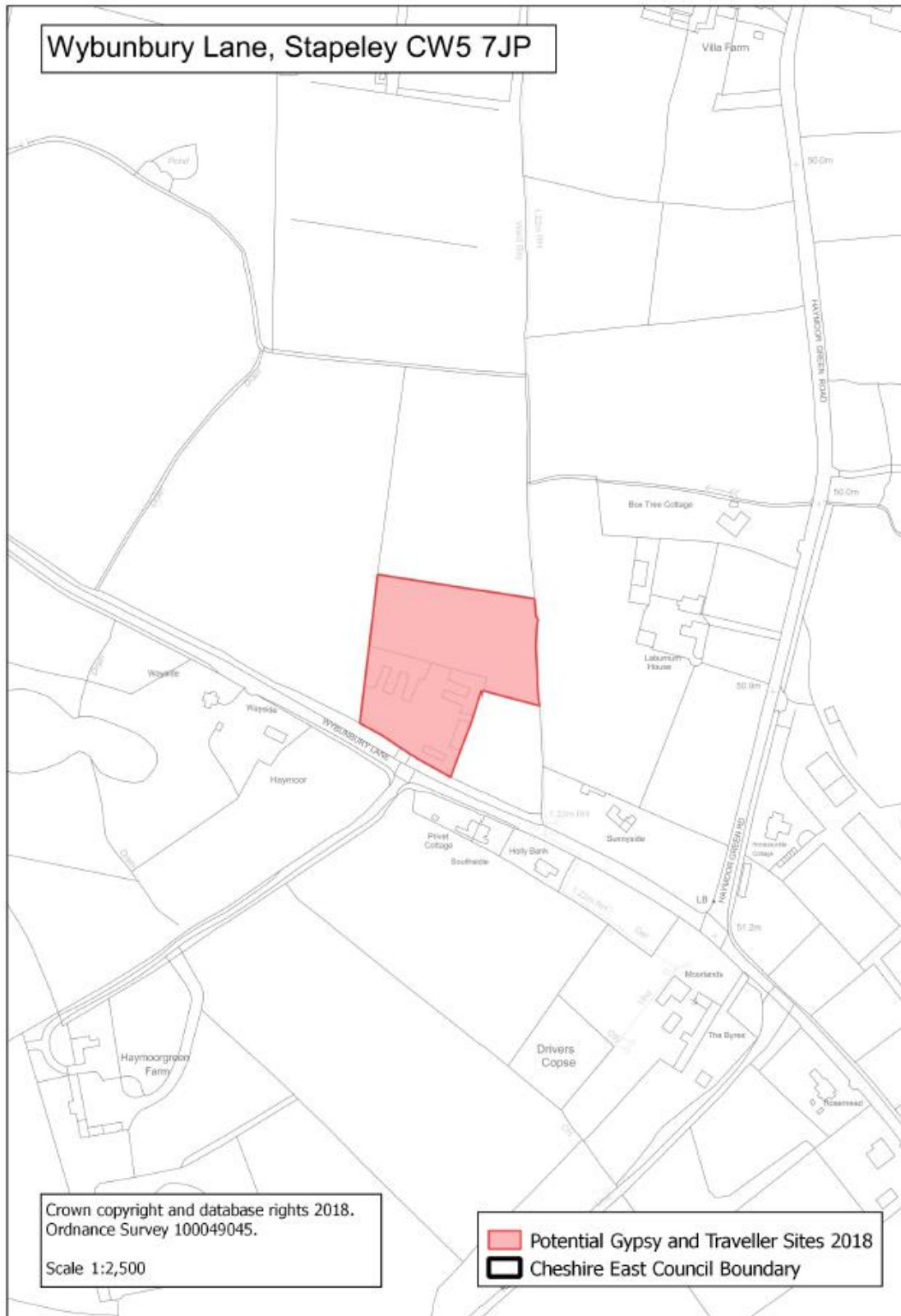
Appendix 7: Site Maps

Site GTTS 12 – Land at Railway Bridge Cottages, Nantwich



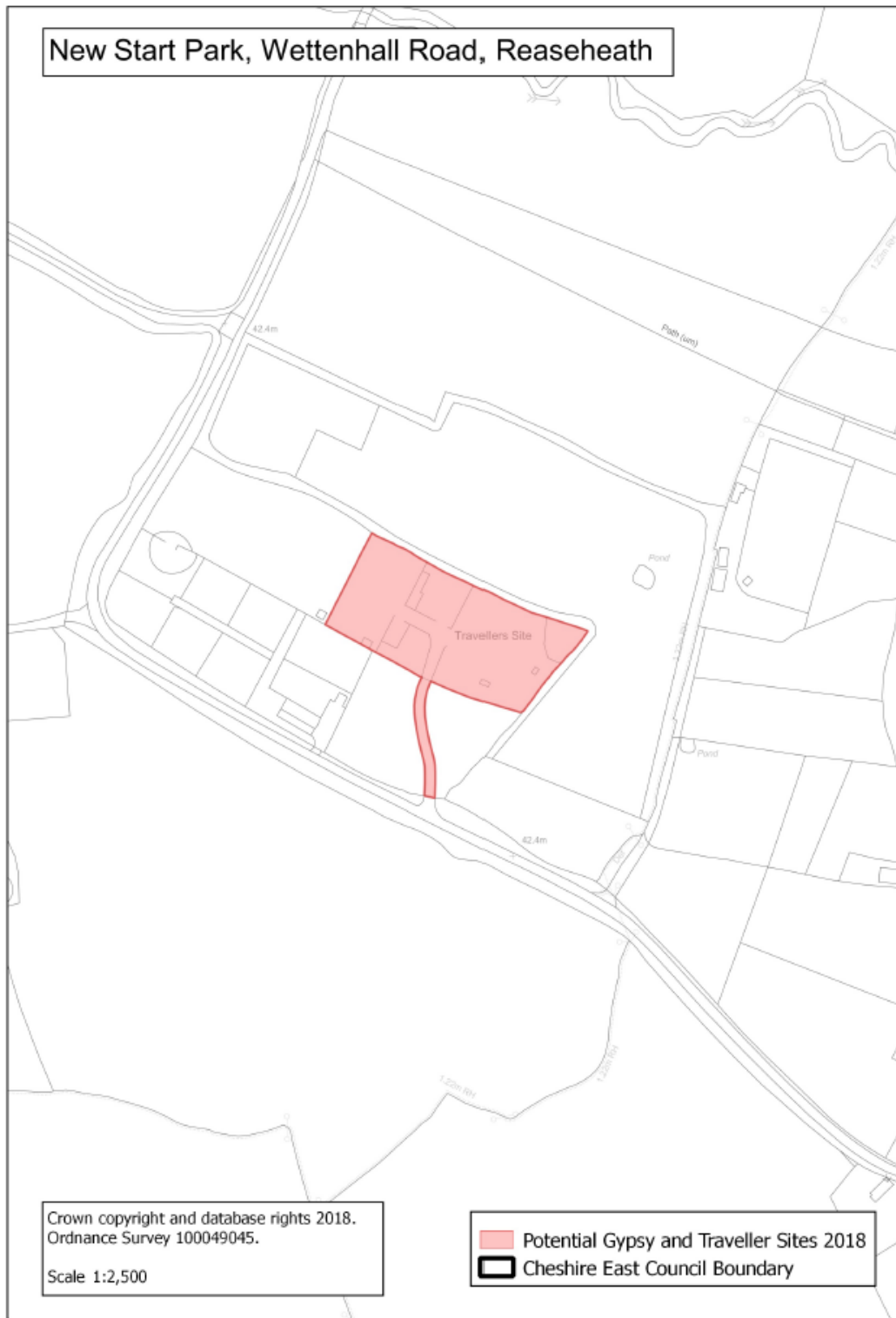
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Site GTTS 13 – Wybunbury Lane, Stapeley



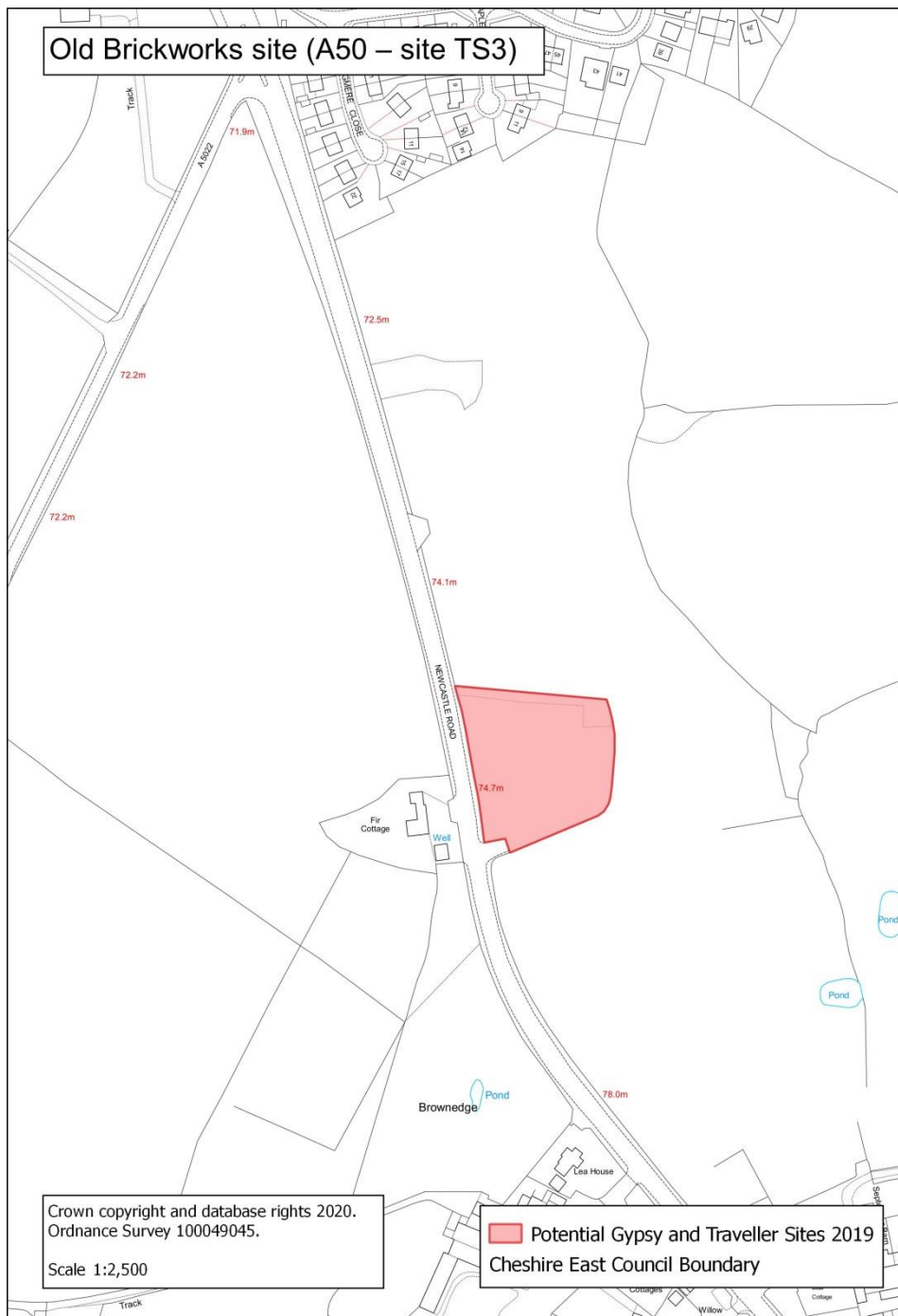
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Site GTTS 17 New Start Park, Wettenhall Road



OFFICIAL

Site GTTS 19 Old Brickworks Site, A50, Newcastle Road



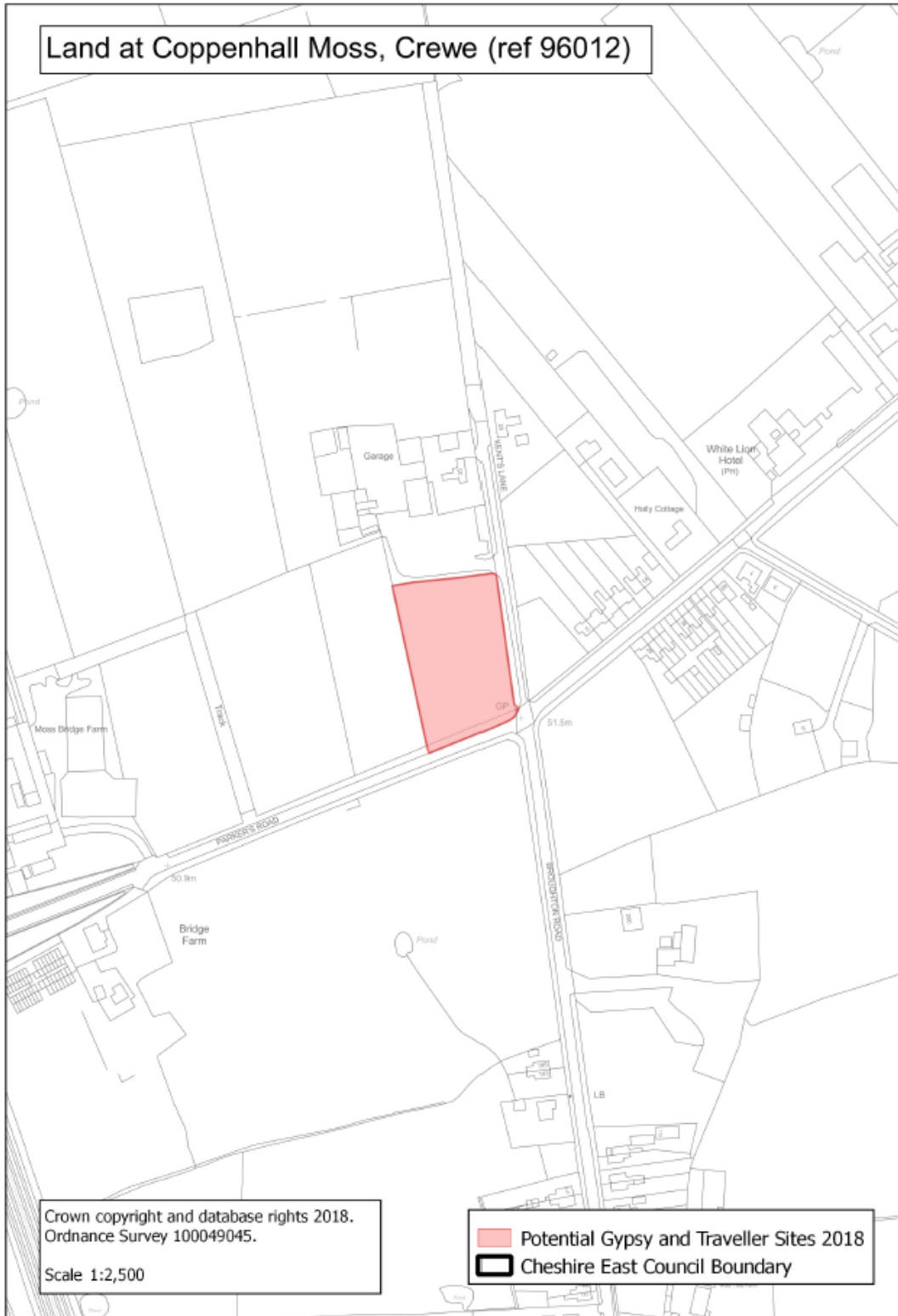
OFFICIAL

Site GTTS 30 Land at London Road, Bridgemere



OFFICIAL

Site GTTS 31 Land at Coppenhall Moss



OFFICIAL

Site GTTS 64 Arclid Depot

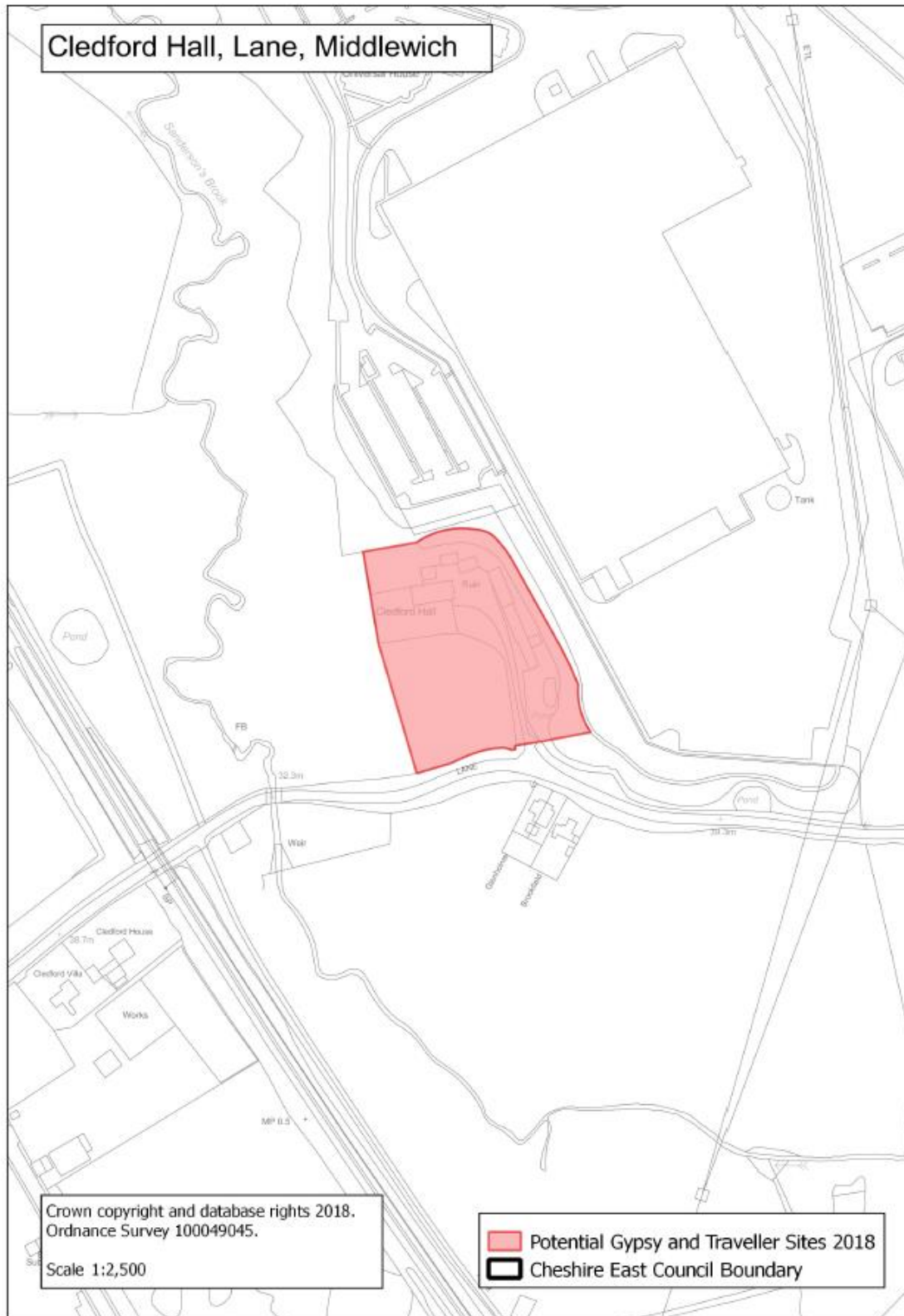


OFFICIAL

Site GTTS 66 Lorry Park, Mobberley Road, Knutsford

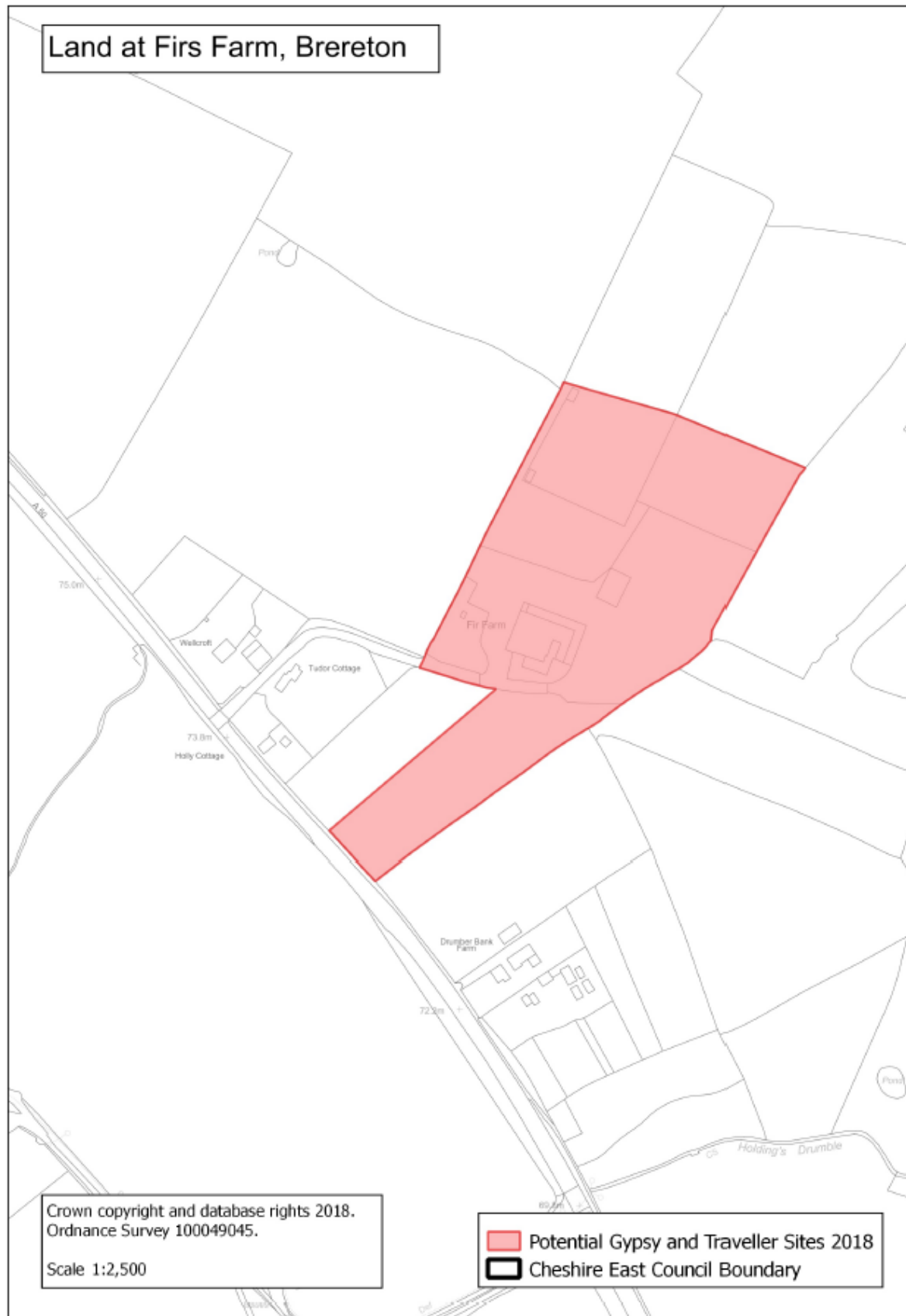


Site GTTS 67 Cledford Hall, Cledford Lane, Middlewich



OFFICIAL

Site GTTS 68 Land at Firs Farm, Brereton (A50)



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